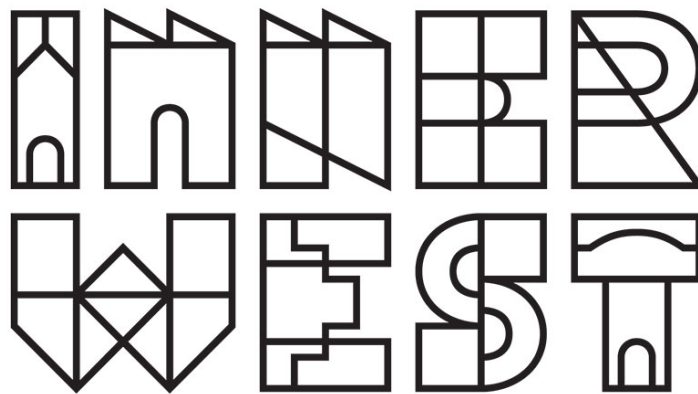


# AGENDA

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## **LOCAL TRAFFIC COMMITTEE MEETING**

**MONDAY 21 MARCH 2022**

**11.00am**

## Function of the Local Traffic Committee

### Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

### Role of the Committee

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

### Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

### Committee Membership & Voting

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

### Committee Chair

Council's representative will chair the meetings.

### Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.



## AGENDA

<b>1</b>	<b>Apologies</b>	
<b>2</b>	<b>Disclosures of Interest</b>	
<b>3</b>	<b>Confirmation of Minutes</b>	
	Minutes of 7 February 2022 Local Traffic Committee Meeting	<b>5</b>
<b>4</b>	<b>Matters Arising from Council's Resolution of Minutes</b>	
<b>5</b>	<b>Part A – Items Where Council May Exercise Its Delegated Functions</b>	
<b>Traffic Matters</b>		
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Nil at time of printing.

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## **7 Part C - Items for General Advice**

Nil at the time of printing.

## **8 General Business**

## **9 Close of Meeting**

**Minutes of Local Traffic Committee Meeting  
Held remotely on 7 February 2022**

**Meeting commenced at 10.00am**

**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.*

**COMMITTEE REPRESENTATIVES PRESENT**

Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Aislinn Stein-Magee	Representative for Jo Haylen MP, Member for Summer Hill
Solon Ghosh	Transport for NSW (TfNSW)

**NON VOTING MEMBERS IN ATTENDANCE**

Colin Jones	Inner West Bicycle Coalition (IWBC)
Adrian Prichard	Transit Systems – Inner West Bus Services
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
Stephen Joannidis	IWC's Urban Amenity Improvement Delivery Manager
Joe di Cesare	IWC's Design Services Coordinator
Christina Ip	IWC's Business Administration Officer

**VISITORS**

Nil.

**APOLOGIES:**

SC Anthony Kenny	NSW Police – Inner West Police Area Command
Jacqui Thorburn	Representative for Jodi MacKay MP, Member for Strathfield
Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command

**DISCLOSURES OF INTERESTS:**

Nil.

**CONFIRMATION OF MINUTES**

The minutes of the Local Traffic Committee meeting held on 6 December 2021 were confirmed.

**MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES**

The minutes of the Local Traffic Committee meeting held on 15 November 2021 and 6 December 2021 are awaiting adoption.

## **EMAIL CONFIRMATION OF OFFICER'S RECOMMENDATION**

The representative for NSW Police – Inner West supported the Officer's recommendations for the items in their PAC.

The representative for NSW Police – Leichhardt supported the Officer's recommendations for the items in their PAC.

### **LTC0222(1) Item 1 Canal Road and Charles Street, Leichhardt – Proposed traffic calming and pedestrian facility (Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)**

## **SUMMARY**

A review has been undertaken in Canal Road and Charles Street following a request for an improvement to pedestrian facilities to improve road safety. Adjustments to the shared path, kerb ramp locations, removal of some vegetation to improve sight distances, and speed cushions are proposed to improve safety.

Canal Road and Charles Street provides vehicular access to Blackmore Oval and the Canal Road Filming Centre. It is also an active transport link from Hawthorne Light Rail stop to the Bays Run circuit and to the Leichhardt North Light Rail stop and the pedestrian overpass across City West Link Road.

## **Officer's Recommendation**

THAT:

1. The kerb ramps and path adjustments be made at the road bend of Canal Road and Charles Street as shown in the attached plan;
2. That changes be made to signage in Charles Street and Canal Road as shown in the attached plan; and
3. Two asphalt speed cushions and associated line marking and signage in Charles Street approximately 50m west of the road bend near the light rail underpass be included in Council's future Capital Works Program with an estimated cost of \$20,000.

## **DISCUSSION**

Following further feedback and analysis, Council Officers proposed removing part one of the recommendation on the basis that the path at the bend of Canal Road and Charles Street is rarely used by pedestrians and is mostly used by bike riders to transition to on-road rather than continuing on Canal Road. Council Officers will instead investigate reconstruction of the access ramp on the eastern bend for improved accessibility. The IWBC representative suggested that the ramp on the Blackmore Oval side of the path also be investigated for reconstruction.

The representative for the Member for Balmain requested that a 10km/h speed zone be reinstated south of the bend as it is a dangerous corner. The representative also requested that the tram ramp on the eastern end of Charles Street be moved a few metres north to better align with the path to the light rail station.

The IWBC representative requested that the path under the City West Link towards the bridge be reviewed to make it safer and more accessible for cyclists. In particular, the current placement of the bollards on the path makes it difficult for cyclists to ride through without crossing the centre line.

The IWBC representative also requested speed cushions be installed adjacent to the roundabout where Charles Street begins and suggested the area become a 30km/h speed

zone.

Council Officers will investigate the above requests.

The Committee members agreed with part two and three of the Officer's recommendation and the removal of part one.

### **COMMITTEE RECOMMENDATION**

**THAT:**

1. **Changes be made to signage in Charles Street and Canal Road as shown in the attached plan; and**
2. **Two asphalt speed cushions and associated line marking and signage in Charles Street approximately 50m west of the road bend near the light rail underpass be included in Council's future Capital Works Program with an estimated cost of \$20,000.**

**For motion:** Unanimous

### **LTC1021(1) Item 2 Dulwich Hill Station Precinct Public Domain Improvements - Stage 2 Works (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Inner West PAC)**

### **SUMMARY**

Cardno was commissioned for the traffic and transport assessment for the detailed design of the Dulwich Hill Station Precinct Public Domain Improvements (DHSPDI). Council adopted the Master Plan for Dulwich Hill Station Precinct at its meeting held on 13 August 2019. The Dulwich Hill Station Public Domain Master Plan provides the Dulwich Hill community with a plan to transform the streets and public spaces around the station into a pedestrian oriented village.

Dulwich Hill Station Precinct Public Domain Improvement works are to be delivered in two stages. Approval for relevant works in Stage 1 were submitted and approved by the Local Traffic Committee in July, 2020. Stage 1 works involved:

- A raised, signalised intersection at Wardell Road / Dudley Street;
- Footpath treatments and tree plantings on the southern side of Dudley Street; and
- A kerb extension on the southern side of Dudley Street at the intersection with Wardell Road.

This assessment is for Stage 2 works. The following works proposed to be undertaken within Stage 2 include:

- A raised entry threshold at the approach roads to Wardell Road and Ewart Street intersection (i.e. one on Wardell Road and a second one on Ewart Street – west of the intersection)
- Converting the existing Ewart Street threshold to a raised entry threshold, in line with the other thresholds built for the Dulwich Hill Station Precinct Public Domain Improvements;
- Tree plantings, garden beds and a rain garden; and
- New Bluestone Pavers for footpaths.

The proposed upgrades will transform the public spaces surrounding the station into a pedestrian oriented village. Many of the upgrades were developed to improve pedestrian and cyclist safety and efficiency throughout the precinct and facilitate access to and from the station. Overall, the upgrades align well with the existing and planned pedestrian and cycling networks and are expected to improve the safety and efficiency of the station precinct. It is

noted that Council has received Blackspot funding to upgrade the entry thresholds.

### **Officer's Recommendation**

THAT the following works proposed to be undertaken as part of Stage 2 be APPROVED:

1. New in road trees, garden beds, raingarden and footpath treatments;
2. A raised threshold with pedestrian (zebra) crossing at Bedford Crescent (subject to meeting TfNSW warrants); and

Raised thresholds to reduce vehicle speeds and signify the extent of a pedestrian oriented village.

### **DISCUSSION**

The IWBC representative commented that there will be conflict between cyclists and pedestrians on Dudley Street and Bedford Crescent, and Dudley Street and Ewart Lane, due to narrow access and poor sightlines and stated that clear separation is needed. Cycle routes were suggested including a dedicated bike path along Ewart Lane to Dulwich Hill train station and a route along Dudley Street, Bayley Street and Dibble Avenue connecting to the Cooks River bike path.

Council Officers advised that the traffic signals at the corner of Wardell Road and Dudley Street are being designed to accommodate cyclists crossing over into Dulwich Hill Station and ultimately connect into the Greenway. Furthermore, Ewart Lane is proposed under the current masterplan for Dulwich Hill to become a shared laneway.

The TfNSW representative requested a review of the 40km/h start points to ensure they line up with threshold treatments and that the traffic signals are operating as efficiently as possible

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

THAT the following works proposed to be undertaken as part of Stage 2 be APPROVED:

1. New in road trees, garden beds, raingarden and footpath treatments;
2. A raised threshold with pedestrian (zebra) crossing at Bedford Crescent (subject to meeting TfNSW warrants); and
3. Raised thresholds to reduce vehicle speeds and signify the extent of a pedestrian-oriented village.

**For motion:** Unanimous

**Summer Hill Electorates / Inner West PAC)**

**SUMMARY**

Council has finalised an amended design plan for the proposed construction of a new pedestrian refuge on Addison Road, Marrickville near Denby Street. Council received funding from the TfNSW Blackspot Program and the proposed works will improve pedestrian safety and motorist safety in the area. It is recommended that the proposed detailed design plan be approved.

**Officer's Recommendation**

THAT the detailed design plan for the proposed new pedestrian refuge on Addison Road, Marrickville near Denby Street and associated signs and line markings (as per Plan No.10117\_A) be APPROVED.

**DISCUSSION**

The Transit Systems representative supported the proposed relocation of the bus stop and requested that 28 days of notice be provided to Transit Systems prior to construction.

The TfNSW representative asked if the 1.5m pram ramp can be extended to match the 3m crossing width. Council Officers indicated that they will investigate this request.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the detailed design plan for the proposed new pedestrian refuge on Addison Road, Marrickville near Denby Street and associated signs and line markings (as per Plan No.10117\_A) be APPROVED.**

**For motion:** Unanimous

**LTC0222(1) Item 4 O'Neill Street, Lilyfield (West of Foucart Street) - Proposed 'No Parking' restrictions (Baludarri-Balmain Ward /Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

Council has received concerns regarding vehicles parking on the northern side of O'Neill Street, west of Foucart Street and subsequently causing localised traffic congestion and queuing on both O'Neill Street and Foucart Street.

**Officer's Recommendation**

**THAT a 13m 'No Parking' zone be installed in the northern side of O'Neil Street, Lilyfield between the existing 'No Stopping' zone and the driveway access of No. 82 Foucart Street, Rozelle.**

**DISCUSSION**

The TfNSW representative stated that delineation of the lane with a solid line is the preferred edge treatment. Council Officers will change the proposed dash line to a solid edge line.

The Committee members agreed with the Officer's recommendation.



### **COMMITTEE RECOMMENDATION**

**THAT a 13m ‘No Parking’ zone be installed in the northern side of O’Neil Street, Lilyfield between the existing ‘No Stopping’ zone and the driveway access of No. 82 Foucart Street, Rozelle.**

**For motion: Unanimous**

**LTC0222(1) Item 5   Kegworth Street, Leichhardt at intersection with Tebbutt Street–  
Intersection development for pedestrian and children safety–  
traffic facilities (Gulgadya-Leichhardt Ward/Balmain  
Electorate/ Leichhardt PAC)**

### **SUMMARY**

Council is planning to improve pedestrian safety in Kegworth Street at the intersection of Tebbutt Street, Leichhardt by constructing kerb extensions at this location. The proposed works aim to improve pedestrian safety by reducing the crossing distance.

### **Officer’s Recommendation**

THAT the attached detailed design plan (Design Plan No.10184) for the proposed kerb extensions and associated works at Kegworth Street, Leichhardt at the intersection of Tebbutt Street be approved.

### **DISCUSSION**

The TfNSW representative requested that the pram ramp width be extended to match the crossing width. The representative asked if the school raised any issues with the crossing of Tebbutt Street at Kegworth Street. Council Officers advised that the school did not have any issues with that crossing; however, they raised concerns with the signalised intersection of Lords Road and Tebbutt Street. These concerns will be forwarded to the TfNSW representative.

The Committee members agreed with the Officer’s recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the attached detailed design plan (Design Plan No.10184) for the proposed kerb extensions and associated works at Kegworth Street, Leichhardt at the intersection of Tebbutt Street be approved.**

**For motion: Unanimous**

**LTC0222(1) Item 6   Intersection of Edward Street and Mungo Scott Place/ Wellesley  
Street - Interim treatment of intersection for improved sight line  
(Djarrawunang-Ashfield Ward/Summer Hill Electorate/Ashfield  
PAC)**

### **SUMMARY**

Council has received numerous concerns from the community (via councillor and requests alone) regarding sight line obstruction at the crossroad intersection of Edward Street and Wellesley Street /Mungo Scott Place, Summer Hill.



The intersection has been captured under the Ashfield Traffic Management Strategy (ATMS) and is listed under the capital works program to investigate a permanent treatment to the intersection in view of traffic and pedestrian safety, and any other perceived developments to the intersection.

To alleviate this issue in the interim, it is proposed that the intersection be treated via signs and line marking by building out the corners of Edward Street in paint and introduce STOP control markings in Wellesley Street and Mungo Scott Place out in/near line of the build outs. Associated variation to parking, edge line and centreline introduction with advance warning 'Pedestrian' signs in Edward Street will further enhance traffic and pedestrian safety through the intersection.

### **Officer's Recommendation**

THAT the interim works for treatment (via signs and markings) of the intersection of Edward Street and Wellesley Street/Mungo Scott Place, Summer Hill BE APPROVED as follows:

1. Provide painted built outs to all corners in Edward Street,
2. Provide STOP control markings for Wellesley Street and Mungo Scott Place out in/near line of the painted build outs in Edward Street, with new STOP signs added,
3. Provide edge lines (E1) and double barrier centrelines (BB) in Edward Street at 24 metres to both sides of the intersection,
4. The first unrestricted car space on the eastern side of Edward Street, north of Mungo Scott Place be converted to angled parking for motorcyclists, and
5. Provide advance 'Pedestrian' warning signs in Edward Street on both approach sides to the intersection.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

THAT the interim works for treatment (via signs and markings) of the intersection of Edward Street and Wellesley Street/Mungo Scott Place, Summer Hill BE APPROVED as follows:

1. Provide painted built outs to all corners in Edward Street,
2. Provide STOP control markings for Wellesley Street and Mungo Scott Place out in/near line of the painted build outs in Edward Street, with new STOP signs added,
3. Provide edge lines (E1) and double barrier centrelines (BB) in Edward Street at 24 metres to both sides of the intersection,
4. The first unrestricted car space on the eastern side of Edward Street, north of Mungo Scott Place be converted to angled parking for motorcyclists, and
5. Provide advance 'Pedestrian' warning signs in Edward Street on both approach sides to the intersection.

**For motion:** Unanimous

**Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

Council has been notified by NSW Police that the three (3) existing 'No Parking Police Vehicles Excepted' angle parking spaces on the west side of Annandale Street north of Collins Street, Annandale in front of the Police Station may be reverted to unrestricted parking.

**Officer's Recommendation**

THAT three (3) 'No Parking Police Vehicles Excepted' angle parking spaces on the west side of Annandale Street, Annandale near No.21 Collins Street, Annandale be reverted back to unrestricted angle parking.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT three (3) 'No Parking Police Vehicles Excepted' angle parking spaces on the west side of Annandale Street, Annandale near No.21 Collins Street, Annandale be reverted back to unrestricted angle parking.**

**For motion: Unanimous**

**LTC0222(1) Item 8 Marrickville Road, Marrickville near Livingstone Road -  
Implementation Of Short-Term Parking Restrictions (Midjuburi-  
Marrickville Ward/ Summer Hill Electorate/ Inner West PAC)**

**SUMMARY**

Council is proposing to introduce a section of time-restricted parking along Marrickville Road, Marrickville, in order to improve parking turnover along the frontage of Marrickville Library and in the vicinity of the local businesses along the above-mentioned road.

**Officer's Recommendation**

THAT thirty (30) metre section of unrestricted parking be converted to '1P 8.30am – 6pm' on northern side of Marrickville Road, Marrickville between the signalized intersection of Marrickville Road/Livingstone Road and existing 'No Stopping 8am-930am 2.30pm-4.30pm School Days' located 23.6m west of Lilydale Street.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT thirty (30) metre section of unrestricted parking be converted to '1P 8.30am – 6pm' on northern side of Marrickville Road, Marrickville between the signalized intersection of Marrickville Road/Livingstone Road and existing 'No Stopping 8am-930am 2.30pm-4.30pm School Days' located 23.6m west of Lilydale Street.**

**For motion: Unanimous**

**General Business**

**LTC0222(1) Item 9 Monthly reports for State funded projects**

The TfNSW representative stated that they are waiting on the January and February monthly reports for State funded projects from Council. Council Officers will follow this up with the appropriate officer.

**LTC0222(1) Item 10 Overgrown vegetation near Smith Street and Longport Street roundabout, Summer Hill**

The IWBC representative stated that vegetation has grown over the footpath and obstructed sightlines near the roundabout at Smith Street and Longport Street and requested the vegetation be cleared. Council Officers will forward this request to the relevant maintenance manager for action.

Meeting closed at 10.56am.

**Item No:** LTC0322(1) Item 1

**Subject:** PROPOSED SHARED PATH BETWEEN LONGPORT STREET AND GROSVENOR CRESCENT AND SMITH STREET

**Prepared By:** Ryan Hawken - Project Manager Greenway Delivery

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has received a request to provide safer connections for cyclists from the newly completed Regional Route 7 cycleway on Longport Street to Smith Street and Grosvenor Crescent, as well as the future Greenway. In the short term it is proposed to install shared paths along Smith Street and Grosvenor Crescent to improve cyclist safety in the area.

It is recommended that the signage plan for the proposed shared paths be approved.

## RECOMMENDATION

**That the signage plan for the proposed shared paths between Longport Street and Grovesnor Crescent and Smith Street be APPROVED.**

## BACKGROUND

Council was contacted by Inner West Bicycle Coalition in January requesting that Inner West Council provide improved cycle connections from the newly completed Regional Route 7 cycleway on Longport Street to Smith Street and Grosvenor Crescent, as well as the future Greenway via Gadigal Reserve.

Grosvenor Crescent is identified as a regional cycle route, and would form any future stage of the Regional Route 7 cycleway, while Smith Street is a local cycle route connecting to the Summer Hill town center and the future Greenway via Malthouse Way.

### Connection from Longport Street to Gadigal Reserve and Grosvenor Crescent

The current Regional Route 7 (RR7) works include a shared path along the northern side of Longport Street which ends at the corner of Grosvenor Crescent. The intersection of Longport Street and Grosvenor Crescent is a roundabout with significant traffic volumes and transition from path to road here is difficult.

In the short term it is proposed to install shared path signage to enable bicycles to use the existing northern/eastern footpath in Grosvenor Crescent as a shared path until Gadigal Reserve. Refer **Attachment 1** for the proposed signage plan.

The path in this area is typically 2.3m wide, and the existing guardrail means the useable path width narrows to 2.0m around the bend. There is no carparking or properties adjacent to the path. Whilst 2.3m is marginally narrower than the minimum 2.5m width recommended for shared paths in Austroads, the introduction of a shared path is considered appropriate given the benefits to safety at this location and low user volumes.

The proposed signage would enable cyclists to transition from the road on Grosvenor Crescent and continue up the shared path to Longport Street where they can connect to the existing RR7 shared path on the northern side of Longport Street.

In the longer term RR7 would continue from Longport Street along Grosvenor Crescent. The design of this future stage would need to consider the best structural solution for cyclists.

### Connection from Longport Street to Smith Street

Council is planning to install a connection between RR7 and Malthouse Way as part of the Greenway in-corridor works in 2023/24. This would be either be a widened shared path or a separated bi-directional with suitable widths achieved by widening into the existing roadway.

In the short term it is proposed to include shared path signage to enable bicycles to use the existing eastern footpath in Smith Street as a shared path until Malthouse Way. Refer **Attachment 1** for the proposed signage plan.

The path in this area is typically 2.4m wide, with some narrower pinch-points. There is no carparking or properties adjacent to the path. Whilst this 2.4m is marginally narrower than the minimum 2.5m width recommended for shared paths in Austroads, the introduction of a shared path is considered appropriate given the benefits to safety at this location and low user volumes.

The proposed signage would enable cyclists to transition from the separated path on Longport and continue down a shared path to Malthouse Way where they can transition safely back on-road to Smith Street at the existing driveway.

### FINANCIAL IMPLICATIONS

Works would be undertaken within the existing Regional Route 7 budget.

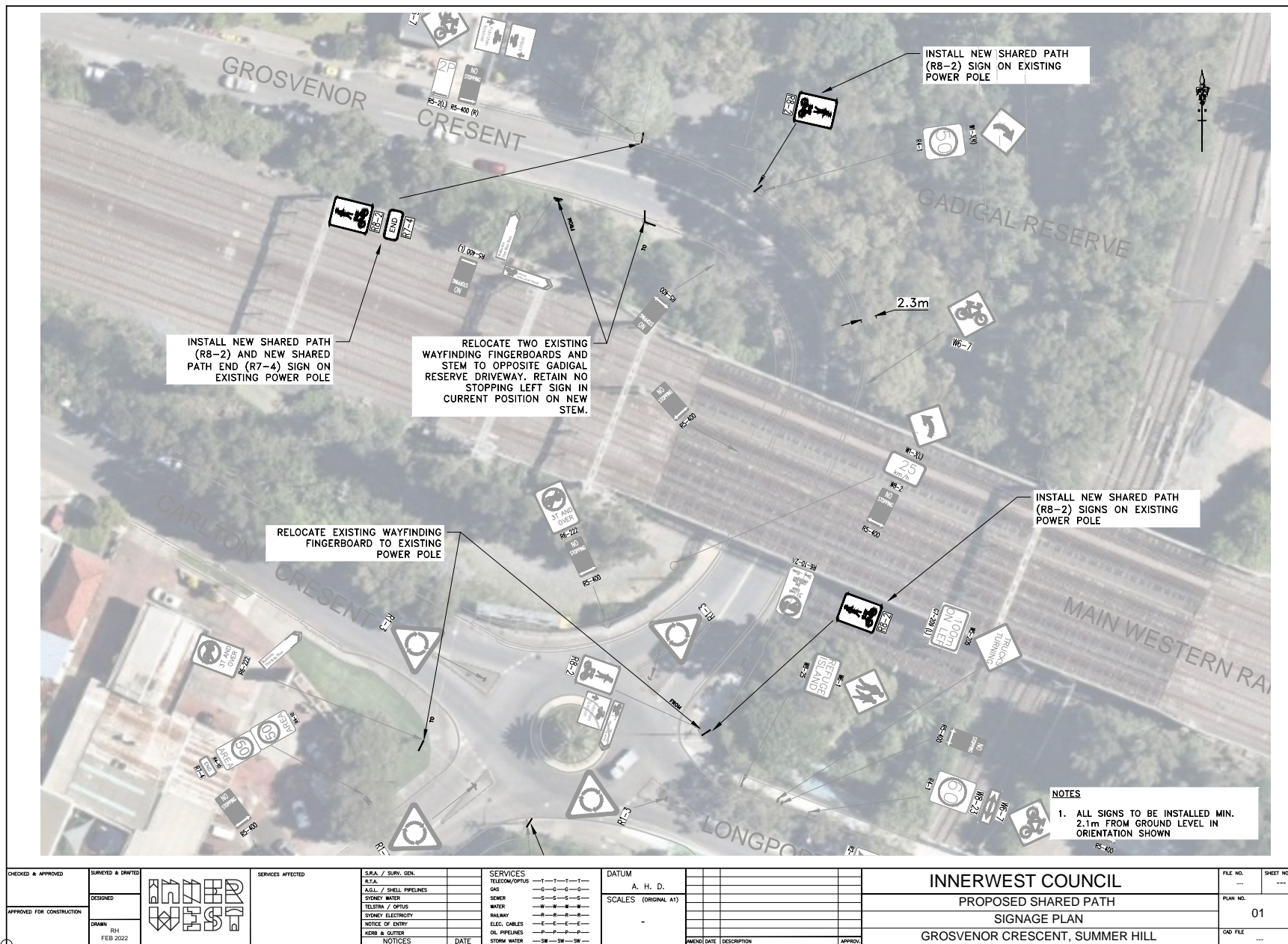
### PUBLIC CONSULTATION

Inner West Bike Coalition has been consulted with respect to the proposed signage changes and is generally supportive of the introduction of the shared paths until further works can be undertaken as part of the Greenway and/or next stage of Regional Route 7.

### ATTACHMENTS

1. [Shared Path Signage Plan](#)









**Item No:** LTC0322(1) Item 2

**Subject:** BYRNES STREET, MARRICKVILLE AND TRAFALGAR STREET,  
PETERSHAM - DEDICATED CAR SHARE PARKING RESTRICTIONS  
(SUMMER HILL ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

A request has been received from a GoGet Car Share representative for the installation of three (3) on-street dedicated 'Car Share' parking spaces for existing floating car share vehicles around the Inner West. Due to community feedback and opposition to one location only two nominated car share spaces are recommended for installation.

## RECOMMENDATION

That the following 'No Parking Authorised Car Share Vehicles Excepted' restrictions be approved:

1. A 5.0m restriction in the first parking space on the southern side of Byrnes Street, Marrickville east of Illawarra Road, between the driveways of the adjacent complex; and
2. A 5.5m restriction in the first parking space on the northern side of Trafalgar Street, Petersham immediately west of the existing bus stop.

## BACKGROUND

On 9 March 2021 Council endorsed public exhibition of the draft Car Share Policy. The draft policy was publicly exhibited between 17 March and 28 April 2021 to obtain feedback from the community and car share operators. Most comments received were supportive of car sharing services, making a number of suggestions about how the policy could be improved. The policy has been amended in response to feedback received and subsequently adopted by Council at its meeting 5 August 2021.

Research indicates that each car share space can replace up to 8 vehicles on the road. Council's adopted Car Share Policy will potentially reduce demand for on-street parking, resulting in less cars on public roads, leading to less pollution and greenhouse emissions. The policy is part of a holistic approach to transport planning, along with improvements to public transport services and enhanced facilities for cycling and walking.

Generally, car share schemes rely on having convenient dedicated on-street parking spaces. The designated space will be in operation 24 hours a day, 7 days a week, during which only specifically marked car share vehicles will be permitted to park in this space.

## FINANCIAL IMPLICATIONS

Nil. The costs of the supply and installation of the signposting associated with the dedicated car share parking space is to be borne by the applicant in accordance with Council's Fees and Charges.

## OTHER STAFF COMMENTS



A request has been received from GoGet representative for the installation of on-street dedicated car share parking spaces within Inner West. The nominated locations are:

- Byrnes Street, Marrickville (beside the driveway of the multi-unit development) south side of Byrnes Street opposite O'Brien Lane (existing signposted restriction – 'unrestricted')
- Trafalgar Street, Petersham (across the road from the multi-unit development) on the north side of Trafalgar Street before the bus stop at Petersham train station (existing signposted restriction – 'unrestricted')
- Hobbs Street, Lewisham (near Lewisham Train Station) on the north side of Hobbs Street south of Victoria Street (existing signposted restriction - '2P 8.30am-6pm Mon-Fri')

## PUBLIC CONSULTATION

Community consultation was led by GoGet representatives during the period between 18 January and 2 February 2022. Letters were distributed to local residents within 100 metres of each proposed space. A copy of each respective community consultation letter is presented at the end of this report.

The following summary of the consultation results was presented to Council:

*Letters were delivered to residents within 100 metres of each proposed space:*

*x 220 letters on Byrnes Street  
x 30 letters on Trafalgar Street  
x 20 letters on Hobbs Street*

*Byrnes Street x 5 in support and 2 in support but in an alternate location.  
Trafalgar Street x 0 responses  
Hobbs Street x 8 negative responses*

For Byrnes Street, Marrickville, seven (7) responses were received, all in support of the implementation of the car share restrictions with two (2) requests to relocate to an alternative location.

For Trafalgar Street, Petersham, no (0) responses were received. It is noted that the locality is currently being redeveloped with the Petersham RSL development works.

For Hobbs Street, Lewisham, eight (8) responses were received, all in objection to the proposal. Residents who rejected the proposal are concerned about the increase demand for on-street parking for local residents within the already high demand area. Victoria Street was cited to be an alternative location

## CONCLUSION

Due to community feedback and opposition to one location only two nominated car share spaces are recommended for installation. The Hobbs Street, Lewisham car share location is recommended not to proceed.

It is recommended that the installation of the proposed other two on-street dedicated car share parking spaces in Byrnes Street, Marrickville and Trafalgar Street, Petersham be approved in order to provide improved parking opportunities for local residents who participate in the car share scheme.

17<sup>th</sup> of January 2022

### THE OCCUPANT

Trafalgar Street

#### Proposed Car Share Trafalgar Street, Petersham

Due to the growing number of residents who are adopting car share in your neighbourhood, Inner West Council is considering a proposal to introduce car share in Trafalgar Street, Petersham.

Council supports car sharing as it provides benefits for everyone. Car sharing is a convenient and low-cost way to access a car for people who only need a car occasionally or on the weekend.

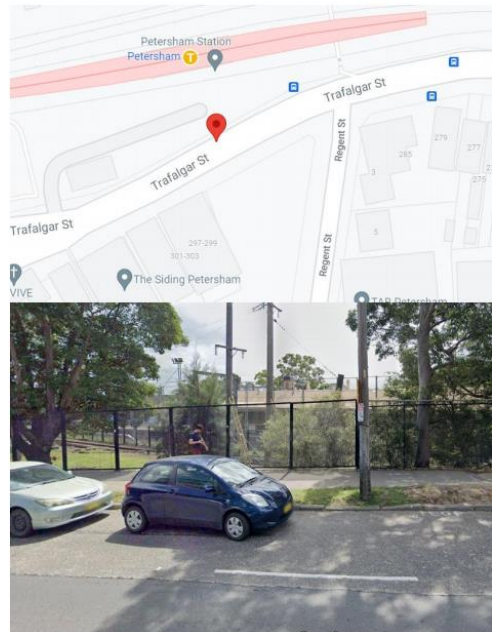
Car sharing reduces road congestion and the demand for parking, subsequently reducing air pollution and improving safety on our streets.

GoGet Carshare was initially launched as Newtown Carshare in the Inner West in 2003, as a way to reduce the number of cars in the streets. Today, thousands of residents and business have adopted car share and more sustainable modes of getting around, such as walking, cycling and public transport. A recent survey shows that car ownership rates in carshare members have decreased from 63% before joining GoGet, to merely 33% after joining GoGet.

We want your views regarding this proposal. Your feedback will be assessed by Council and GoGet before a decision is made. If you have comments about the proposal or any questions or comments about the GoGet car share scheme, please submit them by the 2<sup>nd</sup> of February 2022

- Online via: <https://www.goget.com.au/innerwestconsultation/> using the street name: TRAFALGAR
- By email to: [pod@goget.com.au](mailto:pod@goget.com.au)
- Or by mail to: SPACE, PO Box W274 Parramatta Westfield NSW 2150

Ph: 1300 769 389 Email: [admin@goget.com.au](mailto:admin@goget.com.au) Web: [goget.com.au](http://goget.com.au)  
ABN: 39 102 892 679



Ph: 1300 769 389 Email: [admin@goget.com.au](mailto:admin@goget.com.au) Web: [goget.com.au](http://goget.com.au)  
ABN: 39 102 892 679

17<sup>th</sup> of January 2022

### THE OCCUPANT

Byrnes Street

#### Proposed Car Share Byrnes Street, Marrickville

Due to the growing number of residents who are adopting car share in your neighbourhood, Inner West Council is considering a proposal to introduce car share in Byrnes Street, Marrickville.

Council supports car sharing as it provides benefits for everyone. Car sharing is a convenient and low-cost way to access a car for people who only need a car occasionally or on the weekend.

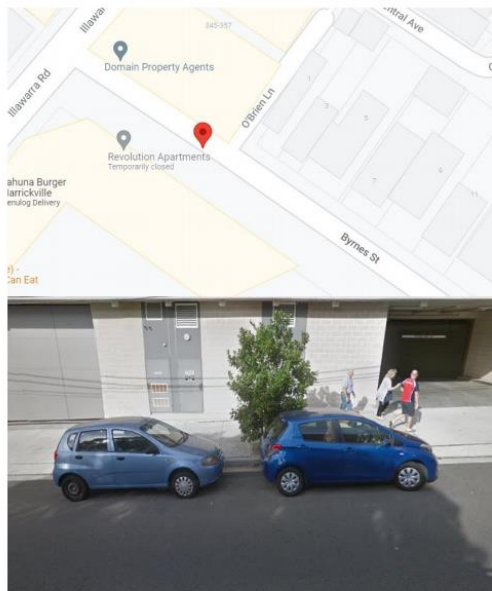
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We want your views regarding this proposal. Your feedback will be assessed by Council and GoGet before a decision is made. If you have comments about the proposal or any questions or comments about the GoGet car share scheme, please submit them by the 2<sup>nd</sup> of February 2022

- Online via: <https://www.goget.com.au/innerwestconsultation/> using the street name: BYRNES
- By email to: [pod@goget.com.au](mailto:pod@goget.com.au)
- Or by mail to: SPACE, PO Box W274 Parramatta Westfield NSW 2150

Ph: 1300 769 389 Email: [admin@goget.com.au](mailto:admin@goget.com.au) Web: [goget.com.au](http://goget.com.au)  
ABN: 39 102 892 679



Ph: 1300 769 389 Email: [admin@goget.com.au](mailto:admin@goget.com.au) Web: [goget.com.au](http://goget.com.au)  
ABN: 39 102 892 679

INNER WEST

goget  
.com.au

17<sup>th</sup> of January 2022

THE OCCUPANT  
Hobbs Street

#### Proposed Car Share Hobbs Street, Lewisham

Due to the growing number of residents who are adopting car share in your neighbourhood, Inner West Council is considering a proposal to introduce car share in Hobbs Street, Lewisham.

Council supports car sharing as it provides benefits for everyone. Car sharing is a convenient and low-cost way to access a car for people who only need a car occasionally or on the weekend.

Car sharing reduces road congestion and the demand for parking, subsequently reducing air pollution and improving safety on our streets.

GoGet Carshare was initially launched as Newtown Carshare in the Inner West in 2003, as a way to reduce the number of cars in the streets. Today, thousands of residents and business have adopted car share and more sustainable modes of getting around, such as walking, cycling and public transport. A recent survey shows that car ownership rates in carshare members have decreased from 63% before joining GoGet, to merely 33% after joining GoGet.

We want your views regarding this proposal. Your feedback will be assessed by Council and GoGet before a decision is made. If you have comments about the proposal or any questions or comments about the GoGet car share scheme, please submit them by the 2<sup>nd</sup> of February 2022.

- Online via: <https://www.goget.com.au/innerwestconsultation/> using the street name: HOBBS
- By email to: [pods@goget.com.au](mailto:pods@goget.com.au)
- Or by mail to: SPACE, PO Box W274 Parramatta Westfield NSW 2150

Ph: 1300 769 389 Email: [admin@goget.com.au](mailto:admin@goget.com.au) Web: [goget.com.au](http://goget.com.au)  
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goget  
.com.au



Ph: 1300 769 389 Email: [admin@goget.com.au](mailto:admin@goget.com.au) Web: [goget.com.au](http://goget.com.au)  
ABN: 39 102 892 679

## ATTACHMENTS

Nil.

**Item No:** LTC0322(1) Item 3

**Subject:** SMIDMORE STREET, MARRICKVILLE – ENRC/2022/0007 - TEMPORARY FULL ROAD CLOSURE FOR MARRICKVILLE METRO MARKET EVENTS ON FIRST WEEKEND EACH MONTH THROUGHOUT 2022 AND RELATED TEMPORARY CHANGES TO VICTORIA ROAD KERBSIDE PARKING RESTRICTIONS TO ACCOMMODATE RELOCATION OF COMMUNITY BUS (MIDJUBURI – MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has been notified by MLA Transport Planning, on behalf of Marrickville Metro Shopping Centre, about proposed temporary full road closure of Smidmore Street, between Murray Street and the Centre's Smidmore Street car park access, Marrickville for Marrickville Metro Market events on the first weekend each month throughout 2022. The closure will involve related temporary changes to Victoria Road kerbside parking restrictions to accommodate relocation of the community bus stop. It is recommended that the proposed temporary road closure be approved subject to all standard Council conditions for a temporary full road closure. Furthermore, the related changes to kerbside signage also be approved subject to all works and costs associated with the signage changes for the relocated 'Community Bus zone' and reinstatement of Council's original parking restrictions is to be borne by the applicant.

## RECOMMENDATION

1. That the proposed temporary full road closure of Smidmore Street, between Murray Street and the Smidmore Street car park access, Marrickville from 6am Friday to midnight Sunday on the first weekend of each month throughout 2022 (contingency period to the end of 12 month trial period) for the purpose of hosting Marrickville Metro Markets be APPROVED, subject to the approval of the associated Development Application (DA/2021/1334) and the applicant complying with, but not limited to, the following conditions:
  - a. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
  - b. All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
  - c. The occupation of the road carriageway must not occur until the road has been physically closed;
  - d. A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency; and
  - e. The TMP/TCP be reviewed after an initial three (3) month period and updated accordingly to address any issues experienced to ensure the markets run safely and efficiently throughout this period and to address any unforeseen issues arising.



2. That the proposed short-term temporary changes to parking restrictions in Victoria Road, Marrickville as per plans submitted by MLA Transport Planning (20008ppt05A-220225 Community Bus Stop Relocation Plan (002)) be approved subject to the following conditions:
  - a. All works and cost of the supply, installation and removal of the signage associated with the temporary community bus relocation is to be borne by the applicant;
  - b. The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction; and
 Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'.

## BACKGROUND

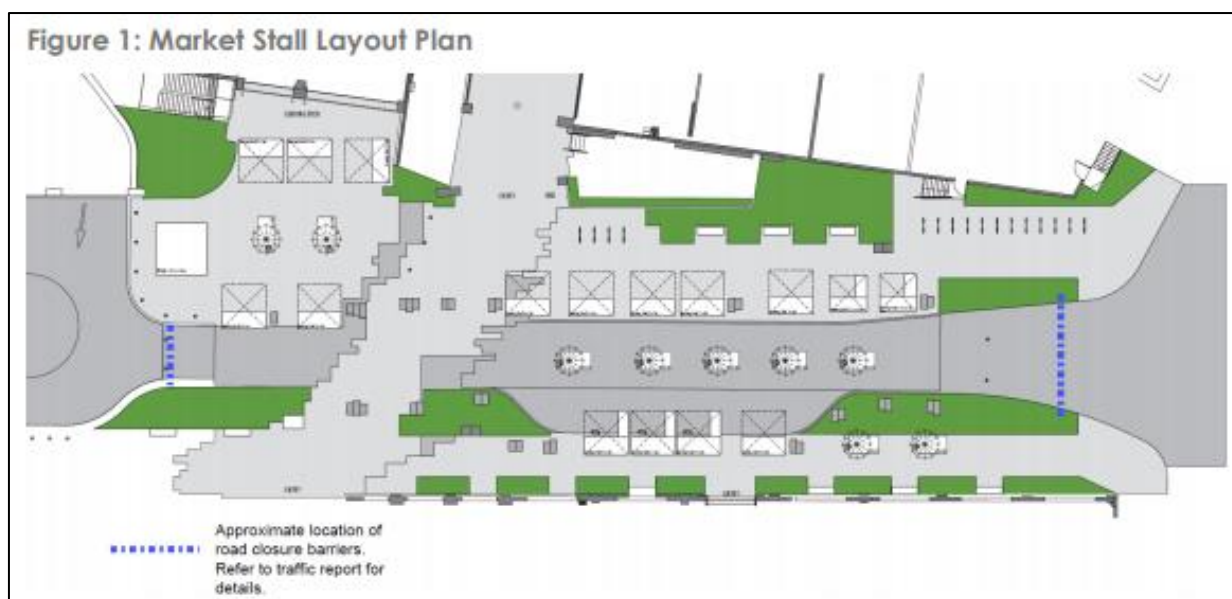
Marrickville Metro Shopping Centre is proposing to host a Makers Market in front of the shopping centre within the paved pedestrian areas on Smidmore Street between Murray Street and the Smidmore Street car park access. The proposal will require the relevant section of Smidmore Street to be closed when the proposed market is being held.

The proposed market will offer a range of handmade wares, artworks, homewares, jewellery, gifts, fresh produce and specialty grocery. It is also proposed to provide live painting and crafting demonstrations with a free kids art workshop and performances by local musicians and entertainers on a small low rise stage.

The market is proposed to be held over three consecutive days, namely Friday, Saturday and Sunday in the first weekend of each month commencing from March 2021. The market will open from 9:00am and close at 9:00pm each day.

The proposed market will accommodate 25 stalls of mixed sizes as follows:

- 14 x 3m by 3m marquees
- 2 x 2.5m by 2.5m marquees, and
- 9 x 2m by 1.2m marquees.



As shown in the market layout plan in Figure 1, the smaller stalls are generally proposed to be located in the middle of the closed section of Smidmore Street while the larger stalls are located on either side of Smidmore Street.

As noted above, it is proposed to close Smidmore Street between Murray Street and the car park access when the market is being held. It is proposed to close Smidmore Street from 6:00am Friday and re-open to the public at 12 midnight the following Monday. The proposed road closure are proposed to commence three hours prior to the start of the market and three hours after the market closes so to allow additional time for bump in and bump out.

The section of Smidmore Street between Edinburgh Road and the car park access will remain open to continue to permit access to the car park and the taxi rank on the southern side of Smidmore Street. Through traffic along Smidmore Street to/from Murray Street will not be permitted except for cyclists. However, cyclists will be required to dismount from their bicycle whilst using the closed section of Smidmore Street.

During the road closure period, the community bus stop is proposed to be relocated to Victoria Road in front of the main pedestrian entrance to the existing Centre. In addition, the taxi rank on Smidmore Street (near Edinburgh Road) will continue to operate as per normal. Bus services in the area will not be affected by the proposed market as buses do not require to access the section of Smidmore Street that is proposed to be closed.

The shopping centre (existing and new Centres) and their respective new car parks will be fully operational and open to the public including the new pedestrian bridge across Smidmore Street when the market is being held. All accesses to the new and existing Centre car parks will not be impeded.

During the road closure period, through traffic to/from Murray Street via Smidmore Street will be directed to use Edinburgh Road instead – see accompanying traffic control plan for further details. The existing and proposed diversion routes are shown Figure 3.



The applicant's traffic assessment statement said that *"It is not expected that the proposed market would generate any noticeable additional traffic demand. The proposed market is expected to attract a high proportion of the visitors from the local area who will walk to the market. In addition, customers who are already visiting the Centre as part of their general shopping activities (would) also visit the market stalls."*

In relation to parking they said “assuming that the proposed market requires 47 car parking spaces to be provided, the existing car parks in the old and new Centres have the available capacity to absorb the additional parking demand generated by the proposed markets....the existing and new Centres have a combined parking capacity of 1,511 car parking spaces following the recent addition of 493 car parking spaces as part of the new Centre.”

## Traffic Control Plan

The supplied TCP is reproduced below and attached at the end of this report.



## Emergency Access

A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency.

## Temporary relocation of Community Bus Zone

In relation to the proposed road closures for the markets it is proposed to relocate the community bus zone to Victoria Road outside the Centre's main entrance. The proposed removal of signage and new temporary community bus zone is shown in the diagram below.





## FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closure along with any other required road occupancy and/or road opening permit fees.

All works and costs of implementation works associated with the recommended temporary relocation of the Community Bus Zone relocations will be borne by the applicant as will the reinstatement of any of Council approved signage at the end of the temporary relocation period.

## PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works. A copy of the notification is attached at the end of this report.



The proposed road closure has been advertised on Council's website in accordance with the Roads Act 1993.

In relation to the relocation of the community bus the applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works

**MARRICKVILLE**  
**METRO**

20 Smidmore Street  
Marrickville NSW 2204 Australia  
Telephone: (02) 9519 1066  
Email: marrickville.metro@ampcapital.com

Dear Neighbour,

Marrickville Metro will host a Makers Market on the paved pedestrian areas and closed off road way of Smidmore Street on the first weekend (Friday - Sunday, 9am-9pm) of each month.

The Markets will feature a curated line up of local established and emerging artists and creatives, and offer shoppers the very best in handmade wares - from artworks by local artists, beautiful homewares, jewellery, gifts, stunning lifestyle products, fresh produce and specialty grocery. The markets will include live painting and crafting demonstrations, with a free kids art workshop and performances by local musicians and entertainers on a small low rise stage.

Part of Smidmore Street will be closed to vehicular traffic from 6am each Friday till 12am Monday:



**Details:**  
Date: First weekend of each month (Friday - Sunday)  
Time: 9.00am to 9.00pm  
Location: Smidmore Street, Marrickville

Kind regards,  
The Centre Management Team  
Ph: 9519 1066

Document Set ID: 35886625  
Version: 1, Version Date: 18/02/2022

## ATTACHMENTS

1. [↓](#) ECM\_35886626 - 20008CAD014A-211209







**Item No:** LTC0322(1) Item 4

**Subject:** GANNON LANE, TEMPE – PROPOSED NEW KERB EXTENSION - DESIGN PLAN 10195 (MIDJUBURI-MARRICKVILLE WARD / NEWTOWN ELECTORATE/INNER WEST PAC)

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council finalised a design plan for the proposed construction of a new kerb extension on the eastern corner of Gannon Lane, south of Gannon Street, Tempe. The proposed works were the subject of a Notice of Motion to rescind a previous Council decision. However, subsequent to community feedback from the recent design plan consultation it is now recommended that the proposed detailed design plan NOT be approved and that no change be made to the present parking restrictions in place in Gannon Lane, Tempe.

## RECOMMENDATION

**That the detailed design plan for the proposed new kerb extension on the eastern corner of Gannon Lane, south of Gannon Street, Tempe and associated signs and line markings (as per Plan No.10195) NOT be approved.**

## BACKGROUND

A report (LTC0419 Item 6) went to 1 April 2019 Local Traffic Committee meeting that recommended the approval of the installation of 10m 'No Stopping' signage on the eastern side of Gannon Lane, Tempe, between the rear access of property Nos.767 & 769 Princes Highway (replacing the current 'No Parking 5am-10am Fridays' signage).

The report stated that a request had been received from a local resident for the provision of 10m 'No Stopping' restrictions to deter illegal parking on the eastern side of Gannon Lane, adjacent to the corner of Gannon Street, Tempe. The resident had advised that vehicles are regularly illegally parking within 10m of the corner, often blocking the rear driveway of No.767 Princes Highway restricting their ingress and egress movements from their off-street parking. The report also noted that the proposal reinforces current NSW Road Rules and "*is an attempt to deter illegal parking and providing access to off-street parking for all residents of Gannon Lane, Tempe.*"

At the LTC meeting the Committee amended the recommendation to the approval of 10m 'No Parking' signage on the eastern side of Gannon Lane, Tempe, between the rear access of property Nos.767 & 769 Princes Highway (replacing the current 'No Parking 5am-10am Fridays' signage).

At Council's Ordinary meeting 25 August 2020, a Notice of Motion to Rescind was made to Council's decision C0419(1) Item 5 Local Traffic Committee meeting LTC0419 Item 6 – Gannon Lane, Tempe – 30 April 2019. The Motion carried was That Council:

1. *Removes the existing signage on the eastern side of Gannon Lane, Tempe, between the rear access of property Nos.767 & 769 Princes Highway;*
2. *Installs a 'No Parking' sign on the eastern side of Gannon Lane, Tempe, between the rear access of property Nos.767 & 769 Princes Highway; and*

3. Consult with affected residents about installing a plant blister in the 10m zone of Gannon Lane, and an appropriate shrub or tree be planted that both prevents illegal parking and provides some small amount of shade. The funds be allocated from the Street Tree Renewal Planting Budget.

The design plan for the proposed new kerb extension was finalised and this report details the results of the public consultation associated with the design plan.

## FINANCIAL IMPLICATIONS

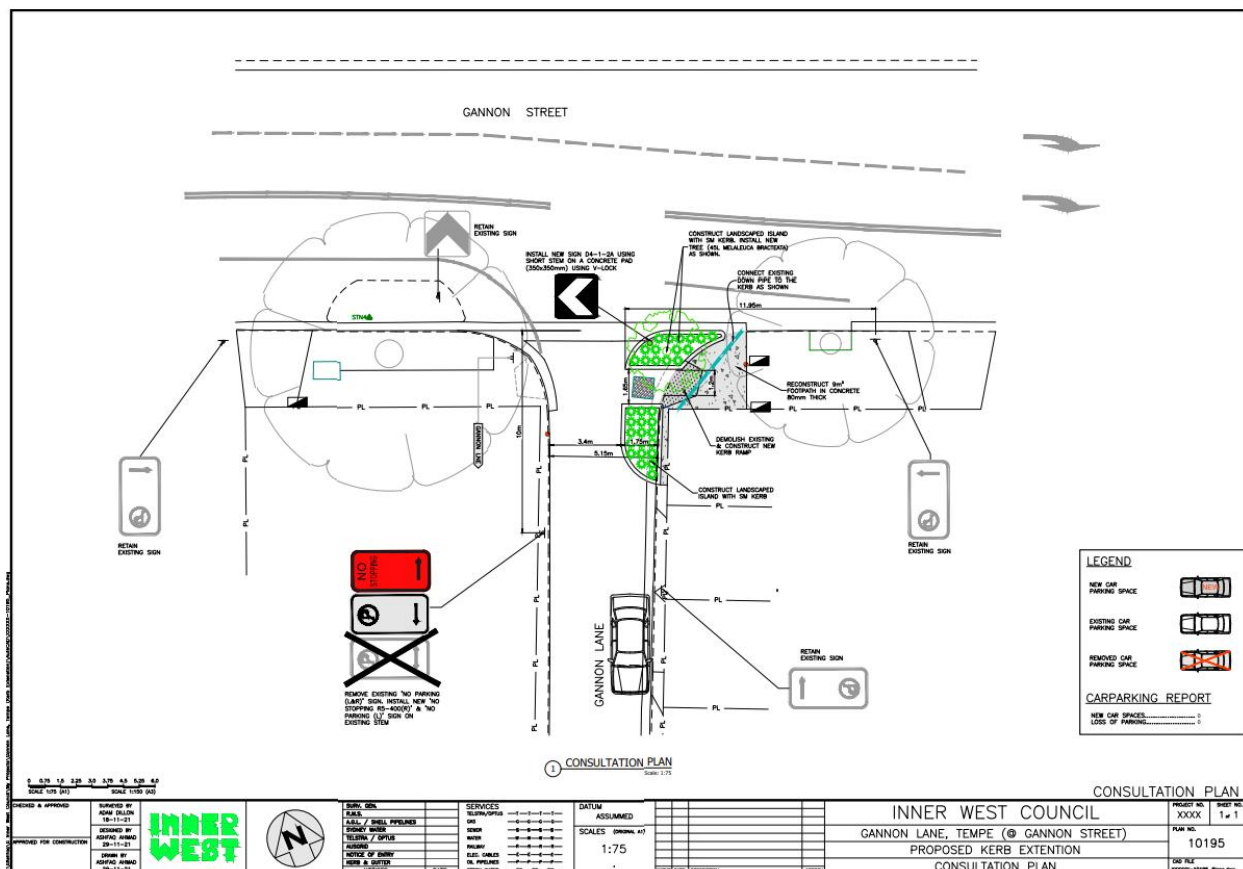
The estimated cost for these works was \$20,000 and would have been funded by Council from the Street Tree Renewal Budget as per Council Motion C0820(2). Project number is 303078.

## OTHER STAFF COMMENTS

The following works were proposed and are illustrated on the attached plan No. 10195:

- Installing new landscaped kerb extension;
- Installing new tree;
- Re-constructing kerb ramp;
- Reconstructing some of the concrete footpath; and
- Installing associated pavement line marking and signage as required.

The proposal does not change any of the existing parking arrangements in Gannon Lane and Gannon Street. Therefore, there will be NO LOSS of parking spaces resulting from the proposed works.



## Site location & road network

<b>Street Name</b>	Gannon Lane
<b>Section</b>	between Gannon Street and cul-de-sac
<b>Carriageway Width (m)</b>	5
<b>Carriageway Type</b>	Two-way lane
<b>Classification</b>	Local
<b>Reported Crash History (latest 5 year period)</b>	No crashes recorded.
<b>Parking Arrangements</b>	No parking permitted on western side of the lane.



## PUBLIC CONSULTATION

A notification letter regarding the proposed design plan to implement a new kerb extension with associated signs and line marking as well as a copy of the detailed design plans was sent on 25 January 2022 to the owners and occupiers of the surrounding properties. A total of 8 letters were distributed. The closing date for submissions ended on 18 February 2022. There were two (2) responses one supporting the project the other objecting to the project.

Resident's Comments	Officer's response
Support. For many years we have had difficulty accessing our property due to illegal parking that encroaches on our driveway. Such a proposal will prevent vehicles from encroaching on access to my property.	Illegal parking in the street and the blocking of driveways are enforcement issues and can be handled accordingly in accordance to NSW Road Rules.
Objection. The garden bed proposal would remove No Parking behind our workshop onto Gannon Lane...and hinder our business' loading / unloading ability .... It's an ill-conceived proposal not considering the full scope of the location or simpler resolutions.	The business is considering creating a garage door entry at the rear of the property and if this occurs the proposed new kerb blister / garden bed would interfere with this application and their potential access to Gannon Lane, Tempe.

## **CONCLUSION**

The previously installed full time 'No Parking' restrictions allow for loading and unloading operations without the potential for a vehicle to be parked in the laneway over extended periods of time. The inclusion of a kerb blister will only result in a vehicle being parked closer to the neighbouring property garage leading to possibly access issues in future.

Subsequent to community feedback from the recent design plan consultation it is now recommended that the proposed detailed design plan NOT be approved and that no change be made to the present parking restrictions in place in Gannon Lane, Tempe.

## **ATTACHMENTS**

Nil.

**Item No:** LTC0322(1) Item 5

**Subject:** ELIZABETH STREET AND ALT STREET, ASHFIELD- PROPOSED NEW SPEED CUSHIONS AND ASSOCIATED WORKS AT THE ROUNDABOUT INTERSECTION- DESIGN PLAN 10197.  
(GULGADYA-LEICHHARDT WARD/SUMMER HILL ELECTORATE/ASHFIELD LAC)

**Prepared By:** Boris Muha - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

### SUMMARY

Council has finalised design plans to construct two new speed cushions at the Alt Street approaches to the roundabout intersection of Elizabeth Street and Alt Street, Ashfield, as well as adjusting the line marking in Alt Street to better accommodate pedestrians crossing the road. Furthermore, a low profile central (mountable) median will be constructed on the Alt Street northern leg side of the intersection.

The intention of the proposal is to slow/control traffic movement and improve road safety for pedestrians and motorists at the intersection. Funding for these works has been provided under the NSW Safe Roads Program for the financial year of 2021/2022.

### RECOMMENDATION

**That the detailed design plan for new speed cushions, associated construction of a low profile central mountable median, existing pram ramp modification and inclusion/modification of signs and line marking (as shown per plan 10197) be APPROVED.**

### BACKGROUND

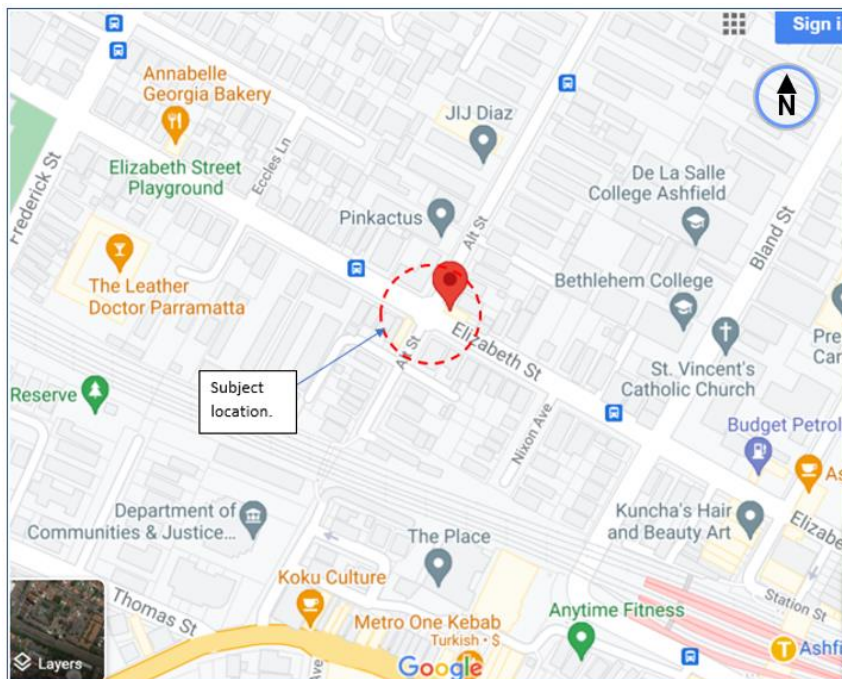
Alt and Elizabeth Streets both provide 2-way traffic flow and they measure approximately 10-10.1m respectively in width from kerb to kerb. Parking is allowed on both sides of the street. Alt Street (north), i.e. the Alt Street leg north of the intersection, is a major local road, linking traffic between Elizabeth Street and Parramatta Road. This section of Alt Street carries around 3500 vehicle per day with 85th percentile speeds within the 50km/h speed limit. Alt Street (south) is a dead- end section of road leading towards the railway line. It only provides local access to residential properties and would have low volumes of traffic less than 300 vehicles per day. Elizabeth Street east and west of the intersection, is a Regional Road carrying some 12,000-13,000 vehicles per day with 85th percentile speeds within the 50km/h speed limit.

Elizabeth Street is a major and frequent bus route. Alt Street (north) in the southbound direction has a few public-school service bus movements and private excursion buses from the De La Salle Boy's and Bethlehem Girl's High schools situated north of Alt Street.

The crash history statistics from TfNSW for the 5 year period ending in 2019 was used for funding and revealed the following reported crashes at the site:

- One (1) x RUM 59 (2016)- overtaking on eastern side of Elizabeth Street, non -casualty tow -away.
- Two (2) x RUM 30 (2015 and 2016) -rear end on western side of Elizabeth Street, injuries.
- One (1) x RUM 10 (2014)-cross-traffic Alt Street (north) and Elizabeth Street (west), injury.





Locality Plan-Roundabout intersection of Elizabeth Street and Alt Street, Ashfield.

## FINANCIAL IMPLICATIONS

Funding of \$28,000 through the NSW Safe Roads Program has been allocated to this project for construction in the 2021/22 Capital Works Program.

## OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached plan as **Attachment 1**:

- install 2 new asphalt speed cushions on the approach to the roundabout in Alt Street;
- construct 1 new low-profile (mountable) concrete median island on the approach to the roundabout in Alt Street;
- install 1 new painted kerb blister island in Alt Street next to one of the new asphalt speed cushions;
- reconstruct 3 existing concrete kerb ramps;
- reconstruct some damaged sections of kerb, gutter and footpath in concrete (where shown in plan);
- resurface some damaged sections of road with new asphalt (where shown in plan); and
- install associated signs and line markings (where shown in plan).

It is further advised as follows:

- The speed cushions aim to slow and reinforce Alt Street traffic to give-way to the primary traffic on the right, being that of Elizabeth Street and to prevent/minimise further accidents, including the severity of those accidents.
- The central concrete median (splitter) island on the approach to the roundabout in Alt Street (north) is constructed to avoid general traffic from going around the speed cushion on the wrong side of the road. The median island and painted kerb blister island to eastern side of Alt Streets assists and move traffic over the speed cushion.
- Large vehicle movements through the roundabout are known to manoeuvre out wide over the existing central painted median (splitter) islands both in Alt Street and Elizabeth Street. Large vehicles turning left from Alt Street into Elizabeth Street are



required to avoid corner and shop awning contact. The above proposed concrete median island will be made of low-profile mountable type for large vehicles and infrequent buses to travel over when negotiating to turn in and out of Alt Street (north). See Swept path movements for design garbage trucks and buses **Attachments 2 & 3**. Plan sheets 2 and 3 on Attachment 3 show two scenarios of garbage trucks turning left from Alt Street into Elizabeth Street.

The Give-way line in Alt Street (north) shall be moved forward to have pedestrians, when crossing on that side, properly and safely walk behind the Give-way line and in front of the central median island. Pedestrians are currently walking in front of the give-way line within the roundabout. The pram ramps will be made to re-align and direct pedestrian to the back of the new Give-Way line.

## Parking Changes

No changes are proposed to the existing on-street parking arrangements. Therefore, this proposal will not result in the loss of any on-street parking spaces.

## PUBLIC CONSULTATION

A letter outlining the above proposal was distributed to (27) directly affected properties (115 letters) in Alt Street and Elizabeth Street, Ashfield. Similarly, letters were also forwarded to Council's Waste Collection Services and Transit Systems seeking any comments on waste collection and bus vehicle movements through the area.



Consultation Area for distribution of letters.

Submissions closed on the 23 February 2022. Two (2) responses were received with concerns or request for added or changed works to be carried out.

Resident comments	Officers Response
<p><b><u>Resident 1.</u></b></p> <ul style="list-style-type: none"> <li>Seeks that traffic calming devices be placed also in Elizabeth Street. There have been significantly more vehicles (including motorbikes, police cars and ambulances) along the street.</li> <li>Provide also suitable traffic calming device that will also slow down speeding</li> </ul>	<ul style="list-style-type: none"> <li>Elizabeth Street is a Regional Road carrying high volumes of traffic. The inclusion of traffic calming in Elizabeth Street may disrupt or conflict with primary traffic flow along this road and any driveway interference at the intersection. The narrowness of Elizabeth Street with parking on both</li> </ul>

<p>motorbikes at the intersection (e.g. watts profile road hump or flat top road humps rather than speed cushions.)</p>	<p>sides provides a 'defacto' traffic calming measure, more so to the western side.</p> <ul style="list-style-type: none"> <li>Elizabeth Street is a bicycle route. Care should be taken if further consideration is made to traffic calm in Elizabeth Street so as not to discomfort motorcyclist and bicyclists being vulnerable road users. There appears reasonable deflection at the roundabout to control through traffic movement in Elizabeth Street. The condition of line markings and warning signposting on Elizabeth Street will be investigated under maintenance.</li> <li>Funding is limited at this stage for works to the Alt Street sides of the intersection. However, this shall be noted and considered under separate investigation for any further traffic/pedestrian safety measures in Elizabeth Street.</li> </ul>
<p><b><u>Resident 2.</u></b></p> <p>Recommendation for added/changed works:</p> <ul style="list-style-type: none"> <li>Remove speed cushion on the Alt Street (south of the roundabout). It's a dead-end street, only 100m long, very quite. No need for it at all.</li> <li>Make Alt Street (north of roundabout) one -way (southbound only).</li> <li>Install Median islands /crossings on Elizabeth Street, both sides. It is a death trap for pedestrians to cross from Alt Street south to north. There is a tunnel at the end of Alt Street south [at the railway line] that takes you to the shops. Very popular route, so many people cross the street at Elizabeth Street/Alt intersection. You will also need to create KR [presumed kerb returns] on Elizabeth Street.</li> <li>Install Safety Railing on south- west corner of intersection. Cars come flying westbound on Elizabeth. Cars have smashed into the corner shop a few times. A matter of time a pedestrian will be standing there waiting to cross when a car hits them.</li> </ul>	<ul style="list-style-type: none"> <li>The speed cushions aim to slow and reinforce Alt Street traffic to give-way to the primary traffic on the right, being that of Elizabeth Street, irrespective of volumes from the minor road being Alt Street.</li> <li>One-way is not recommended, as this will severely impact on local street access and direct traffic through other streets.</li> <li>The inclusion of physical central medians in Elizabeth Street would not effectively fit and are very likely to impact and conflict with primary and high volume/heavy vehicle traffic flow in Elizabeth Street. Crossings are not recommended at roundabouts owing to added confliction. The matter will be examined further to see if other viable measures could be considered for pedestrian cross-over at Elizabeth Street, if required.</li> <li>The traffic accident patterns under funding investigation did not identify property collisions, nor has there been any request from the corner shop owners for safety railing at the corners of the intersection. However, this shall be noted and considered under separate investigation for any further</li> </ul>

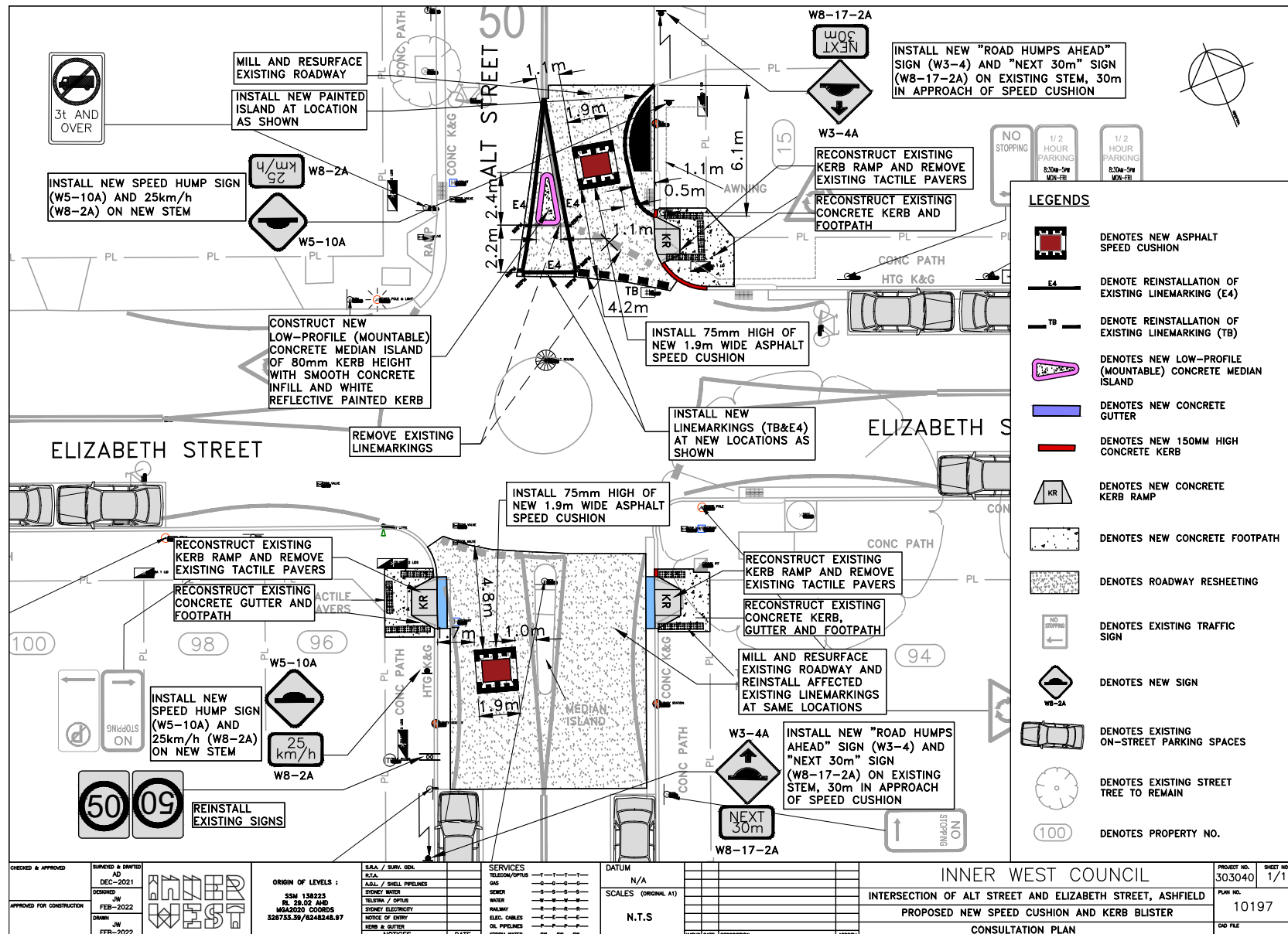
	traffic/pedestrian safety measures in Elizabeth Street.
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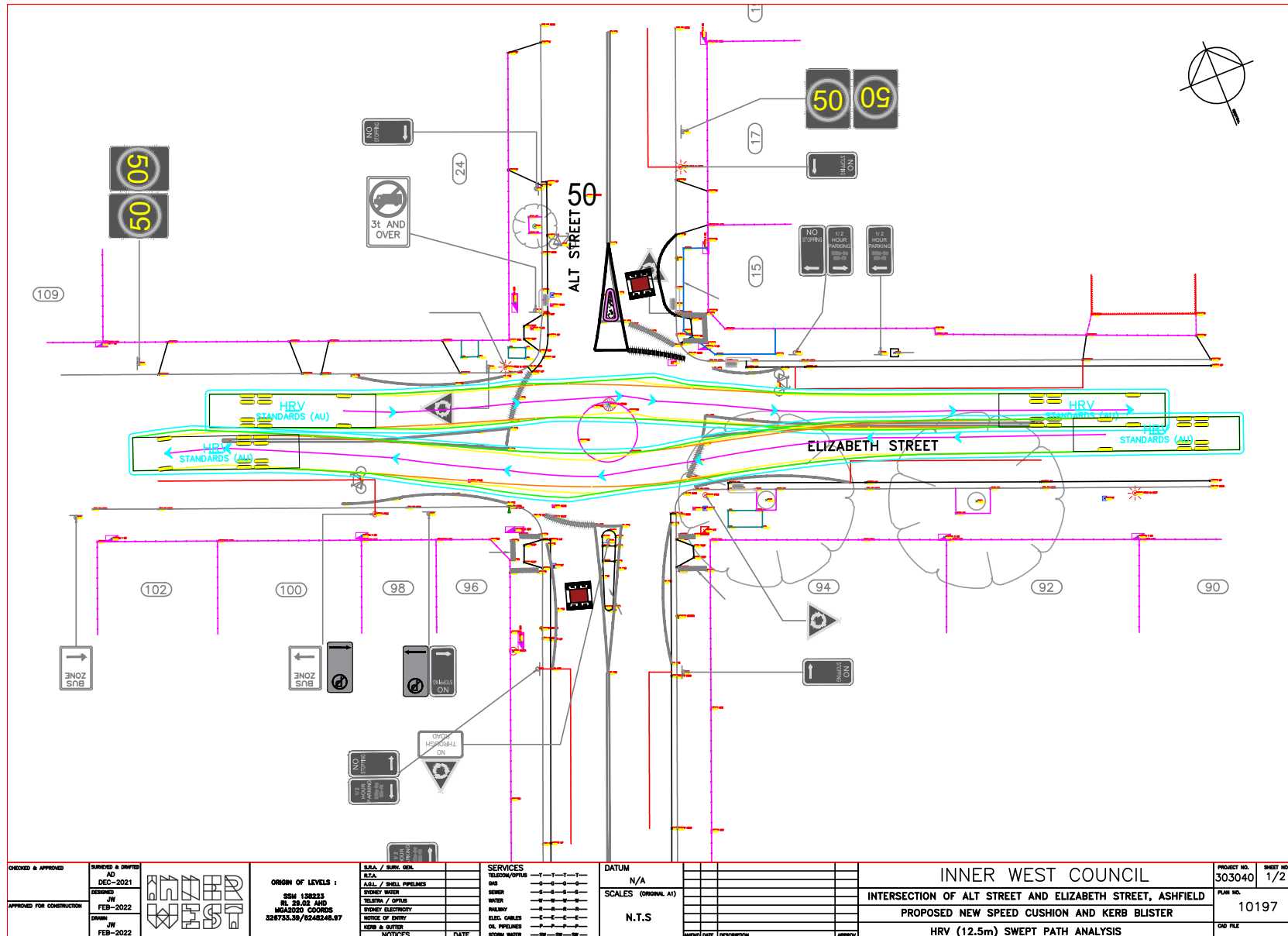
## CONCLUSION

In view of the above, it is recommended that the detailed design plan for new speed cushions, associated construction of a low profile central mountable median, existing pram ramp modification and inclusion/modification of signs and line marking (as shown per plan 10197) be APPROVED.

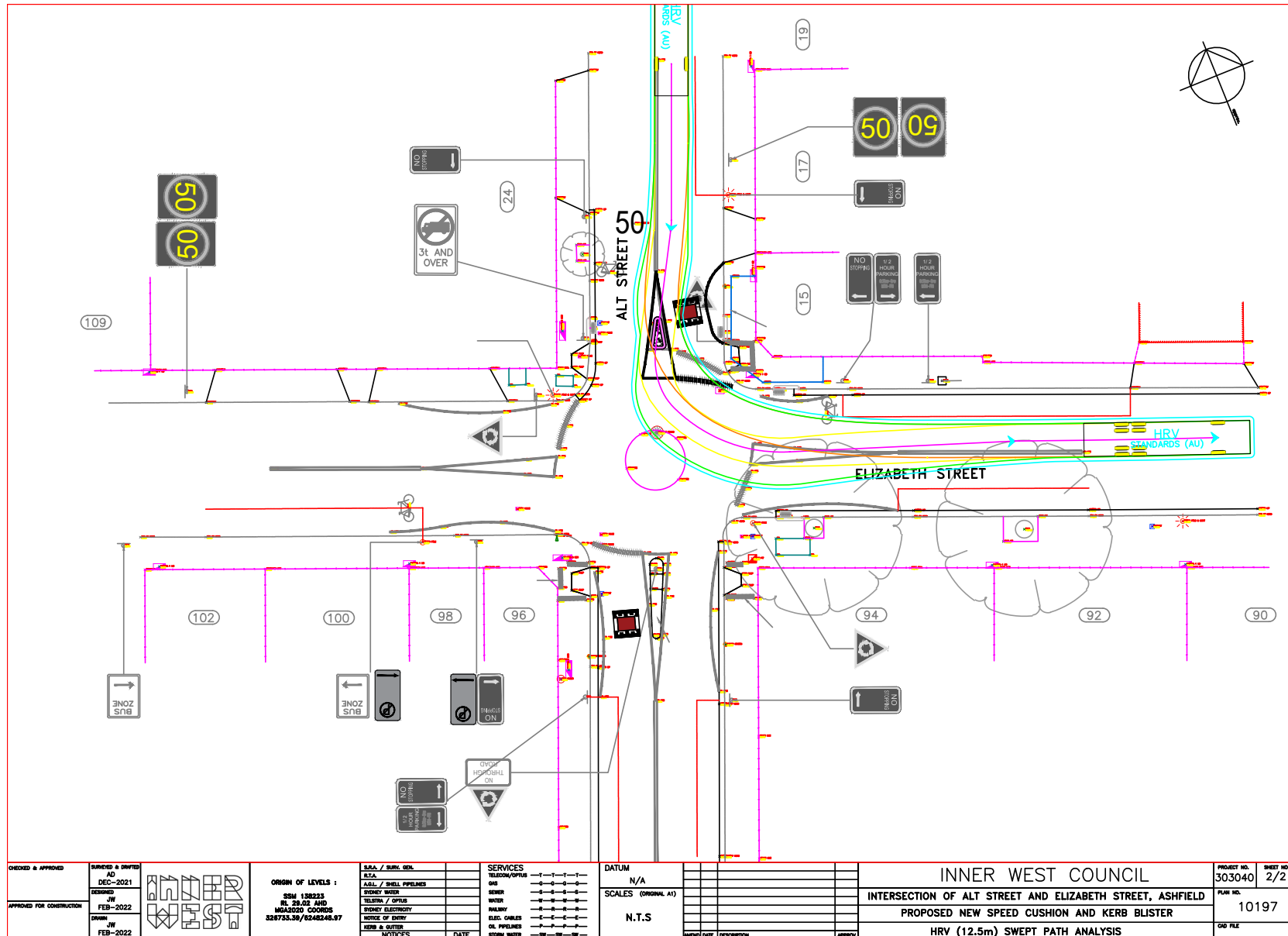
## ATTACHMENTS

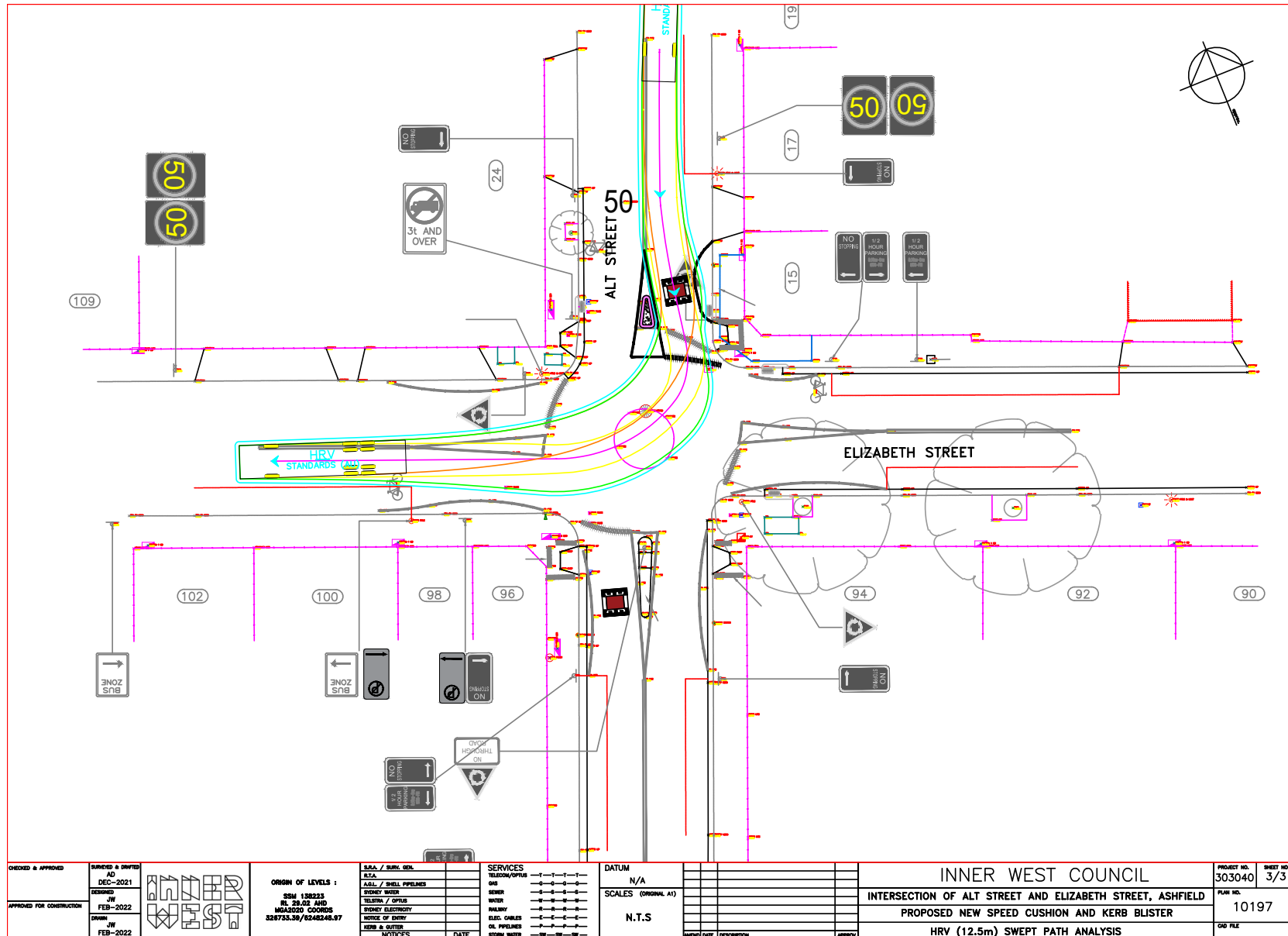
1. [↓](#) Proposed intersection treatment -Plan No 10197
2. [↓](#) Design Swept path movements of HRV buses (12.5m length)
3. [↓](#) Design swept path movement of MRV (garbage) trucks (8.8m length).

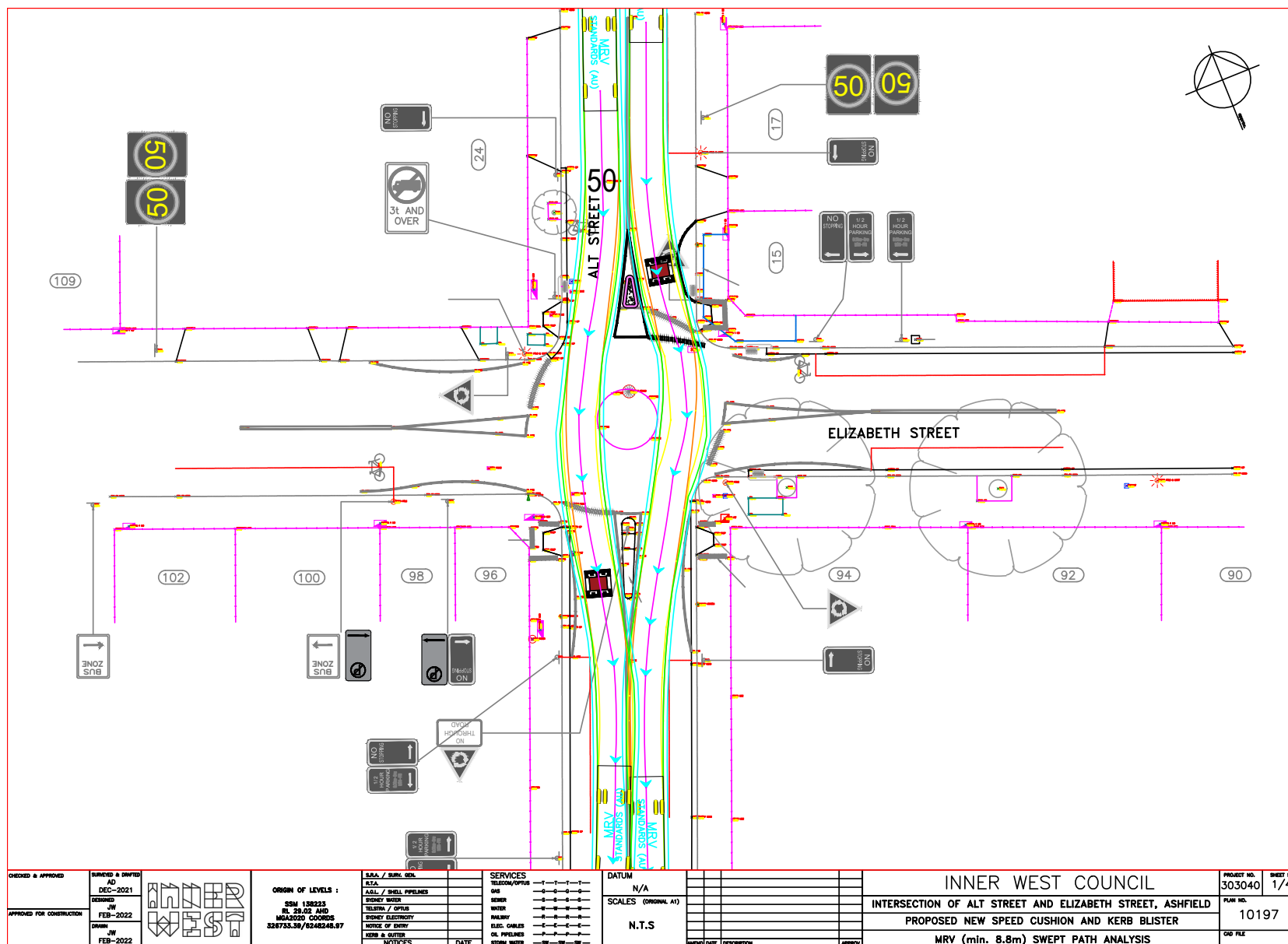


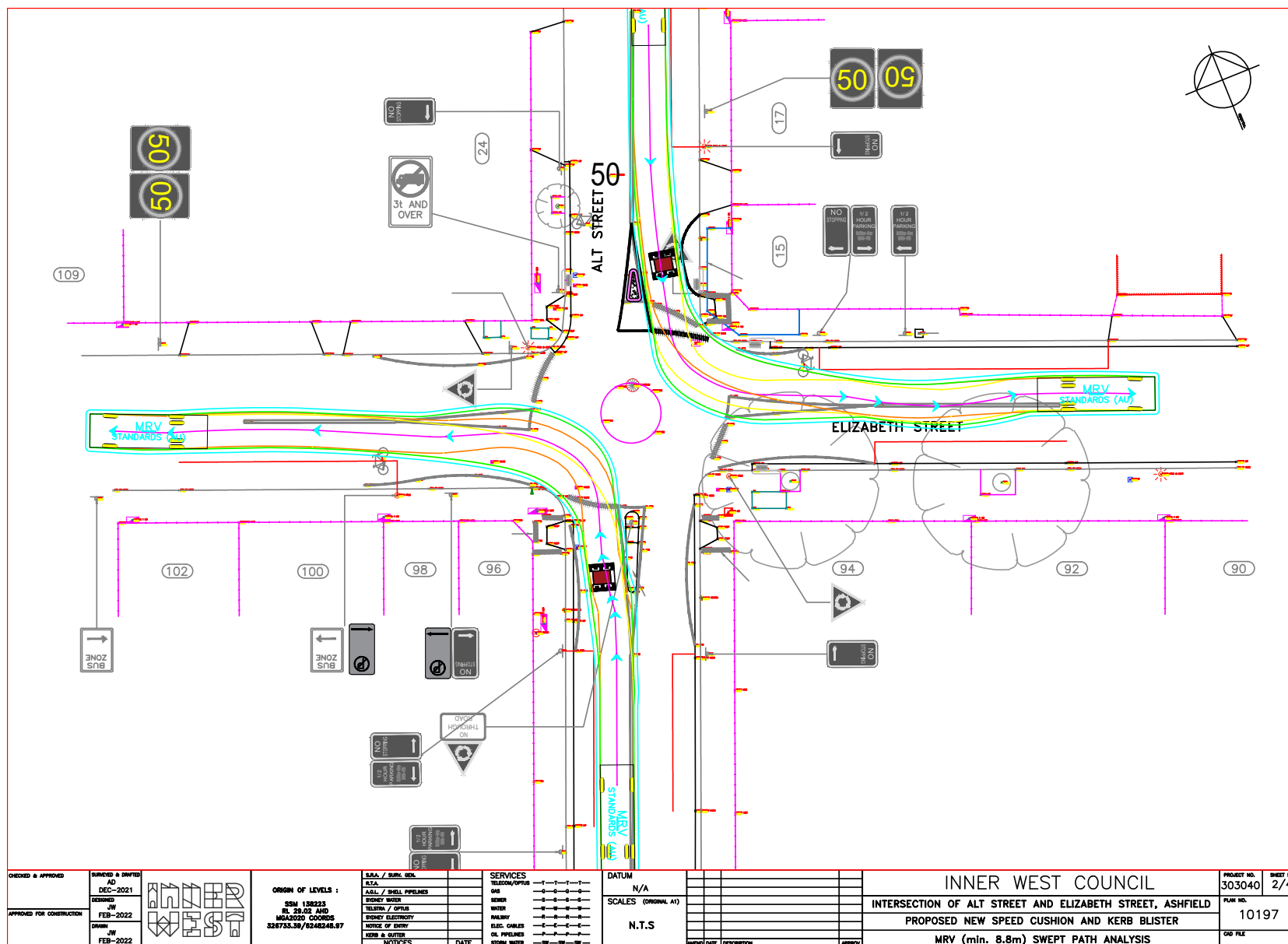


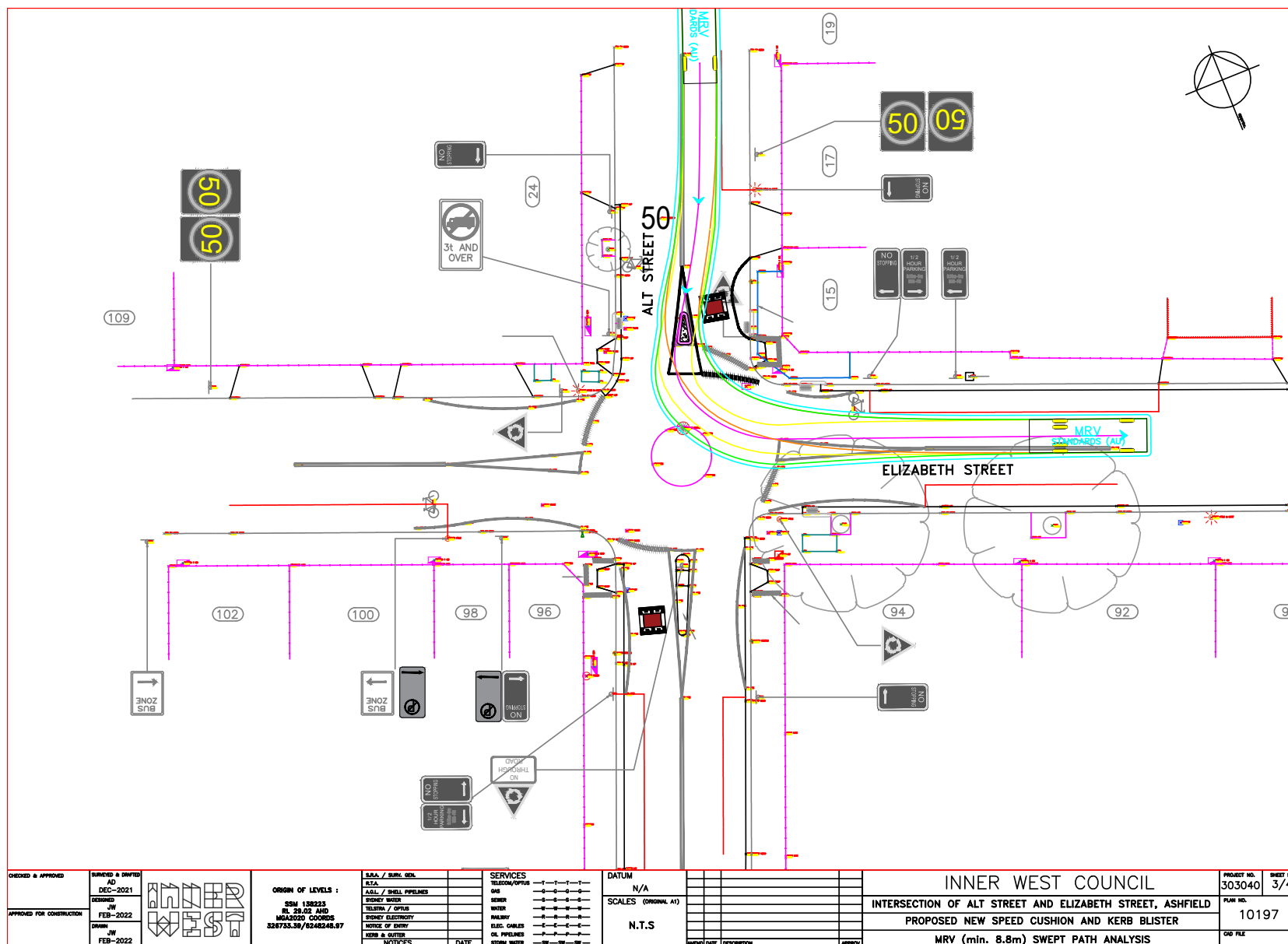




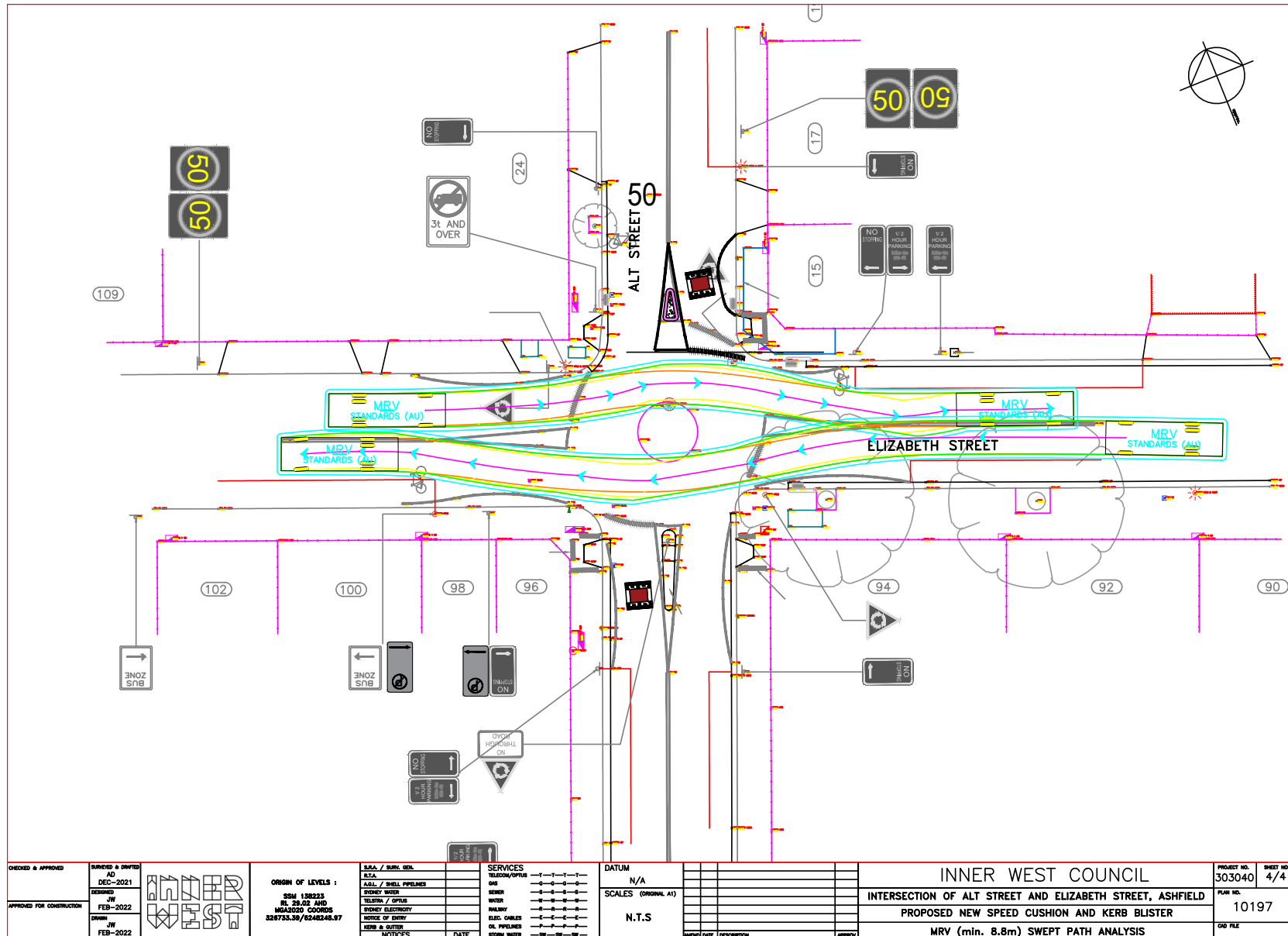












**Item No:** LTC0322(1) Item 6

**Subject:** **HOLT STREET, STANMORE – PEDESTRIAN SAFETY IMPROVEMENT WORKS – RAISED PEDESTRIAN CROSSING - DESIGN PLAN 10193 (DAMUN - STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST PAC)**

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has finalised a design plan for pedestrian safety improvement works in Holt Street, Stanmore near Cambridge Street south of Stanmore Rail Station. The proposed works will include upgrading the existing pedestrian zebra crossing and some reconstruction works of the adjacent stormwater drainage pits. The project is expected to improve pedestrian safety in the locality.

## RECOMMENDATION

**That the detailed design plan for the raising of the existing pedestrian crossing and new adjacent kerb ramps and associated signs and line markings in Holt Street, Stanmore near Cambridge Street (as per Plan No.10193) be APPROVED.**

## BACKGROUND

Council is planning to implement pedestrian safety improvement works in Holt Street, Stanmore near Cambridge Street south of Stanmore Rail Station by raising the existing at-grade pedestrian crossing to improve pedestrian safety. Funding for this project is part of the Federal Stimulus Program for Road Safety around schools Program. This report details the Design Plan for those improvement works and its related consultation results.

## FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for 2021/2022 and funding of \$122,000 has been allocated to this project. Project number is 303032.

## OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached Consultation Plan (Plan No. 10193). The proposed works will improve pedestrian safety and addresses concerns about pedestrian and driver behaviour in the area.

Specifically, the proposed scope of works includes the following:

- Installing new Raised Pedestrian Crossing.
- Constructing three (3) landscaped kerb blister islands and one (1) new concrete kerb blister island;
- Constructing gutter bridges with heel safe grating to provide safe access over existing kerb and guttering to the new raised pedestrian crossing;
- Reconstructing some of the concrete footpath on both sides of the proposed pedestrian crossing;
- Constructing new stormwater drainage pits and pipes within the street to better manage street drainage; and

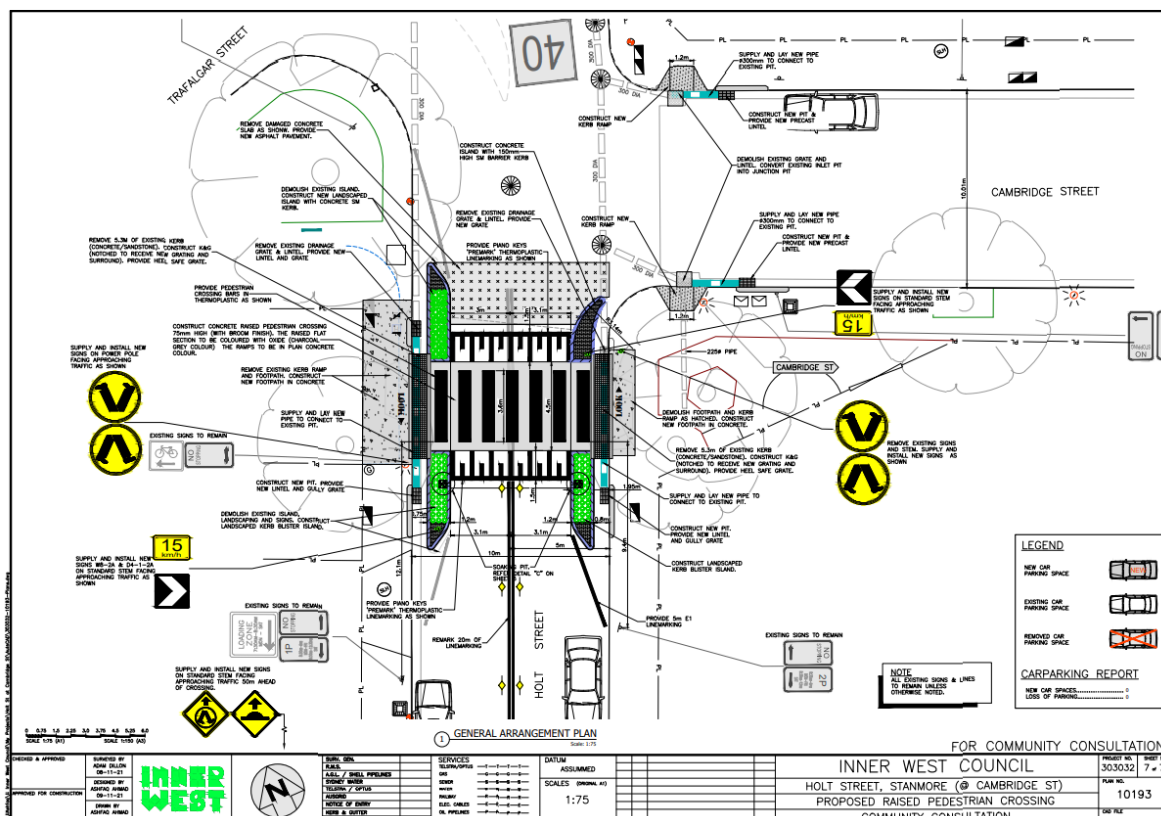
- Installing associated pavement line marking and signage as detailed.

## Parking Changes

This proposal does not change any of the existing parking arrangements in Holt Street and Cambridge Street. Therefore, there will be no loss of any parking spaces resulting from the proposed works.

## Streetlighting

The existing flood lighting at the location is deemed adequate for the new raised pedestrian crossing. Therefore, there will be no changes to the existing street lighting due to the proposed works.



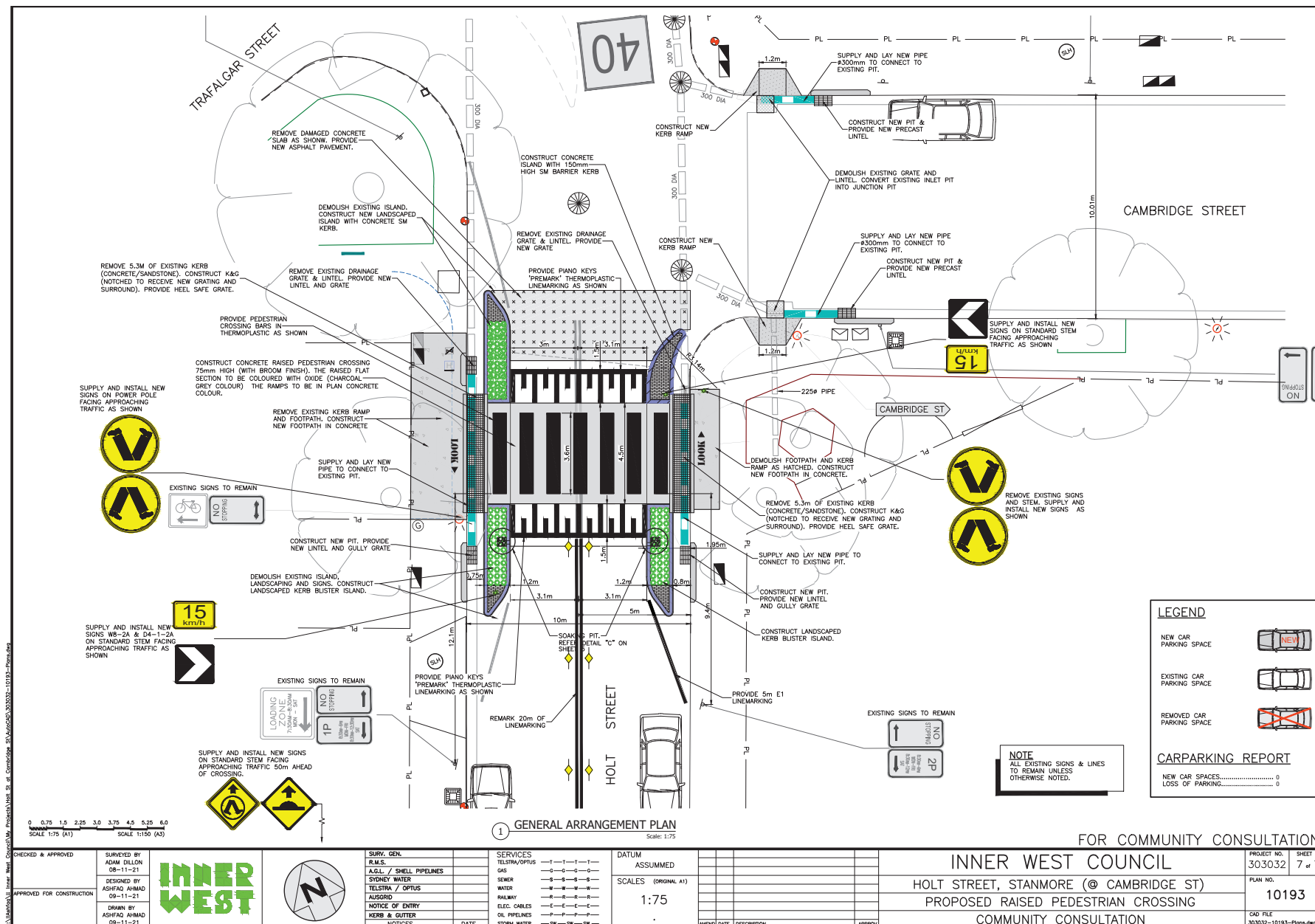
## PUBLIC CONSULTATION

Consultation was conducted between 27 January and 18 February 2022. A letter along with a copy of the design plan was sent to residents and businesses in the immediate locality. A total of 52 letters were distributed.

At the time of this report one (1) response was received. Generally, the response was supportive of the design plan to raise the existing pedestrian crossing. Other comments, outside the scope of the proposed design works, included a request to replace the adjacent large Casuarina Glauca pine tree with other more suitable vegetation that does not shed 'pine needles' or that their roots do not uplift the footpath pavement, and to make the area 'more people friendly'.

## ATTACHMENTS

1. [303032-10193-Holt Street](#)





**Item No:** LTC0322(1) Item 7

**Subject:** THOMAS AND EDWIN STREET, CROYDON-INTERSECTION  
IMPROVEMENT WORKS-DESIGN PLAN 10199.

(DJARRAWUNANG-ASHFIELD WARD/STRATHFIELD  
ELECTORATE/ASHFIELD LAC)

**Prepared By:** Boris Muha - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has finalised design plans to improve safety at the intersection of Thomas Street and Edwin Street, Croydon, by constructing new kerb blister islands to the corners of Thomas Street to facilitate safer vehicle turning movements and by bring out the STOP holding lines in Edwin Street near to front of the kerb blisters. A pram ramp (pedestrian) cross-over facility will also be provided on the western side of the intersection in Thomas Street under protection of the kerb blister islands and line marking. The intention of the proposal is to slow traffic and improve sight distances for drivers using this intersection which will improve road safety for both pedestrians and motorists.

Funding for these works has been provided under the Australian Government Blackspot Program for the financial year of 2021/2022.

## RECOMMENDATION

**That the detailed design plan to construct new kerb blister islands, move the STOP holding lines out in Edwin Street, and provide a new pedestrian cross-over facility (with associated signs and markings) at the intersection of Thomas Street and Edwin Street, Croydon (as shown per attached plan 10199) be APPROVED.**

## BACKGROUND

Thomas and Edwin Streets both provide 2-way traffic flow. Parking is allowed to both sides of the streets. Edwin Street, both north and south of the intersection of Thomas Street measures approximately 10-10.1 metres in width kerb to kerb. Thomas Street (east), measures approximately 10-10.1 metres, whilst Thomas Street (west) measures approximately 12.8m in width kerb to kerb. Thomas Street is a Regional Road, linking traffic between Liverpool Road and Croydon/Burwood to the west. Edwin Street is a minor Local Road. Thomas Street carries approximately 8,000-9,000 vehicle per day with 85th percentile speeds consistent with the 50km/h speed limit. Edwin Street (north) is short section of road accessing to the southern end of Croydon Station and has around 1,000 vehicles per day. Edwin Street (south) links to Liverpool Road and is considered to have less than 3,000-4,000 vehicles a day. 85% speeds in Edwin Street are considered consistent with the 50 km/h speed limit.

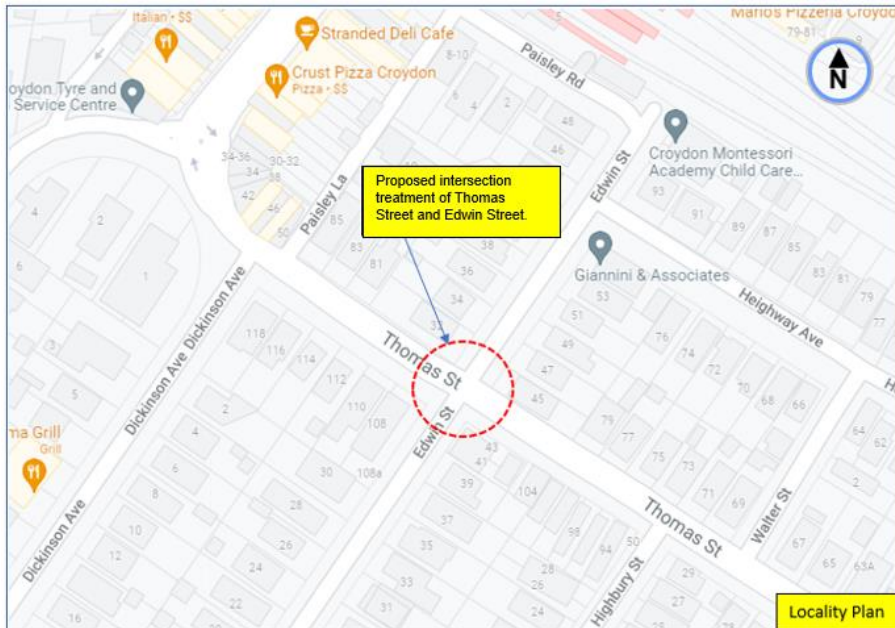
Edwin Street and Thomas Street are not bus route.

5-year available TfNSW recorded accident history statistics from 2014-2019 used for funding, at the intersection showed (3) incidences.

- x RUM 21 (2016)- right through -vehicle turning left from Thomas Steet (south) into Edwin Street (north) in contact with vehicle heading east in Thomas Street -injury
- x RUM 16 (2017) – left near- vehicle turning left from Edwin Street (south) into Thomas Street (west) in contact with vehicle heading west in Thomas Street -injury

- x RUM 10 (2017)-cross traffic- vehicle in Edwin Street (south) in contact with vehicle heading west in Thomas Street.

The updated TfNSW accident statistics shows a further (1) RUM 10 (2019)- cross traffic-vehicle in Edwin Street (north) in contact with vehicle heading west in Thomas Street.



Locality Plan – Thomas and Edwin Street, Croydon.

## FINANCIAL IMPLICATIONS

Funding of \$85,125 through the Australian Government Black Spot Program has been allocated to this project for construction in the 2021/22 Capital Works Program.

## OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached plan as shown in **Attachment 1**.

### Thomas Street and Edwin Street, Croydon (Plan No. 10199):

- Install 4 new landscaped kerb blister islands in Thomas Street;
- Bring forward existing “STOP” signage for motorists wishing to exit Edwin into Thomas Street;
- Extend the new STOP holding lines into Thomas Street (aligned with new landscaped kerb blister islands) to improve sight distance for motorists wishing to exit Edwin into Thomas Street;
- Construct 2 new kerb ramps for pedestrians to cross Thomas Street more safely;
- Reconstruct 1 existing kerb ramp for pedestrians to cross Edwin Street more safely;
- Relocate and reconstruct 1 existing stormwater drainage pit & lintel in Thomas Street to accommodate the proposed new kerb ramp;
- Install 2 new ‘No Stopping’ restrictions in Edwin Street to improve vehicle movements within the street (as shown on plans);
- Removing of redundant “50 AREA” & “End 50 AREA” signs in Edwin Street;
- Installing associated pavement line marking and signage (as shown on plans)

It is further advised as follows:

- Kerb blisters to the corners are provided to assist and supplement in bringing out the STOP lines near to the front of the blisters. The blisters emphasis and provide the presence of road narrowing together with line marking in effort to control and slow

traffic through the intersection in Thomas Street. They are landscaped to enhance the presence of the blisters and provide aesthetic improvements to the street landscape.

- A pram ramp pedestrian cross-over facility is provided on the western side of the intersection in Thomas Street and addresses the IWC Pedestrian Access Mobility Plan (PAMP) recommendations for added pedestrian cross-over facility to be provided for in Thomas Street at the intersection.
- See Swept path movements for design garbage trucks also on **Attachments 1**.

## Parking Changes

It is proposed to provide 2 new 'No Stopping' signs in Edwin Street (west of Thomas Street) to ensure current minimum standards are met and to better manage vehicles movements in Edwin Street.

As the proposed 'No Stopping' signs are located 10m and 12.6m respectively from the corner of Thomas Street, the proposal will result in the loss of no legal or practical (existing) use of on-street parking spaces.

## Streetlighting

There will be no changes to the existing street lighting due to the proposed works.

## PUBLIC CONSULTATION

A letter outlining the above proposal was distributed to (21) directly affected properties (38 letters) in Thomas Street and Edwin Street, Croydon.



Area of consultation letter distribution.

Submissions closed on the 24 February 2022. Two (2) responses were received in support of the proposal with further comments provided in the following table.

Resident comments	Officers Response
<ul style="list-style-type: none"> <li>• Does the deletion of the 50km/hour signs this mean the street is now rated at 60km/hour.</li> </ul>	<ul style="list-style-type: none"> <li>• The 50km/h signs were placed in some 20 years ago in perimeter areas leading into the local street network. Legislation has since been made that all local streets in built up areas are 50 km/h</li> </ul>

<ul style="list-style-type: none"> <li>Request for Speed humps approaching the intersection on Edwin Street between Liverpool Street and Thomas Street.</li> <li>Request for good visibility- i.e. the indicated plantings need to be less than 600mm high.</li> <li>Request for improved street lighting so that pedestrians are clearly visible.</li> <li>Request for Zebra crossing parallel with Thomas Street ideally raised (drainage permitting).</li> </ul>	<p>speed limits without the need of signposting. Council is no longer replacing these signs under maintenance or is gradually removing them under new works.</p> <ul style="list-style-type: none"> <li>The request for speed humps in Edwin Street is outside the scope of works for this project. The street will be listed for speed counts to assess justification for traffic calming devices or request police enforcement.</li> <li>Planting will be of low scrub species.</li> <li>Lighting will be examined under a separate program.</li> <li>Pedestrian activity is considered too low to warrant crossings. Improved/added pram ramp cross-over facilities are provided under the project.</li> </ul>
<p><b><u>Resident 2.</u></b></p> <ul style="list-style-type: none"> <li>Thank you for the project. I will have much better visibility when exiting Edwin St onto Thomas St.</li> <li>It is disappointing that the change in the speed limit to the safer 40 km/h for local roads hasn't been made yet, but I understand that this is the responsibility of TfNSW? Would it be possible to roll out the speed limit change throughout the section of Croydon bound by Liverpool Rd, Frederick St, and the railway line as part of this project</li> <li>I am worried about the impact it might have on people riding bikes. Pinch points can be dangerous.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>This is outside of the scope of this project and is a separate issue. Council has canvassed a request to TfNSW to consider and introduce 40kph in the overall Inner West Council Area.</li> <li>Thomas Street is an on-road bicycle route where bicyclists travel along with the traffic. The travel lane widths both ways through the device remain the same or are not narrowed in between parked cars or the kerb blister islands.</li> </ul>

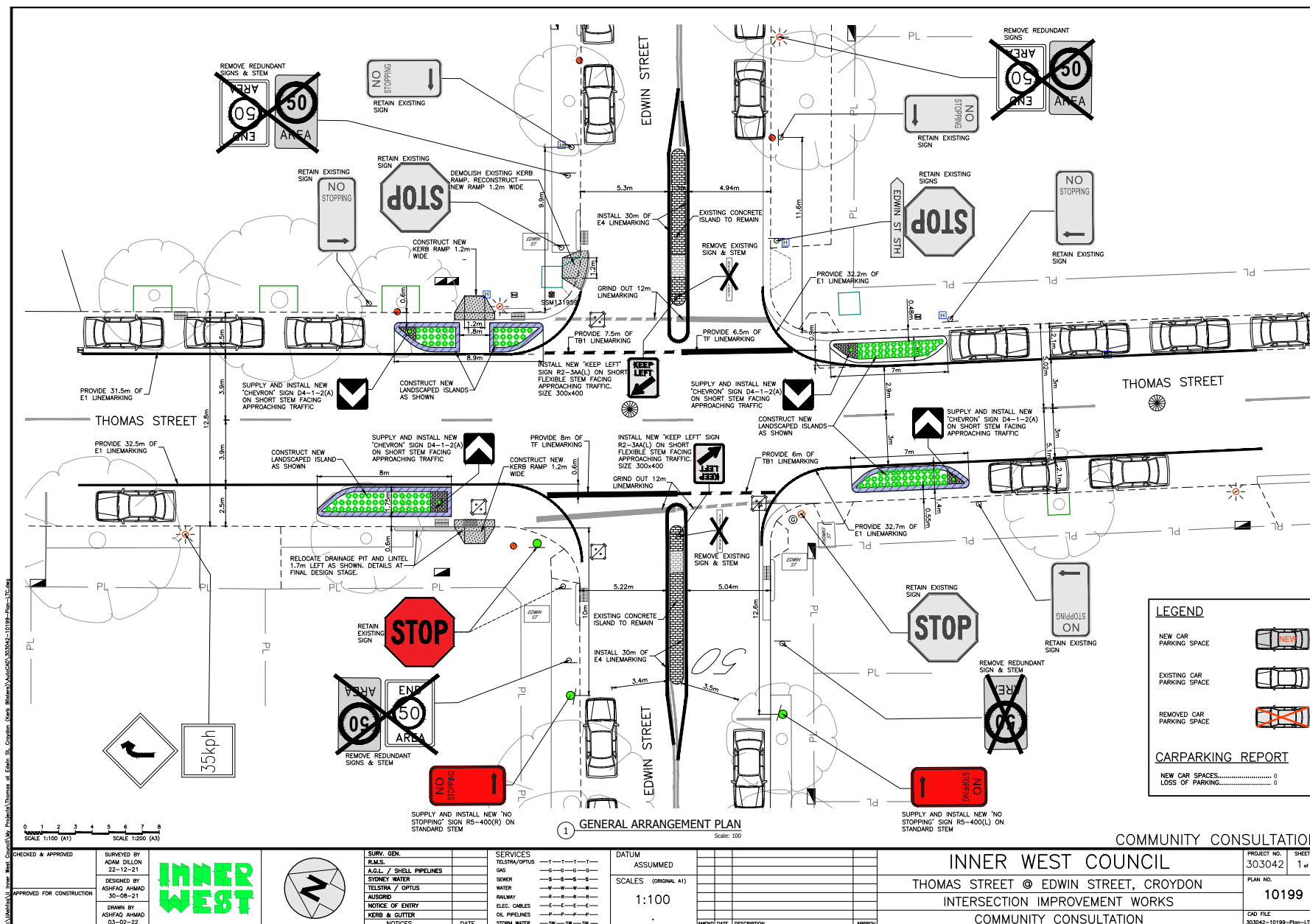
## CONCLUSION

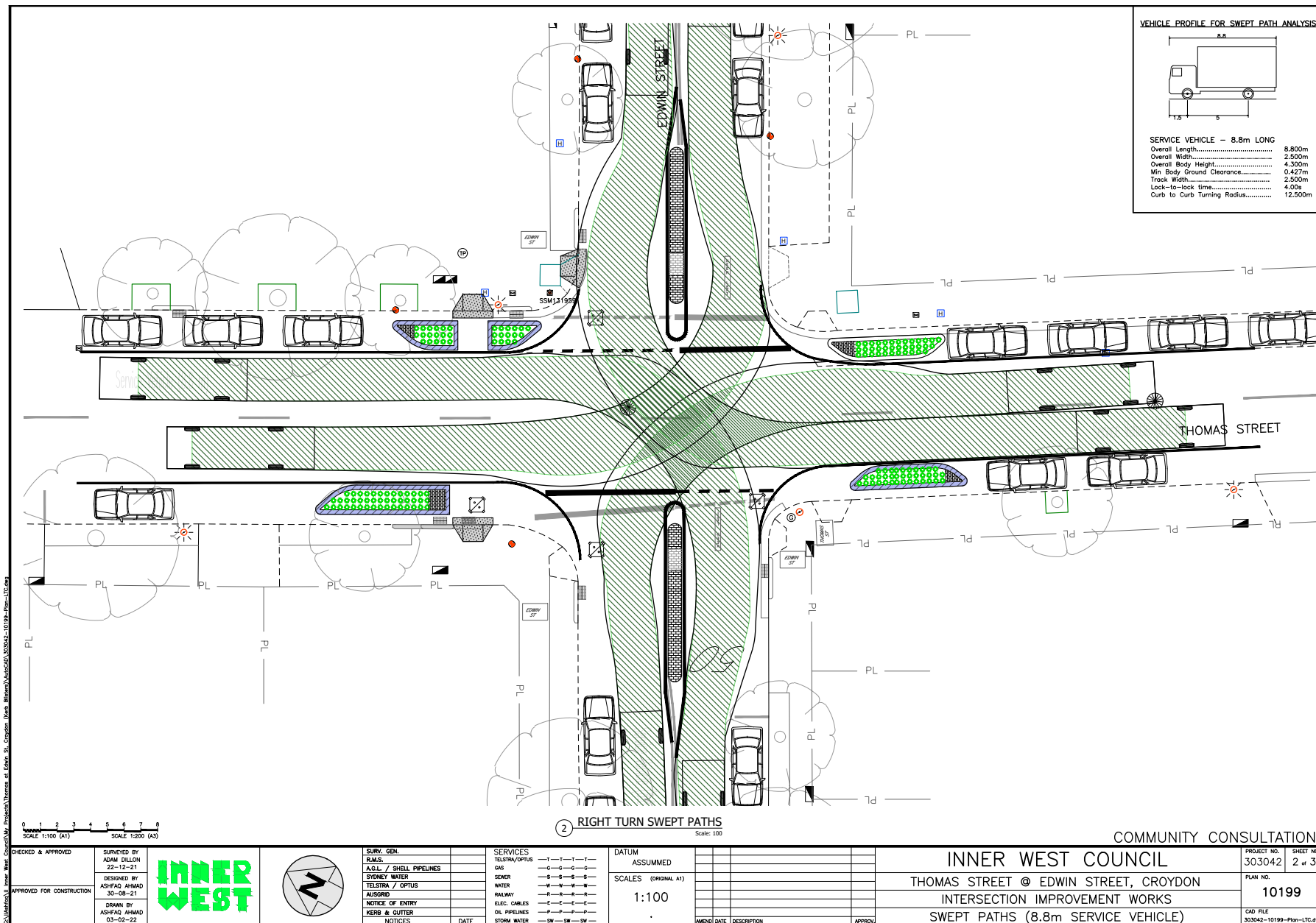
In view of the above, it is recommended that the detailed design plan to construct new kerb blister islands, move the STOP holding lines out in Edwin Street, and provide a new pedestrian cross-over facility (with associated signs and markings) at the intersection of Thomas Street and Edwin Street, Croydon (as shown per attached plan 10199) be APPROVED.

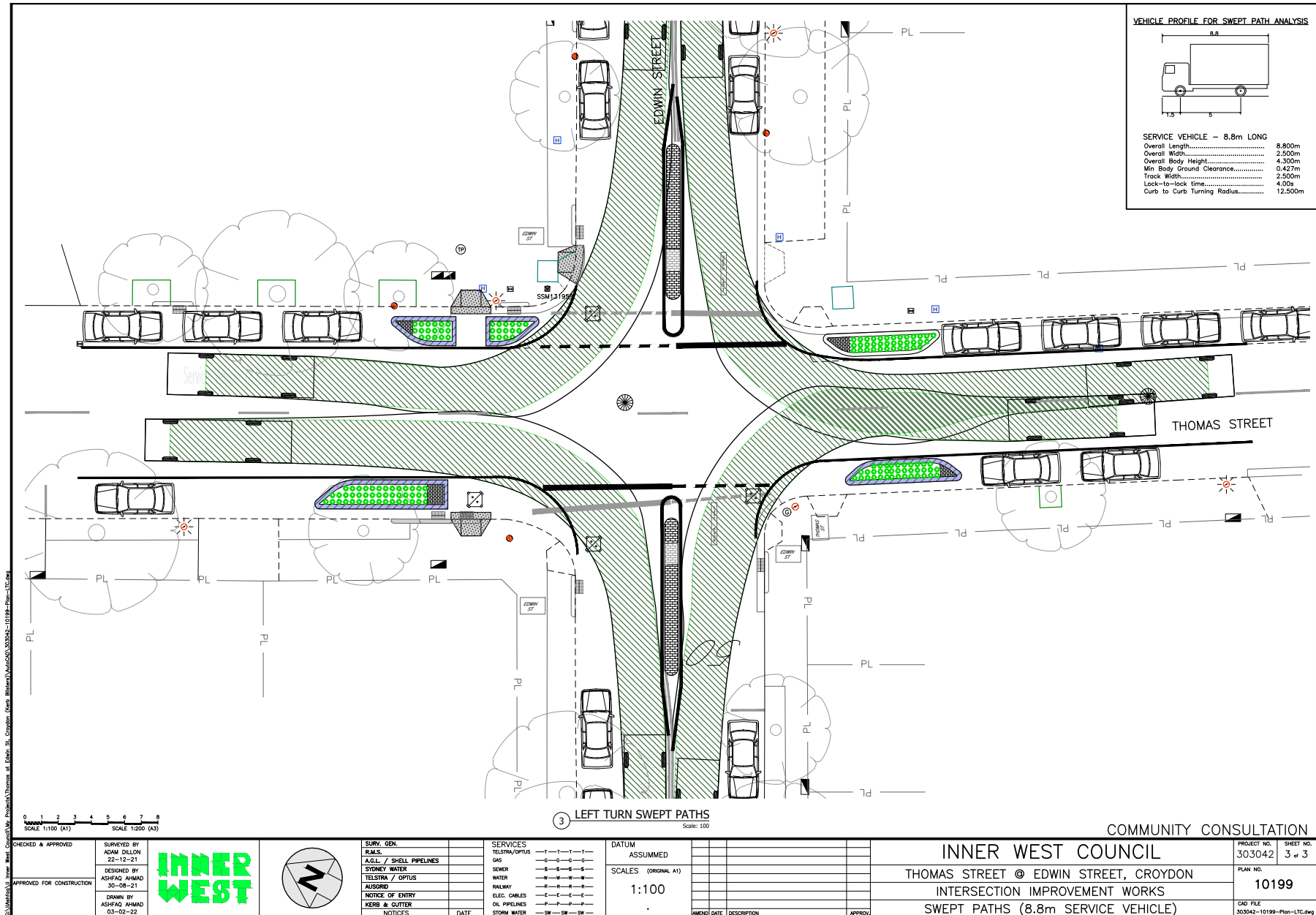
## ATTACHMENTS

1. [Design Plan 10199](#) and Swept path design garbage MRV (8.8m) truck movements.









**Item No:** LTC0322(1) Item 8

**Subject:** CHURCH AND LUCY STREET, ASHFIELD-INTERSECTION IMPROVEMENT WORKS-DESIGN PLAN 10198.

(GULGADYA-LEICHHARDT WARD/STRATHFIELD ELECTORATE/ASHFIELD LAC)

**Prepared By:** Boris Muha - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has finalised design plans to improve safety at the intersection of Church Street and Lucy Street, Ashfield, by constructing new kerb blister islands at the Church Street intersection. The proposal is expected to facilitate safer vehicle turning movements by replacing the existing Give Way control with a Stop sign and extended STOP lines. A pram ramp facility will also be provided on the western side of the intersection, under protection of the kerb blister islands and line marking. The intention of the proposal is to slow traffic and improve sight distances for drivers using this intersection which will improve road safety for both pedestrians and motorists.

Funding for these works has been provided under the Australian Government Blackspot Program for the financial year of 2021/2022.

## RECOMMENDATION

**That the detailed design plan to construct kerb blister islands, relocate STOP lines at Lucy Street, and kerb access ramps (with associated signs and markings) at the intersection of Church Street and Lucy Street, Ashfield, (as shown per attached plan 10198) be APPROVED.**

## BACKGROUND

Church Street is a local road carrying 3,500-4,000 vehicles per day with 85<sup>th</sup> percentile speed near the 50km/h speed limit. The road carriageway is 10m between kerbs, which allows for on-street parking on both sides of the road.

Lucy Street is estimated to carry about 1,000 vehicles per day and provides connection to Hammond Park. As it is 7.4m wide to the east of Church Street, only a single travelling carriageway remains in sections with parking on both sides. Lucy Street west of Church Street is wider at 10m, and allows for two way passing with parking on both sides.

Both Church Street and Lucy Street are not bus routes.

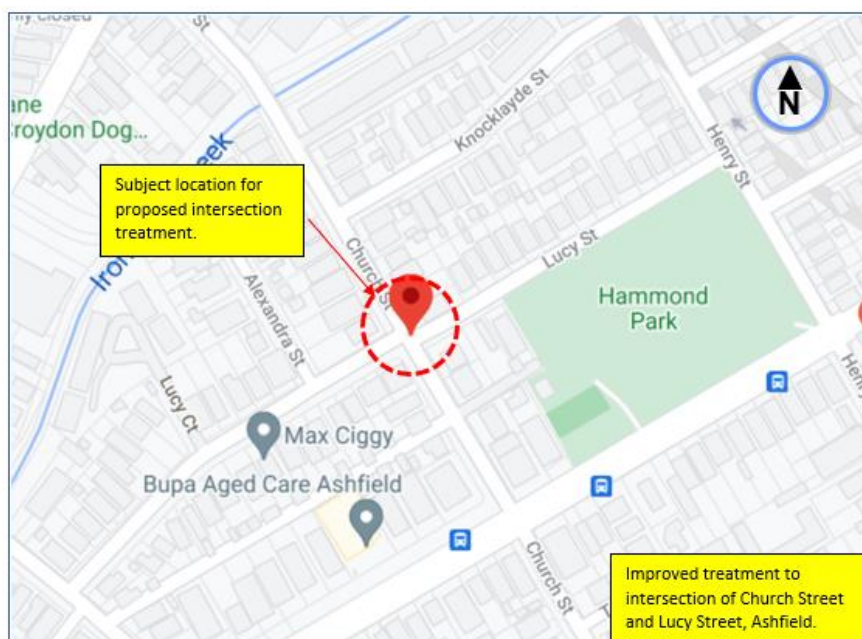
The crash history statistics from TfNSW for the 5 year period ending in 2019 was used for funding and revealed the following reported crashes at the site:

- RUM Code 16 (2017)- left near- vehicle turning left from Lucy Street (west) into Church Street (north) in contact with vehicle heading north in Church Street. -injury
- RUM Code 10 (2018)- cross traffic- vehicle in Lucy Street (east) in contact with vehicle heading south in Church Street. - injury
- RUM Code 20 (2018) – head on- vehicle heading south in Thomas Street in contact with vehicle heading north in Thomas Street. -injury



- RUM Code 12(2018) – left far-vehicle turning left from Lucy Street (east) in Thomas Street (south) in contact with vehicle heading north in Church Street. - injury

No further accidents were found between 2019 and 2020 from TfNSW crash database.



Locality Plan- Proposed intersection treatment at Church and Lucy Street, Ashfield

## FINANCIAL IMPLICATIONS

Funding of \$67,150 through the Australian Government Black Spot Program has been allocated to this project for construction in the 2021/22 Capital Works Program.

## OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached plan as shown in **Attachment 1**.

### Church Street & Lucy Street, Ashfield (Plan No. 10198):

- Install four (4) new landscaped kerb blister islands in Church Street;
- Convert existing 'Give Way' priority to 'Stop' control for both approaches in Lucy Street;
- Extend the new STOP holding lines into Church Street (aligned with new landscaped kerb blister islands) to improve sight distance for motorists wishing to exit Lucy Street into Church Street
- Construct two (2) new kerb access ramps pedestrians to cross Church Street;
- A 22.8m length 'No Stopping' zone restriction in Lucy Street to improve vehicle movements within the street (as shown on plans)
- Installing associated pavement line marking and signage (as shown on plan).

It is further advised as follows:

- Kerb blisters to the corners are provided to assist and supplement in bringing out the STOP lines near to the front of the blisters. The blisters emphasis and provide the presence of road narrowing together with line making an effort to control and slow traffic through the intersection in Church Street. They are landscaped to enhance the presence of the blisters and provide aesthetical improvements to the street landscape.
- A kerb access ramp pedestrian facility is provided on the northern side of the intersection in Church Street and addresses the IWC Pedestrian Access Mobility Plan

(PAMP) recommendations for pedestrian cross-over facility to be provided in Church Street at the intersection.

- STOP lines are provided in lieu of the existing GIVE-WAY lines as traffic in Lucy Street will need to stop near to the traffic flow in Church Street.
- Swept path movements for design garbage trucks is also shown in **Attachment 1**.

## Parking Changes

It is proposed to adjust existing 'No Stopping' zones and signage within Lucy Street to ensure current minimum standards are met and to better manage vehicles movements in Lucy Street.

This will result in a loss of two (2) car parking spaces on the south side of Lucy Street however two (2) new car parking spaces will be created on the opposite side of the Street with the reduction of the existing 'No Stopping' zone. Overall, there will be a no net loss of on-street parking spaces.

## Streetlighting

There will be no changes to the existing street lighting due to the proposed works.

## PUBLIC CONSULTATION

A letter outlining the above proposal was distributed to directly affected properties (19 properties- 25 household letters) in Lucy Street and Church Street, Ashfield.



### Consultation area map for letter distribution.

Submissions closed on the 24 February 2022. Three (3) responses were received with objections/concerns or reasons as to providing such a treatment to the intersection.

Resident comments	Officers Response
<p><b><u>Resident 1.</u></b></p> <p>I wish to <b>object</b> to the following items of the planned works.</p> <ul style="list-style-type: none"> <li>• Kerb Blister Islands in Church Street. By installing these islands, cars will not be able to go around cars waiting to turn right into Lucy St. During peak times of morning and afternoon school drop off and pick up and the usual peak hour traffic, cars back up all the way beyond Lucy St when the lights at Frederick St are red. Cars turning right from Church St into Lucy St will hold the traffic up and stop the flow of traffic down Church St when the lights change to green, if cars cannot have access to go around on the left.</li> <li>• The removal of parking on Lucy Street alongside the property of 37 Church St and replacing with parking alongside the property of 39 Church St. When vehicles enter Lucy Street they are often congested when there are vehicles parked alongside 39 Church St and there is oncoming traffic along Lucy St, from the Hammond Park end. Having parked cars on that side of the road will make the congestion worse.</li> <li>• Having the 'No Stopping' sign extended to the other side of the 39 Church St driveway would be a much safer option, providing a good clear distance for cars to pass each other safely.</li> <li>• I agree with the change of the "Give Way" signs to "Stop" signs in Lucy St. <i>-noted.</i></li> </ul>	<ul style="list-style-type: none"> <li>• Right turn movements are observed to be low with vehicles experiencing little or no delay in waiting time to turn right due to gaps in traffic or with traffic not queuing across the intersection in Church Street back from the lights at Frederick Street.</li> <li>• Vehicles are not generally observed to park on the approach side of Lucy Street outside No.37 Church Street. Reconfiguration of parking will see that two legal parking spots in Lucy Street to the side of No.37 be relocated to the opposite (No.39) side in line with the (predominant) parking to that side of the road.</li> </ul> <p>Two-way traffic would flow more safely to the southern side of Lucy Street away from the north-eastern corner of the intersection (corner to No.39). Formalising parking to the southern approach side (side to No.37) may force eastbound traffic to mount over the north-eastern corner and that of a low dipped kerb &amp; guttered drainage pit on the departure side of the corner if confronted by an opposing vehicle in Lucy Street. This would cause hazard to pedestrians and traffic.</p> <p>The two new parking spots will be placed as far east as possible on the northern side of Lucy Street. 'No Stopping' will be reduced from approximately 26.0m to 13.5-15.0m on the northern side east of the intersection to still provide adequate clearance/maneuvering/holding area. 'No Stopping' will be signposted on the southern side of Lucy Street up to the side driveway of No.37 Church Street. This will allow ease in access to No.37</p>

	<p>particularly when exiting.</p> <ul style="list-style-type: none"> <li>It is not intended under this proposal to extend 'No Stopping' on the northern side of Lucy Street to the other side of the driveway to No.39 Church Street. This would entail loss of one (1) parking space.</li> </ul>
<p><b><u>Resident 2.</u></b></p> <ul style="list-style-type: none"> <li>Stop signs on Lucy Street will be a good idea.</li> <li>Traffic island seems a great waste of money. A lot of inconvenience for very little benefit.</li> <li>Our driveway is in Lucy St, so parked cars opposite it will make it very difficult for us to get in and out of our garage. It would be way more beneficial to move the "No Stopping" sign that is currently on Lucy St, outside the 39 Church St residence, to the far side of their driveway, and keeping parking on the side which runs alongside our land, as that will not block any driveways.</li> <li>Why are islands of mountable kerbs?</li> <li>Are the four corners of the intersection going to be rounded or will there be curved lines painted on the road surface?</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>The proposed treatment for the intersection was assessed under approval for black spot funding by the TfNSW to address particular accidents and to prevent/minimise further accidents, including the severity of those accidents. See also <i>Other Staff Comments</i> above for reasons and purpose of the islands.</li> <li>Refer to response above to resident 1. Adequate access to driveways is still maintained with relocation of parking to the opposite side in Lucy Street.</li> <li>The intersection treatment is designed to cater for design garbage trucks movements. There can be the odd larger vehicle or emergency vehicle needing to ride over the kerbsides the islands. They are not intended for pedestrians to walk over.</li> <li>The physical concrete corners are not touched. Line marking is painted to guide vehicles round the islands and concrete corners.</li> </ul>
<p><b><u>Resident 3.</u></b></p> <ul style="list-style-type: none"> <li>No problem changing the give-way to Stop signs.</li> <li>Would like to know more what has led to this decision. I view that the intersection is not busy enough to warrant all these changes. All these changes would make Church Street appear a lot busier than it</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>The proposed treatment for the intersection was assessed under approval for black spot funding by the TfNSW to address particular accidents and to prevent/minimise further</li> </ul>

<p>is in practise. Queuing at best only stretches from the Frederick Street lights to No.50 Church Street more during morning and afternoon peak times between 9am-5pm. All other times the street is quiet. Concerned that the proposed works are not keeping with or sympathetic to the actual context, character and environment of the street and the streets and surrounds.</p> <ul style="list-style-type: none"> <li>• Draw more attention to the rear (unnamed lane between 46 and 48 Church Street which is considered more dangerous than the Lucy Street intersection. Visibility of cars and pedestrians coming out of the lane into Church Street is zero and condition of the street and kerb is terrible A dip exists which can cause vehicle underside scratches, and vehicles coming close to neighbouring houses to avoid the dip.</li> </ul>	<p>accidents, including the severity of those accidents. See also <i>Other Staff Comments</i> above for reasons and purpose of the islands and associated works.</p> <ul style="list-style-type: none"> <li>• This is outside the scope of works for the project and will need to be investigated separately based on the information as provided.</li> </ul>
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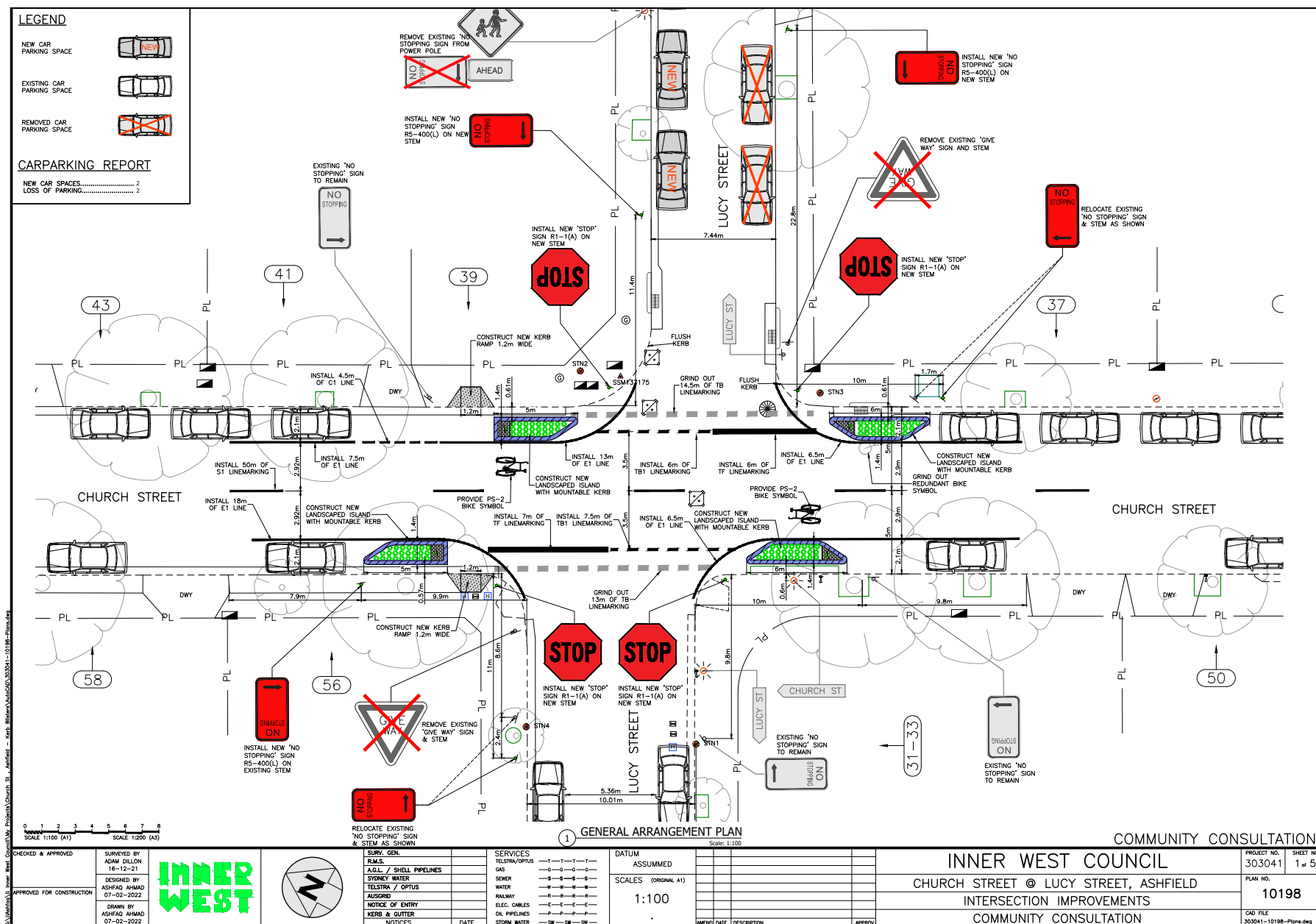
## CONCLUSION

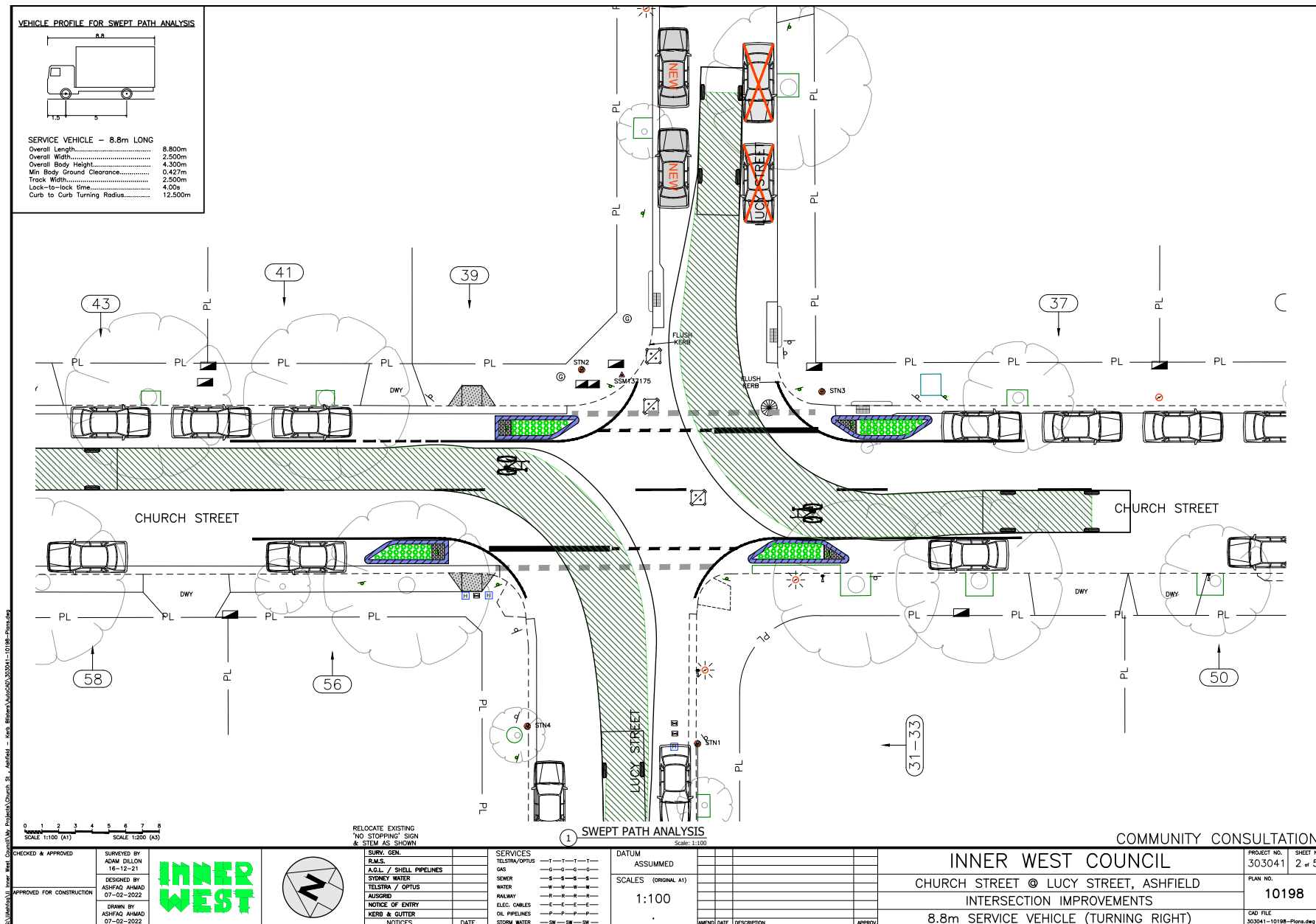
In view of the above, it is recommended that the detailed design plan to construct new kerb blister islands, relocated STOP lines (in lieu of Give-way lines) at Lucy Street, and kerb access ramps (with associated signs and markings) at the intersection of Church Street and Lucy Street, Ashfield, (as shown per attached plan 10198) be APPROVED.

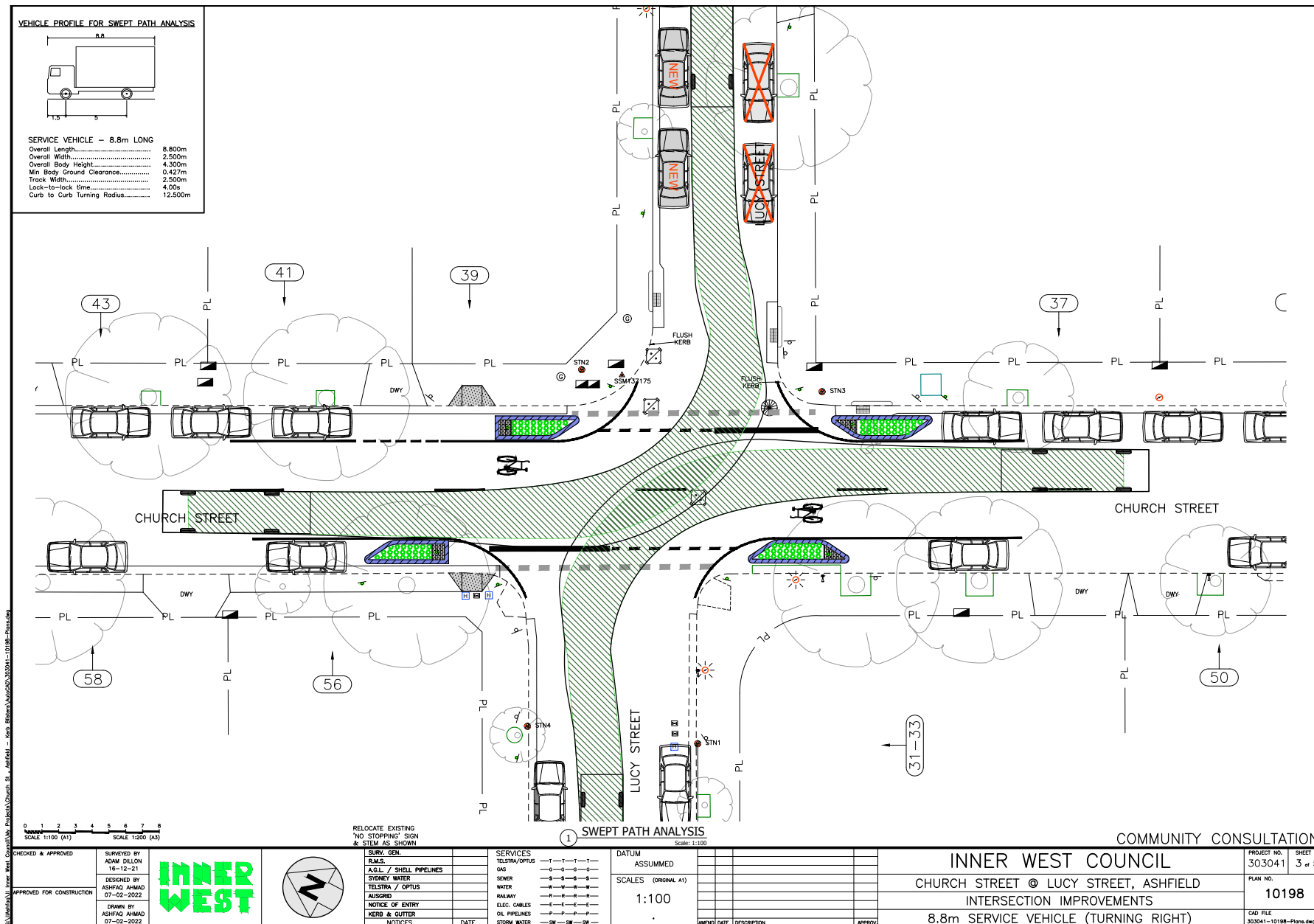
## ATTACHMENTS

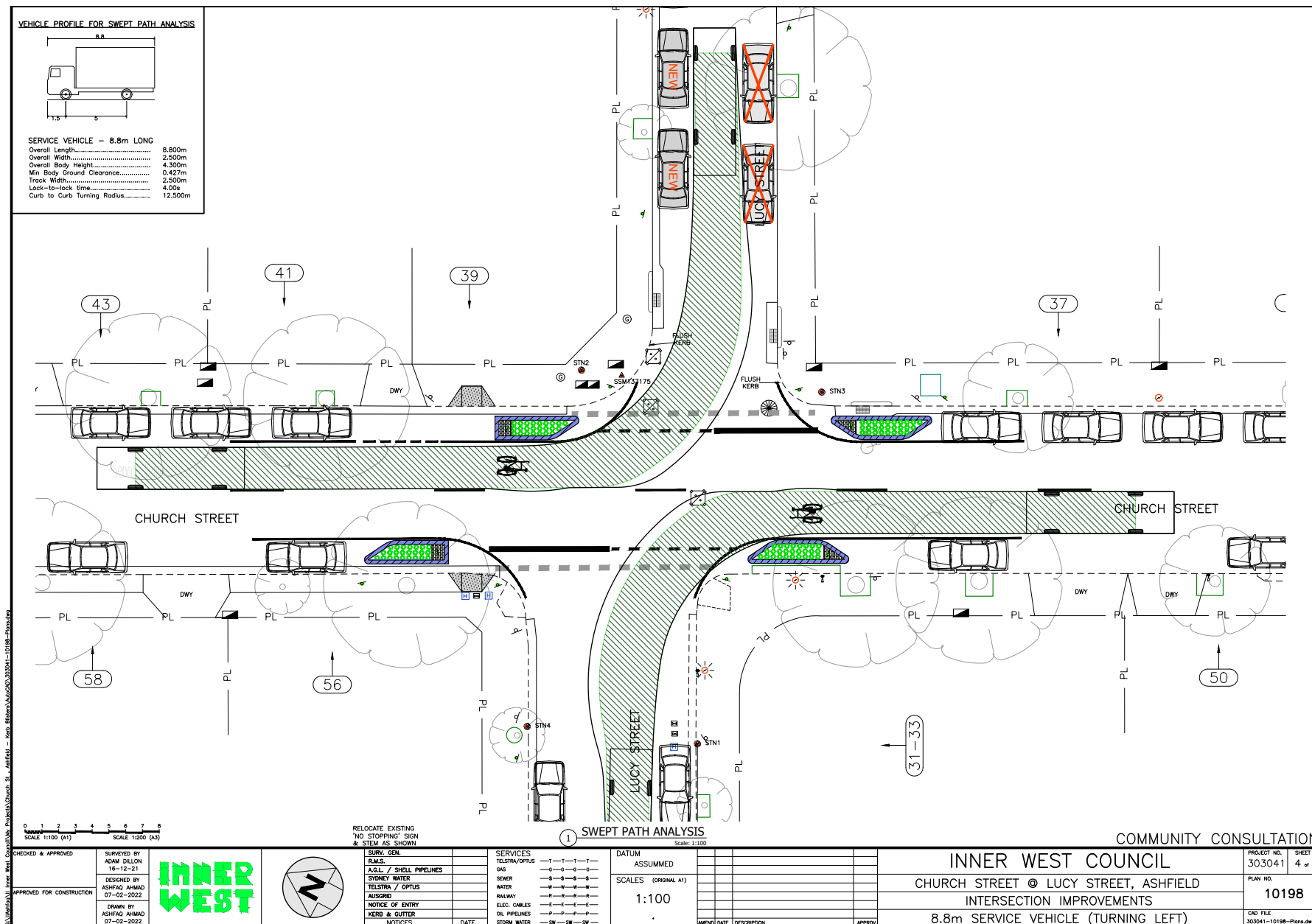
1. [↓](#) Design Plan 10198 and Swept path movement of a design garbage MRV (8.8m) length vehicle.

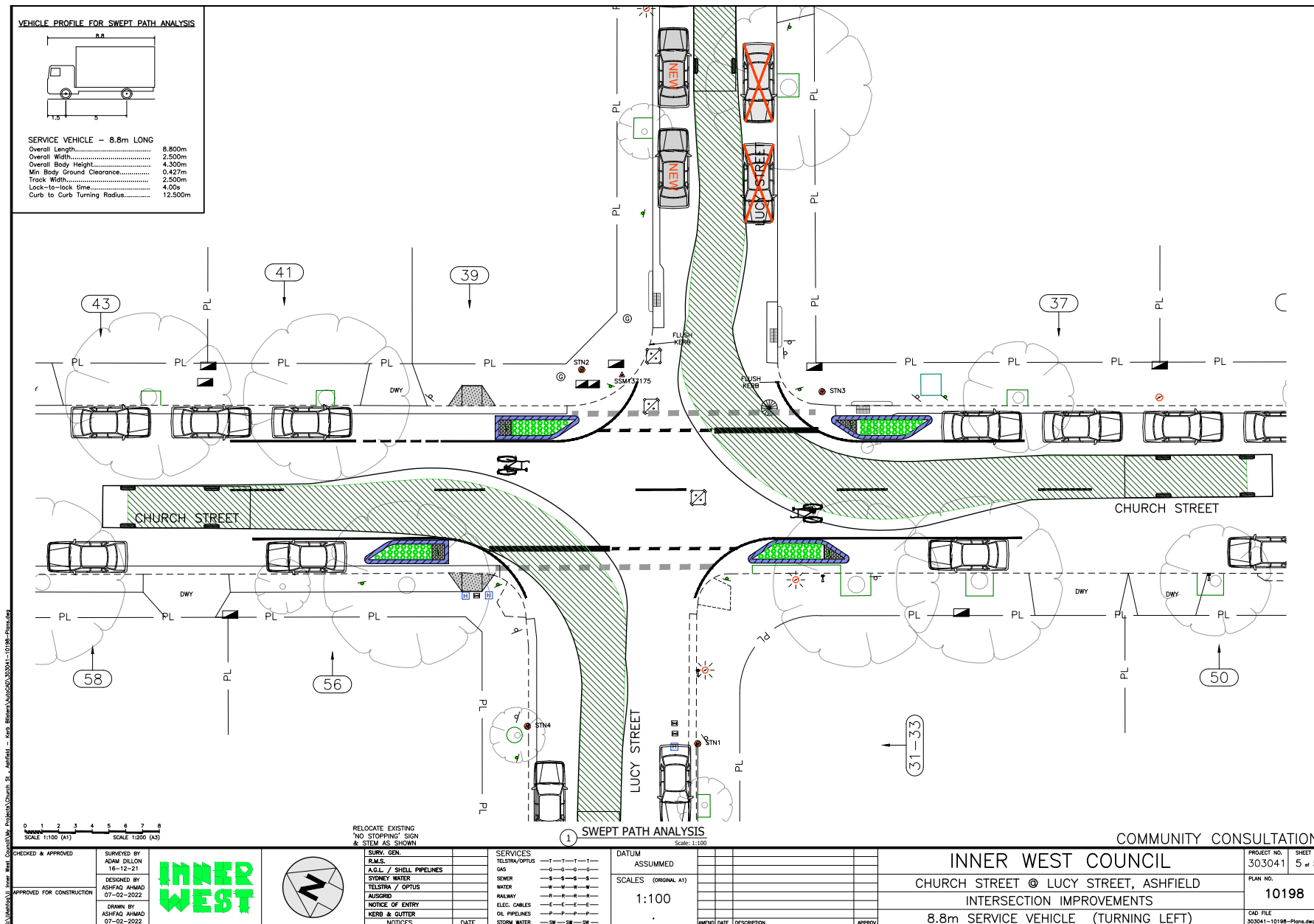














**Item No:** LTC0322(1) Item 9

**Subject:** ALBION STREET AND YOUNG STREET, ANNANDALE - PROPOSED STORMWATER DRAINAGE UPGRADE (GULGADYA-LEICHHARDT WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

**Prepared By:** Brinthaban Baskaran - Graduate Traffic Engineer

**Authorised By:** Sunny Jo - Coordinator Traffic Engineering Services (North)

### SUMMARY

Council is planning drainage improvement works at the intersection of Albion Street and Young Street, Annandale to better manage stormwater in the area by replacing and upgrading ageing stormwater infrastructure.

### RECOMMENDATION

**That the attached detailed design plan (Design Plan No.10157) for the proposed stormwater drainage upgrade at the intersection of Albion Street and Young Street, Annandale be approved.**

### BACKGROUND & OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed works at the intersection of Albion Street and Young Street and includes the following treatments:

- Installation of a new and upsized stormwater pipe system to better manage stormwater flows
- Replacement of two (2) existing 'head on' pits with two (2) new stormwater inlet pits;
- Removal of one (1) existing stormwater junction pit;
- Construction of four (4) new stormwater junction pits to facilitate connects;
- Construction of two (2) new stormwater pits with grated cover to act as surcharge pits;
- Reconstruct sections of kerb, gutter, footpaths, kerb ramps and driveways as needed to facilitate the works;
- Construction of kerb extension in front of No.6 Young Street, Annandale;
- Resurfacing the road with new asphalt over the area affected by the installation of the new pipe system; and
- Construction of new junction pit over existing Sydney Water stormwater pipe as per Sydney Water approved plan.

The proposal will not result in any loss of on-street parking.

### FINANCIAL IMPLICATIONS

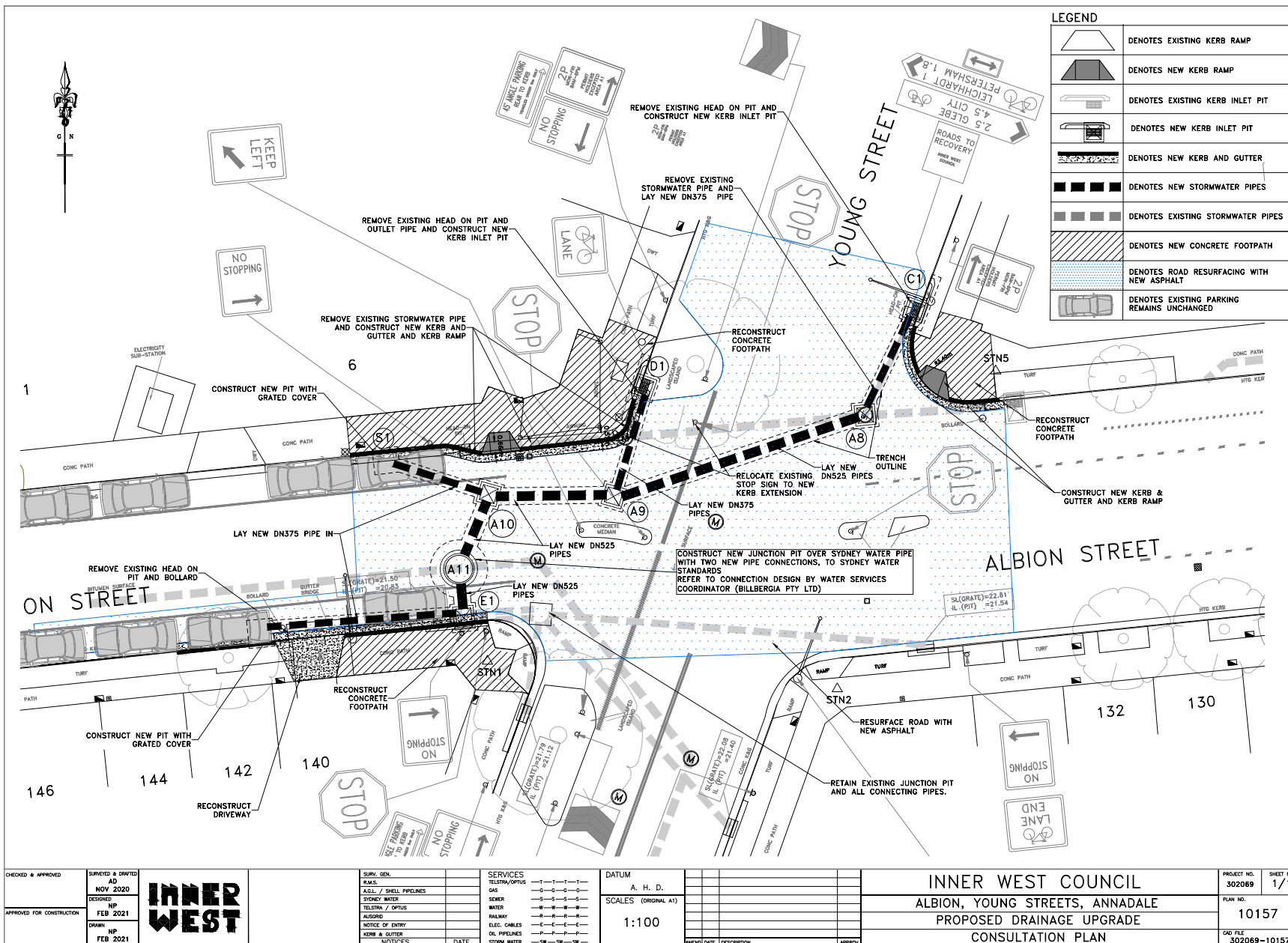
Funding of \$190,000 has been allocated to this project for construction in the 2021/2022 Capital Works Program.

### PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 11 properties in Young Street and Albion Street, Annandale. No responses were received regarding the proposal.

### ATTACHMENTS

1. [Detailed Design Plan - Albion Street and Young Street, Annandale - Proposed Stormwater Drainage Upgrade](#)



**Item No:** LTC0322(1) Item 10

**Subject:** BEATTIE STREET, BALMAIN (AT DARLING STREET) - PROPOSED  
RAISED PEDESTRIAN CROSSING (BALUDARRI -BALMAIN WARD/  
BALMAIN ELECTORATE/ LEICHHARDT PAC)

**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

### SUMMARY

Council is planning to improve pedestrian safety in Beattie Street, Balmain at Darling Street by upgrading the existing at-grade pedestrian crossing to a raised pedestrian (wombat) crossing. The proposed works aims to improve pedestrian safety and addresses concerns about pedestrian and driver behavior in the area.

### RECOMMENDATION

**That the attached detail design plan (Design Plan No.10178) for the proposed installation of a new raised pedestrian crossing on Beattie Street, Balmain (at Darling Street) be approved.**

### BACKGROUND & OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed works on Beattie Street, Balmain (at Darling Street) and includes the following treatments:

- Construction of a new concrete Raised Pedestrian Crossing in place of the existing at-grade pedestrian crossing;
- Removal of existing asphalt footpath and construction of new landscaped garden bed together with a new tree;
- Removal of existing asphalt footpath and providing a new decoratively paved footpath;
- Construction of a new footpath connection to provide better access between top and bottom tier footpath levels;
- Relocation of the existing bike rack to new location;
- Relocation of the existing decorative metal bollards and chain fence to the new location;
- Removal of existing damaged concrete road pavement and reconstruction of new asphalt road pavement;
- Providing a new street stormwater pit to better manage storm water; and
- Installation of pavement line marking and signage associated with the works

There is no change to existing on-street parking. Accordingly, no on-street parking spaces will be lost as result of the proposed works.

### FINANCIAL IMPLICATIONS

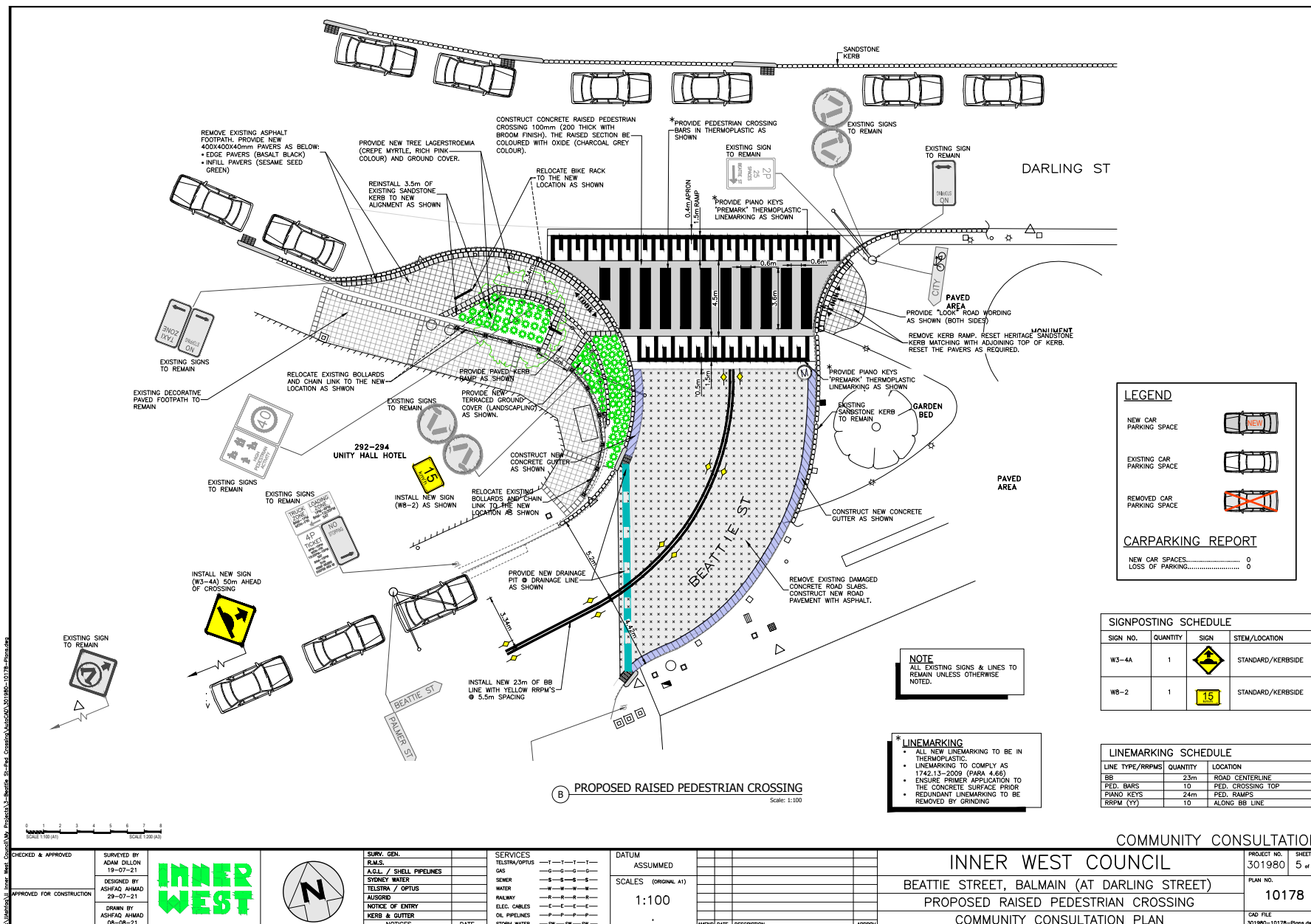
Funding of \$100,000 has been allocated to this project for construction in the 2021/2022 Capital Works Program.

## PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 17 properties in Darling Street and Beattie Street, Haberfield requesting residents' views regarding the proposal. No responses were received regarding to the proposal.

## ATTACHMENTS

1. [↓](#) Detailed Design Plan - Beattie Street, Balmain - Proposed raised pedestrian crossing





**Item No:** LTC0322(1) Item 11

**Subject:** TRAFALGAR STREET AND COLLINS STREET, ANNANDALE - PROPOSED RAISED PEDESTRIAN CROSSINGS (GULGADYA - LEICHHARDT WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council is planning to improve pedestrian safety at the intersection of Trafalgar Street & Collins Street, Annandale by upgrading the existing at-grade pedestrian crossings to a raised pedestrian (Wombat) crossing. The proposed works will improve pedestrian and motorist safety and addresses concerns about pedestrian and driver behaviour in the area.

## RECOMMENDATION

That the attached detailed design plan (Design Plan No.10194) for the proposed installation of the two (2) new raised pedestrian crossings on Trafalgar Street and Collins Street, Annandale be approved.

## BACKGROUND & OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed works on Trafalgar Street and Collins Street, Annandale and includes the following treatments:

- Installation of two new Raised Pedestrian (Wombat) Crossings;
- Construction of landscaped kerb blister islands as shown on attached plan;
- Construction of gutter bridges with heel safe gratings to provide safe access over existing kerb and guttering to the new raised pedestrian crossing;
- Reconstruction of some sections of concrete footpath on both sides of the proposed pedestrian crossing; and
- Installation of associated pavement line marking and signage as required.

It is proposed to adjust existing No Stopping zones and signage to ensure current minimum standards are met. This will result in the loss of three (3) on-street parking spaces on Trafalgar Street and Collins Street.

## FINANCIAL IMPLICATIONS

Funding of \$240,000 has been allocated to this project for construction in the 2021/2022 Capital Works Program.

## PUBLIC CONSULTATION

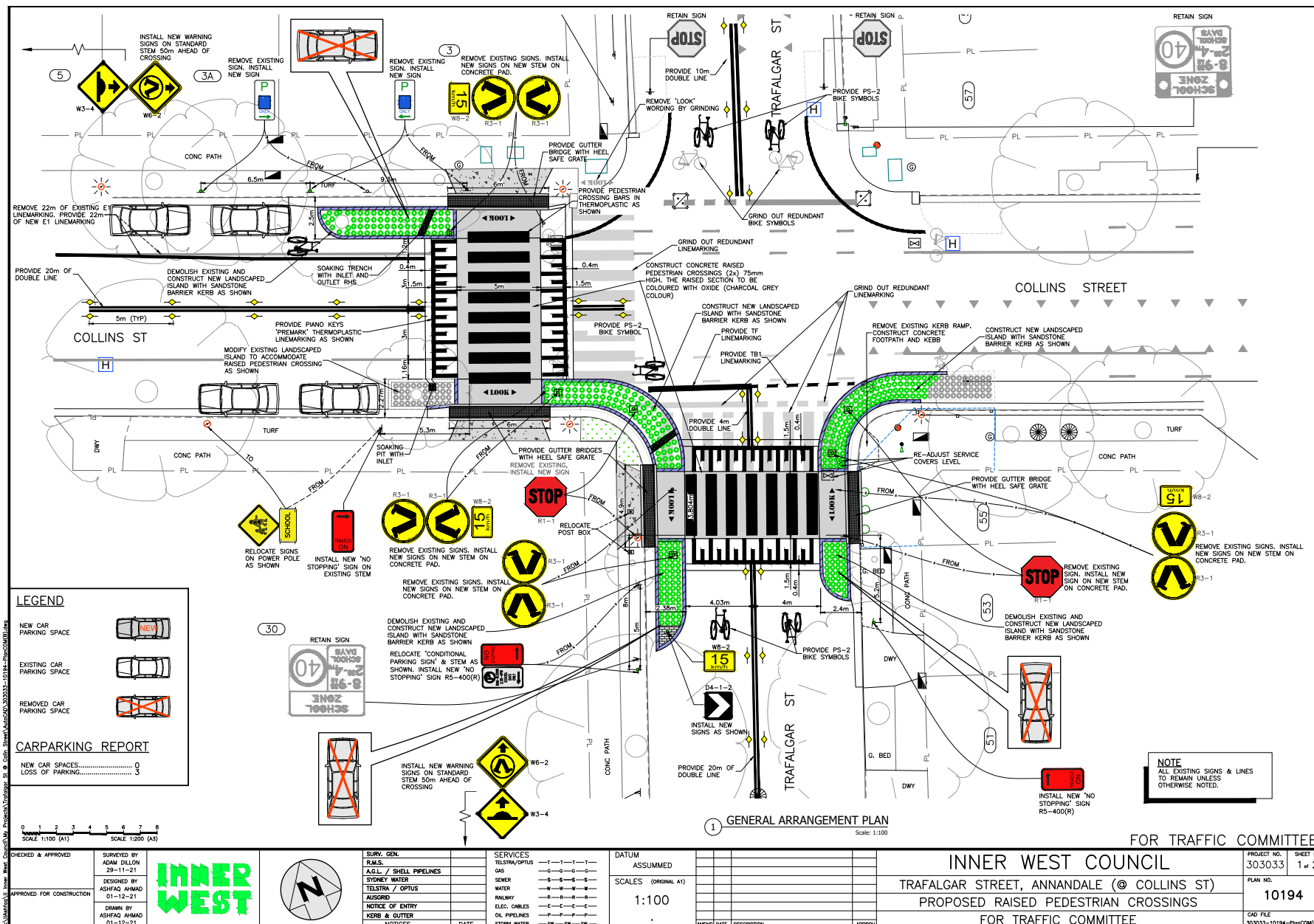
A letter outlining the proposal was mailed out to 18 properties in Collins Street and Trafalgar Street, Annandale requesting residents' views regarding the proposal. 10 responses were received with one (1) in support, four (4) in general support with request for changes and five (5) in objection.

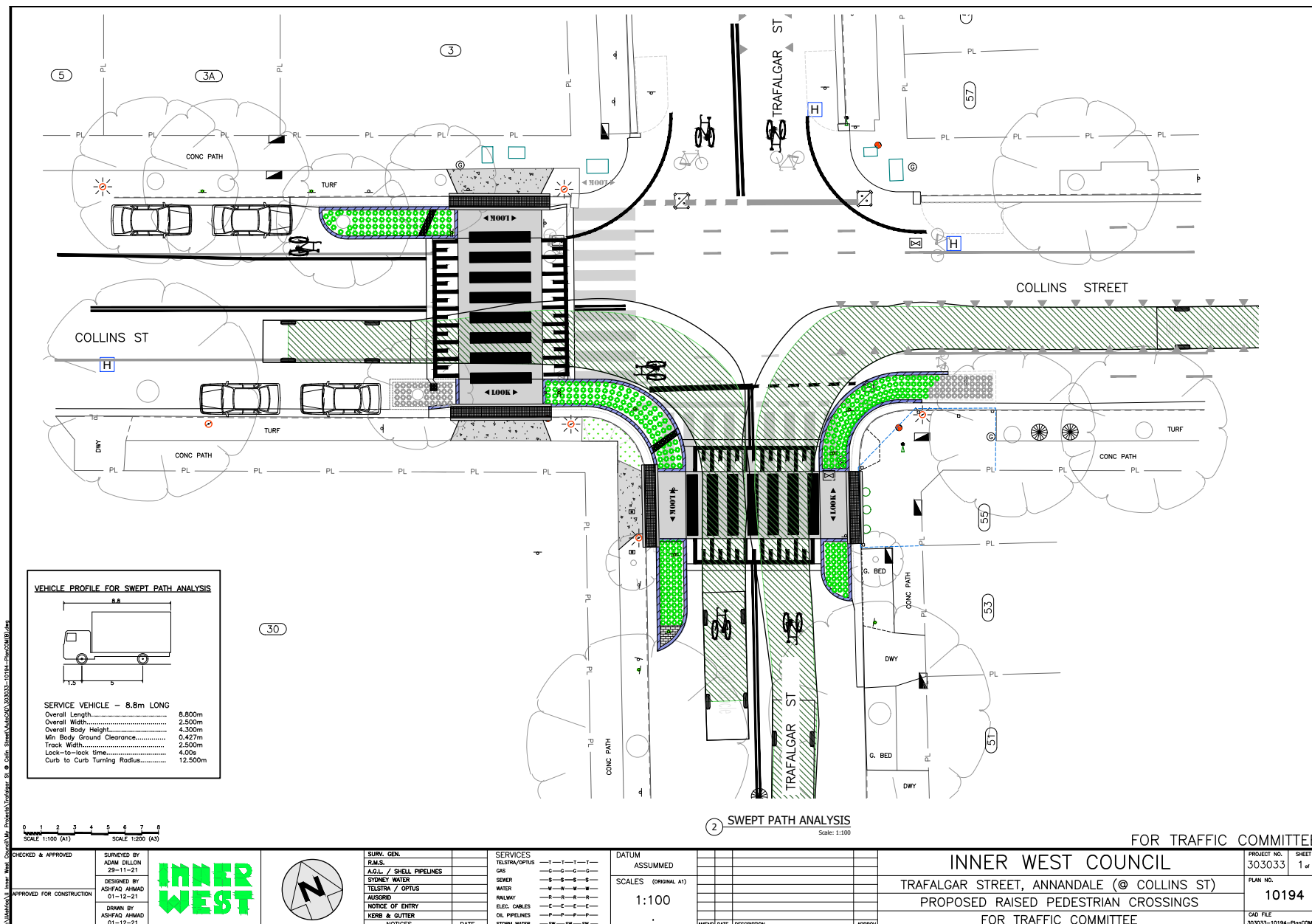
The main traffic and parking related concerns raised by the residents are outlined in the below table:

Residents' Comments	Officer Comments
The proposal will result in the loss of four (4) on-street parking spaces. Parking is already a premium in Annandale	The revised plans allow for two (2) additional on-street parking spaces to be retained compared to the original design.
Council should implement a resident parking scheme (RPS) on Collins Street, Annandale	The implementation of a resident parking scheme on Collins Street will be considered as part of a separate investigation
The proposal will result in the reduction of the existing pick up and drop off zone in front of St Brendan's Catholic Primary School. Council should extend the existing pick up and drop off zone. A crossing marshal would still be considered the best course of action.	The extension of the existing pick up and drop off zone in front of the school will result in the loss of parking in front of residential properties. The operation of the pick up and drop off zone will be monitored after implementation and if required will be modified accordingly.
The location of the proposed raised crossings is too close to the intersection of Trafalgar Street and Collins Street. The crossing on Trafalgar Street should be relocated in the southern direction closer to Albion Street by 15-20m. The crossing on Collins Street should be relocated by a similar distance in the western direction closer to Johnston Street.	Although positioning the crossing at the intersection would be desirable for pedestrians, this was not achieved due to the existing stormwater system, street trees and power poles. Locating the pedestrian crossings at the suggested 15-20m away from the intersection would result in the pedestrian crossings being underutilized.
The 'No Stopping' zone opposite No.3A Collins Street should be removed to obtain a parking space.	Noted and the revised plans have allowed for the parking space to be retained.
The proposed pedestrian crossing will only be utilized during school hours but will have negative impacts throughout the entire day.	The upgrade of the pedestrian crossing helps reduce vehicle speeds and improves pedestrian safety.
Appropriate signage at the intersection of Johnston Lane and Collins Street be improved to provide a safer footpath use.	This issue will be considered as part of a separate investigation.
Unsafe stop-start-stop approach and unsafe line of sight created by setting back Trafalgar Street pedestrian crossing.	The proposed design does not change the number of stop and starts required at this location. This design also minimizes the occurrence of a vehicle obstructing the pedestrian crossing at the Stop line.

## ATTACHMENTS

1. [Detailed Design Plan - Collins Street and Trafalgar Street, Annandale - Proposed raised pedestrian crossings](#)





**Item No:** LTC0322(1) Item 12

**Subject:** ANNANDALE STREET, ANNANDALE (AT PIPER STREET) - PROPOSED  
RAISED PEDESTRIAN CROSSING (GULGADYA - LEICHHARDT WARD/  
BALMAIN ELECTORATE/ LEICHHARDT PAC)

**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council is planning to improve pedestrian safety in Annandale Street, Annandale near Piper Street by upgrading the existing at-grade pedestrian crossing to a raised pedestrian crossing. The proposed works will improve pedestrian and motorist safety and addresses concerns about pedestrian and driver behaviour in the area.

## RECOMMENDATION

**That the attached detailed design plan (Design Plan No.10192) for the proposed installation of a new raised pedestrian crossing at Annandale Street at Piper Street, Annandale be approved.**

## BACKGROUND & OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed works on Annandale Street, Annandale at Piper Street and includes the following treatments:

- Installing new Raised Pedestrian Crossing in place of the existing at-grade pedestrian crossing;
- Constructing 2 landscaped kerb blister islands (in Piper Street) integrated with the existing footpath;
- Widening the footpath in Piper Street and constructing 2 new kerb ramps to improve pedestrian safety across Piper Street;
- Constructing gutter bridges with heel safe grating to provide safe access over existing kerb and guttering to the new raised pedestrian crossing;
- Reconstructing some of the concrete footpath on both sides of the proposed pedestrian crossing;
- Adjustments to some of the street drainage system as needed to accommodate the new works;
- Minor adjustments to the existing No Stopping and parking signs in both Piper Street and Annandale Street; and
- Installing associated pavement line marking and signage as required.

It is proposed to adjust the existing No Stopping and street parking signage to ensure current minimum standards are met and to accommodate the new raised pedestrian crossing facility. This will result in the loss of one (1) on-street parking space on the north side of Piper Street, immediately west of Annandale Street.

## FINANCIAL IMPLICATIONS

Funding of \$80,000 has been allocated to this project for construction in the 2021/2022 Capital Works Program.



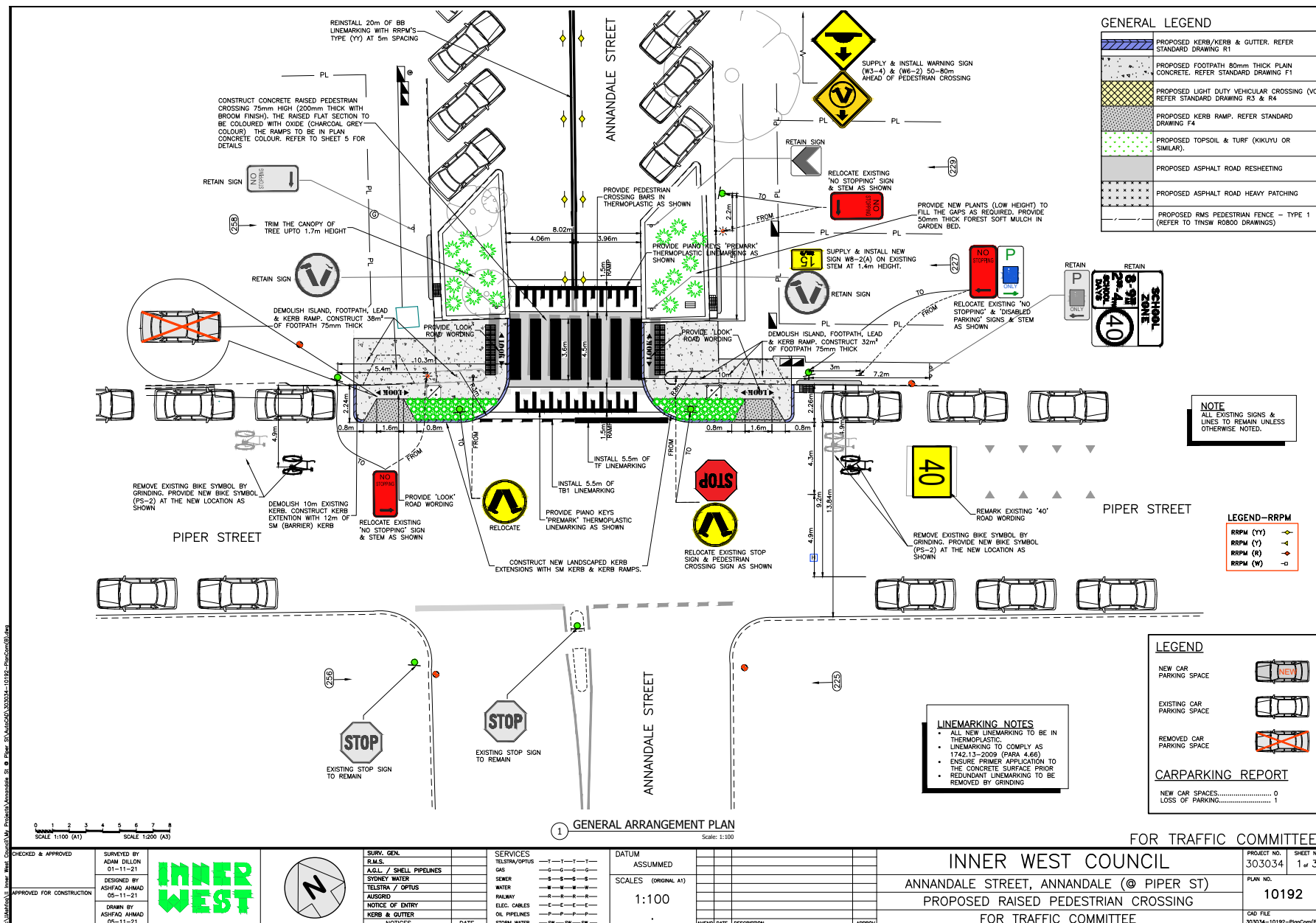
## PUBLIC CONSULTATION

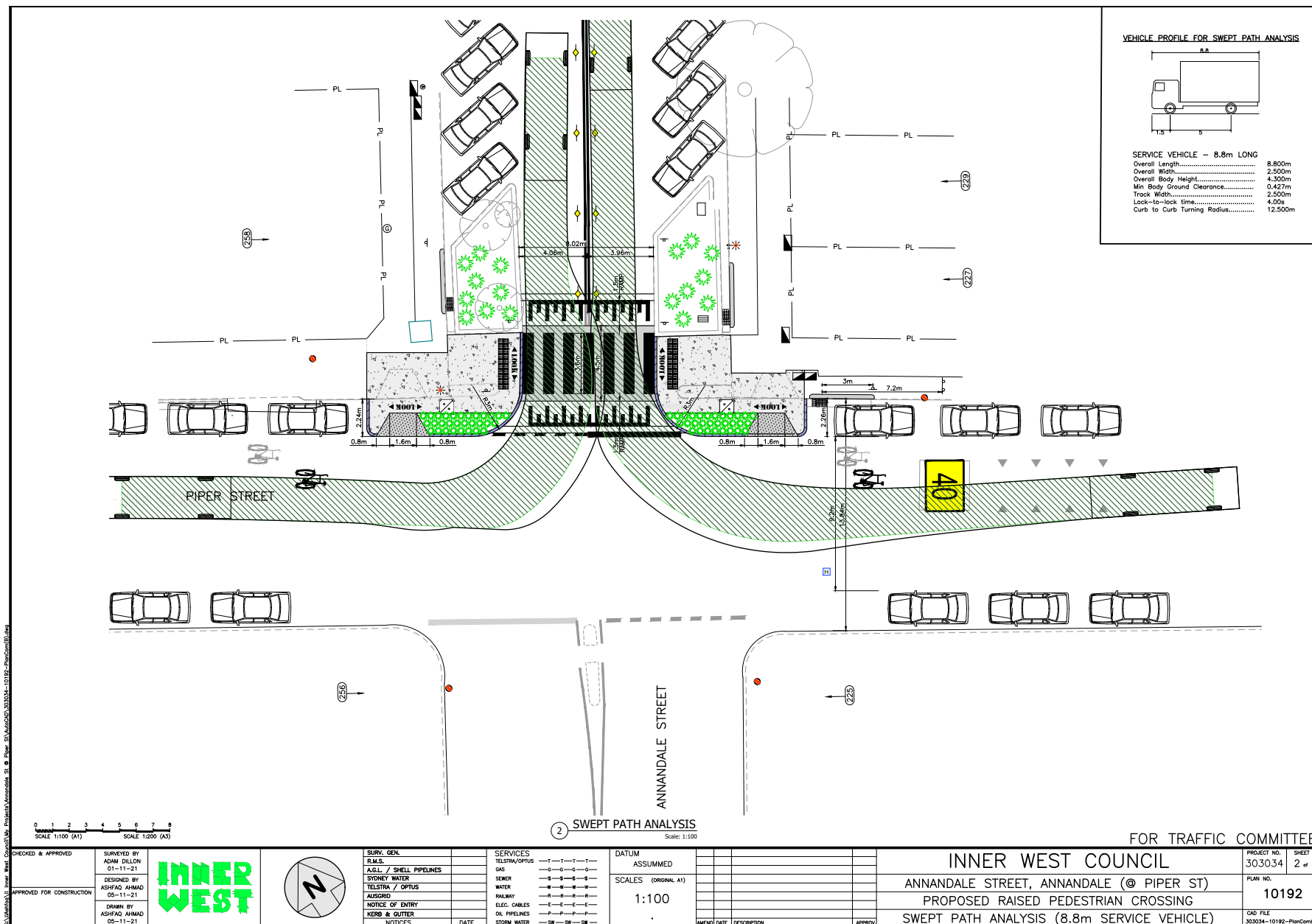
A letter outlining the proposal was mailed out to 14 properties in Annandale Street and Piper Street, Annandale requesting residents' views regarding the proposal. One (1) response was received in objection to the proposal. The main concerns raised by the resident are outlined below in the table.

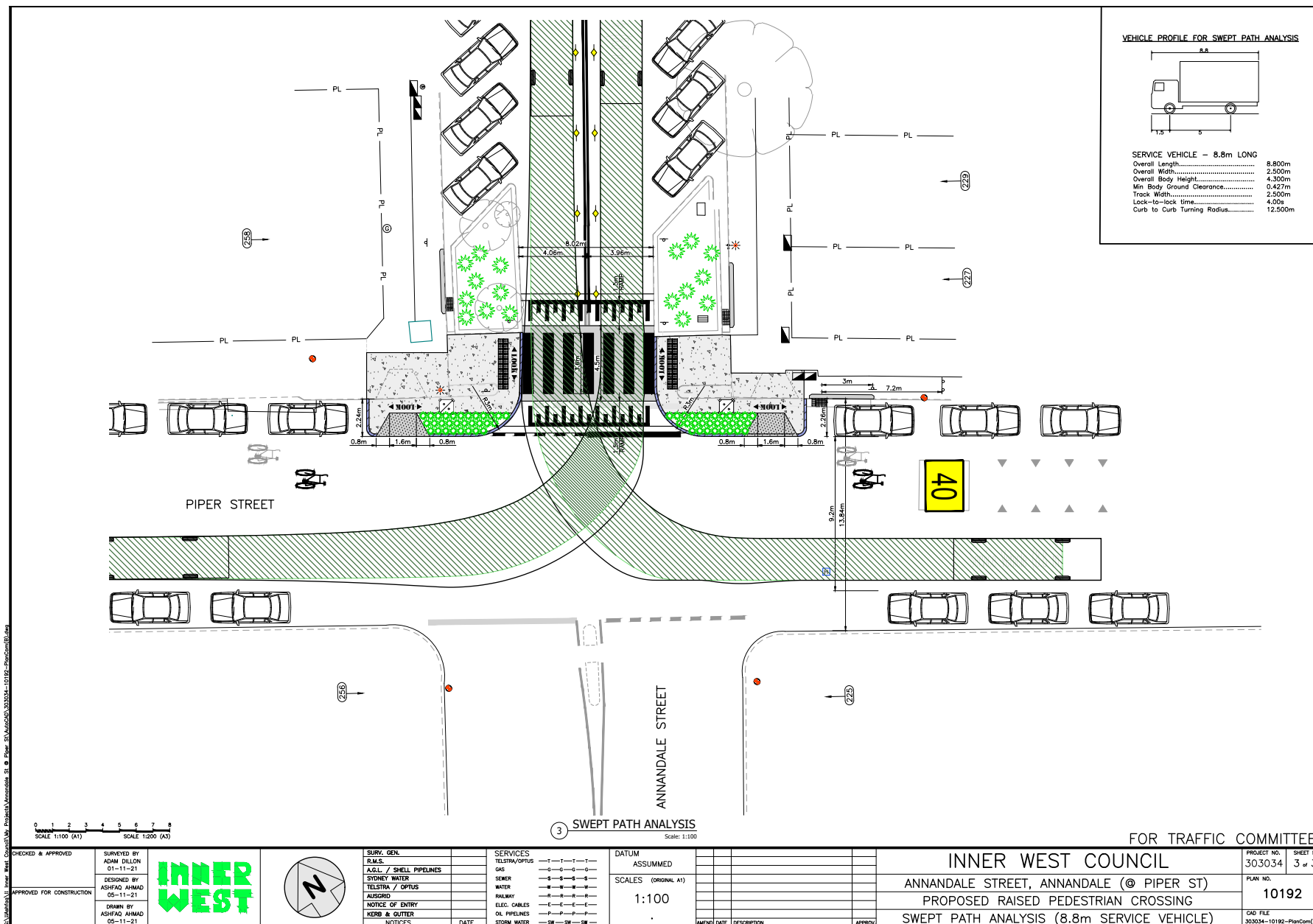
Residents' Comments	Officer Comments
<ul style="list-style-type: none"> <li>- The proposal does not address the high speeds of the vehicles</li> <li>- Replacing the Stop sign with a Give Way sign will encourage speeding</li> <li>- Drivers will need to divide their attention to both pedestrians crossing and the raised pedestrian crossing</li> </ul>	<ul style="list-style-type: none"> <li>- The raised crossing will reduce the vehicle speed as they pass through the crossing</li> <li>- The proposed Give Way sign have been retained as a Stop sign</li> </ul>

## ATTACHMENTS

1. [↓](#) Detailed Design Plan - Annandale Street, Annandale - Proposed raised pedestrian crossing







**Item No:** LTC0322(1) Item 13

**Subject:** LEICHHARDT WEST PRECINCT PARKING STUDY (GULGADYA-  
LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

**Prepared By:** Jason Scoufis - Traffic and Parking Planner

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

This is a recommendation to endorse the findings of the Final Leichhardt West Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Leichhardt West Precinct Parking Study through Yoursay Inner West. The draft report proposed several changes, including an expansion of the Resident Parking Scheme (RPS) as shown in **Attachment 1**.

The response results indicate that the community generally supported most of the proposed changes, with a majority support for the short-term proposal to expand the Resident Parking Scheme in the streets surrounding the Epicure Collection residential complex, however the majority did not support the extension of the Resident Parking Scheme into the Taverners Hill Precinct or the Leichhardt Marketplace Precinct.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with adjustments made to the proposed parking strategy. As the changes included both short term and long term strategies, this would require Council to implement the changes over a 5-10 year life cycle of the study.

## RECOMMENDATION

**That:**

1. The final Leichhardt West Precinct Parking Study be received and noted;
2. The Resident Parking Scheme (RPS) be expanded to include the streets surrounding the Epicure Residential complex in the area generally bounded by Foster Street, Regent Street, Elswick Street, Athol Street and Whiting Street with 2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area L1 signposting.
3. '90 degree angled parking rear to kerb' in Elswick Street North between William Street and Darley Road be approved subject to a final signposting plan being supported by Traffic Committee.
4. '90 degree angled parking rear to kerb' in Edith Street between Marion Street and the southern boundary of No. 4 Edith Street be approved subject to a final signposting plan being supported by Traffic Committee.
5. Replace redundant, faded and damaged signs as identified in the signage audit.
6. Further detailed assessment be undertaken to review potential for angled parking in Elswick Street, Allen Street, Athol Street, Albert Street, Fenwick Street, Jarrett Street, Davies Street, Flood Street, Burfitt Street, Charles Street, Lords Road and Kegworth Road.
7. Further detailed parking and traffic assessment be undertaken in Myrtle Street between Ivory Street and Elswick Street, Leichhardt to provide safe condition for pedestrians.
8. Aim that the overall number of L1 resident parking permits in Leichhardt West Study Area not exceed the total L1 parking capacity within the Leichhardt West Study Area
9. Dedicate parking enforcement efforts to streets near and within 200 metres of Lambert Park to promote and enforce safe and legal parking behaviour
10. Should peak hour capacity increase on the Inner West Light Rail, monitor



- 
- commuter parking at Taverners Hill, Marion and Hawthorne Light Rail Stations by undertaking parking surveys in surrounding residential streets.
11. Support be provided for the Parramatta Road Urban Transportation Strategy (PRCUTS) maximum parking rates in the future Inner West DCP.
- 

## BACKGROUND

The parking study reviewed the current parking management in place, location, supply demand, and distribution of residential, commercial parking, as well as other evidence of long-stay and short stay parking. This includes current parking strategies and policies, including permit allocation in the existing Resident Parking Scheme.

Local issues including streets near trip generators such as the Kegworth Public School, Lambert Park Sportsfield, Leichhardt Marketplace, Oasis, Leichhardt Green Epicure Collection and Light Rail stops were considered in the study.

The Study was undertaken by Stantec (formerly known as GTA Consultants) using parking occupancy and parking duration data collected in November 2020, site observations, and feedback received during the initial community engagement period in November/December 2020 and subsequent community engagement during the public exhibition of the draft report in September/October 2021.

The map of the study area is provided in **Attachment 2**.

## FINANCIAL IMPLICATIONS

The cost to implement the Leichhardt West Precinct Parking Strategy will be funded from Council's traffic facilities budget, subject to Local Traffic Committee support and adoption by Council. Subsequent reports during implementation of the Strategy will provide estimates on signage and administrative costs to expand the resident parking permit scheme if required.

## PUBLIC CONSULTATION

The Public Exhibition of the draft Study commenced 6th September 2021 and ended 15 October 2021. A total of 4,319 letters were mailed out, inviting to provide comments online and via separate email and paper submissions.

Council's Have Your Say in Leichhardt West website had 901 visits and 265 submissions received. A further 14 submissions were received via email, customer service enquiry, and post. This represents a response rate of 6.5%.

The feedback is summarised below with further details provided in the Leichhardt West Precinct Parking Study Final Report which includes the Community Engagement Outcomes Report in **Attachment 3**:

The proposed changes included a short term proposal to expand the Resident Parking Scheme (RPS) to include streets around the Epicure Collection residential complex in the area bounded by Foster Street, Regent Street, Elswick Street, Athol Street, Whiting Street and High Street. The majority of participants supported the proposal (58% support including those that said 'yes' and 'yes with changes') hence it has been included in the final recommendations. Given that a number of residents commented that the proposed hours should be reduced to weekdays only and extend up to 6pm on weekdays so as to allow visitors, the recommendation has been modified from the draft report to reflect these concerns.

A longer-term proposal included the expansion of the RPS in the Taverners Hill Precinct bounded by Hawthorne Canal, Parramatta Road, Elswick Street, Myrtle Street, Lords Road and Lambert Park and Leichhardt Marketplace Precinct bounded by Foster Street, Lords Road, Elswick Street and Regent Street. The majority of participants supported these proposals (54% support including 'yes' and 'yes with changes') however more participants specifically answered 'no' as opposed to 'yes' in regard to the proposal hence it has been excluded from the final recommendations. It should be noted however that this does not preclude further investigation of this scheme at a later date. The final proposed expansion of the resident parking scheme is detailed in **Attachment 4**.

The long-term proposal to introduce pricing for a second residential permit was not supported (only 42% support rate including yes and yes with changes) hence it has been removed from the final recommendations of this report.

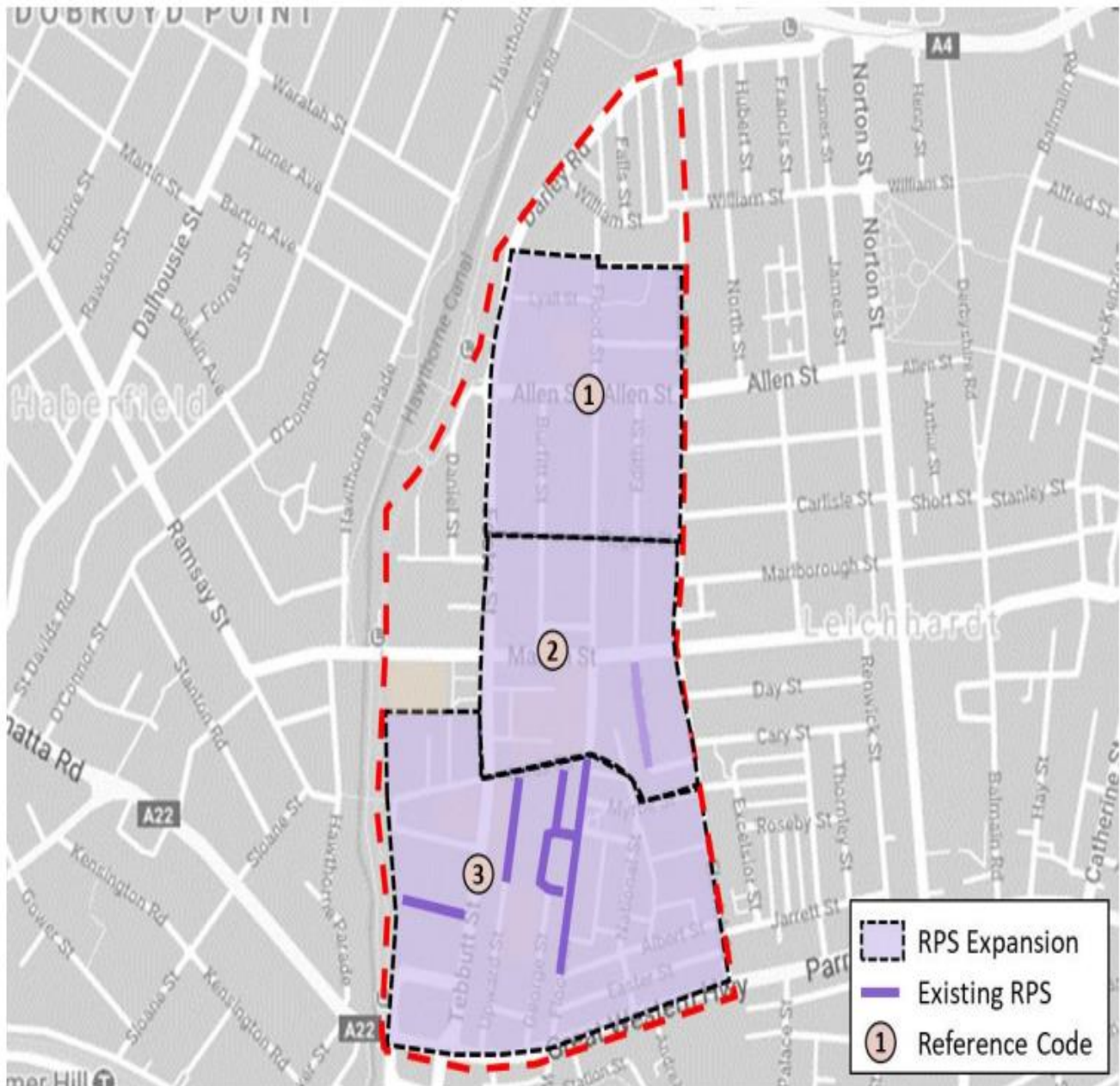
Similarly, the majority of participants supported the introduction a consistent restriction for current RPS streets (55% support including 'yes' and 'yes with changes') however more participants specifically answered 'no' as opposed to 'yes' hence it has been excluded from the final recommendations.

The majority of participants supported the proposal to reform visitor parking permits (52% support including 'yes' and 'yes with changes') however more participants specifically answered 'no' as opposed to 'yes' in regard to the proposal hence it has been excluded from the final recommendations.

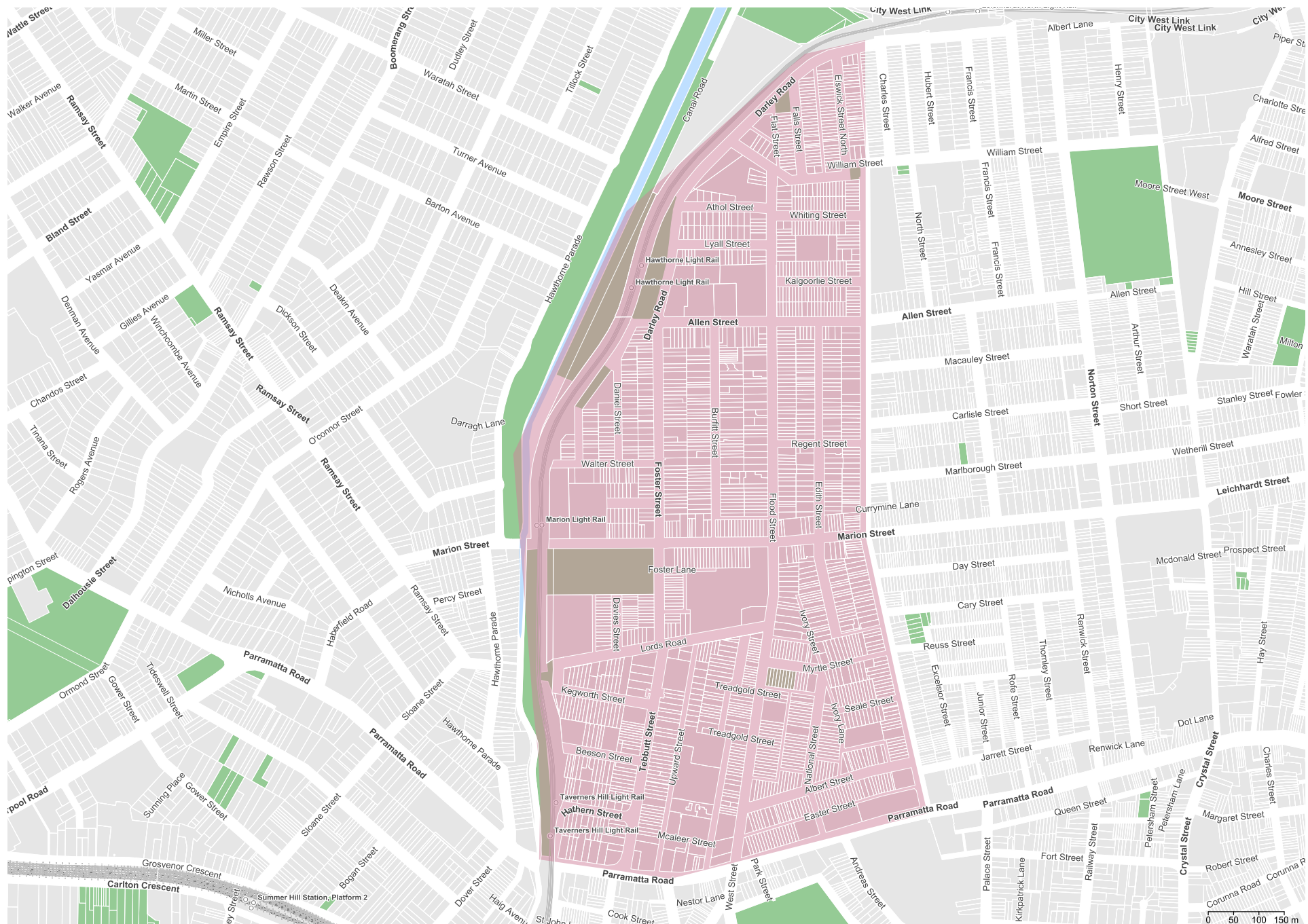
An additional recommendation has also been included as a result of concerns raised from residents of Myrtle Street, Leichhardt regarding parking behaviour where vehicles straddle the footpath impacting on pedestrian safety. Similarly, during the public exhibition, the community suggested angled parking in additional streets. This will require additional assessment to determine if appropriate and has therefore been included as a recommendation for further assessment.

## ATTACHMENTS

1. [ATTACHMENT 1 - PROPOSED DRAFT REPORT EXPANSION OF RPS](#)
2. [ATTACHMENT 2 STUDY AREA](#)
3. [ATTACHMENT 3 LEICHHARDT WEST PRECINCT PARKING STUDY FINAL REPORT](#)
4. [ATTACHMENT 4- FINAL PROPOSED EXPANSION OF RESIDENT PARKING SCHEME](#)







## Leichhardt West Precinct Parking Study

Inner West Council  
Final Report



Prepared by: GTA Consultants (Group) Pty Ltd for Inner West Council  
on 09/03/2022  
Reference: N199000  
Issue #: A



now





## Leichhardt West Precinct Parking Study

### Inner West Council Final Report

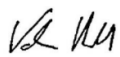
Client: Inner West Council

on 09/03/2022

Reference: N199000

Issue #: A

#### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	26/02/21	Draft	L. Clark	A. Leung	V. Buhl	
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GTA Report



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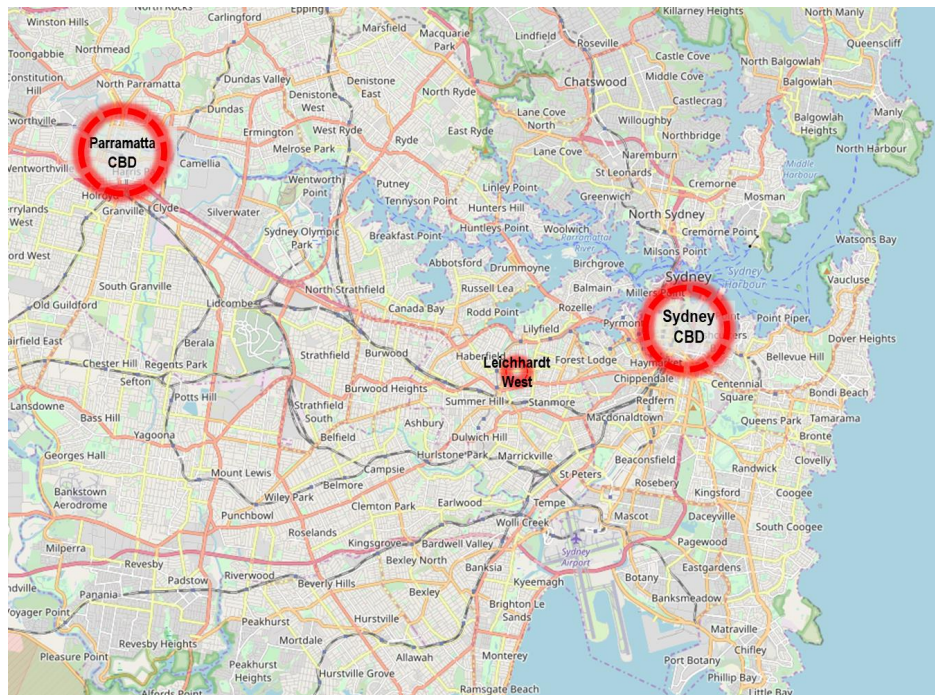
## 1. INTRODUCTION

### 1.1. Project Background

Leichhardt West is a precinct in the Inner West Local Government Area of the Sydney Metropolitan Area and is approximately 5 kilometres west of the Sydney CBD and 15 kilometres east of Parramatta CBD. The precinct is situated to the east of the Hawthorne Canal and shares a boundary with the suburbs of Lewisham and Petersham to the south.

Leichhardt West is predominantly a residential suburb with a mix of single dwellings and medium to high-density multi-storey unit blocks, with a small shopping strip on Marion Street and a few pockets of light industrial warehouses and stores. The study area mainly consists of residential streets with an arterial road (Parramatta Road) and several collector roads (Darley Road, Marion Street and Allen Street). Public transport options comprise the Inner West Light Rail (Taverners Hill, Marion and Hawthorne stops) and bus services along Parramatta Road, Marion Street, Allen Street and Flood Street.

Figure 1.1: Leichhardt West within the Sydney Metropolitan Area



Basemap Source: OpenStreetMap

The Leichhardt West precinct incorporates a range of major developments, consisting of commercial areas, public infrastructure and new residential development.

The trip generators for the precinct include:

- residential dwellings
- Leichhardt Marketplace
- Kegworth Public School
- Lambert Park sports field
- Taverners Hill, Marion and Hawthorne light rail stops
- various industrial units and places of employment scattered across the precinct
- parks and informal recreational facilities.

Inner West Council has requested a review of the overall parking situation within the Leichhardt West Precinct as a basis for determining a parking management strategy. Council has commissioned GTA Consultants (GTA) to undertake a review of parking within the Leichhardt West precinct and to develop a strategy that sets forward how parking will be provided and managed in the future.

## 1.2. Purpose of the Study

The objectives of the project are:

- To review parking within Leichhardt West precinct, looking at location, supply, demand and distribution of both long-stay residential and short-stay commercial parking as well as any evidence of long-stay commuter parking, as the basis for determining future car parking requirements. This includes considering on-street and private off-street parking and undertaking community consultation and working with stakeholders to understand community views in relation to parking in the study area.
- To review state and local parking strategies and policies including Council's Development Control Plan parking rates for Leichhardt West associated with new development.
- To undertake a parking supply and demand assessment and report of parking in Leichhardt West. Develop an inventory of existing on-street and off-street parking identifying the parking regulations associated with this parking. Survey the parking demand of on-street and off-street parking areas to identify long and short-stay parking requirements.
- To develop a Leichhardt West Parking Management Strategy considering Council's strategies and plans, community views, parking demand and supply, existing active transport (walking and cycling) and public transport (bus and ferry), to improve ease of access to parking.
- To identify any discrepancies in parking policies and restrictions within Leichhardt West under Inner West Council and identify opportunities for standardisation.

## 1.3. What is Parking?

Before developing a set of parking strategy principles and objectives, and how these integrate with overall transport objectives, we must have a comprehensive understanding of what parking is.

As a general rule, land uses generate and attract visitors, customers, staff and/or residents resulting in economic activity. A by-product of access to these land uses is, in its simplest form, a "trip". Trips can be made by a variety of methods including, but not limited to, walking, cycling, public transport and/or the private motor vehicle.

Where does car parking enter this equation? Car parking provides an end-of-trip facility for the private motor vehicle mode.



## 1.4. Types of Parking

The type of land use has differing levels of attractiveness (i.e. trip generation) and therefore has different requirements for car parking. Different uses also have different user bases and in turn different needs in regard to their required length of stay. Accordingly, different types of car parking are required (for example, pick-up/drop-off parking requires 5 to 15 minutes, short-stay parking requires one to three hours and long-stay parking is required over four hours or all day to satisfy differing needs. In a setting such as the local centre in Leichhardt West, a parking event can serve a number of trip purposes and a single space can be shared between a number of users over the course of the day due to the different temporal patterns of land uses. While in residential areas, a single space can only be shared between a limited number of vehicles as long-stay parking is prevalent among residents and potentially is also used by commuters accessing light rail and bus services.

With consideration of the above, it is important to prioritise the demands of short-stay commercial user groups within the commercial village environment in Leichhardt West while limiting long-stay conflicting user groups that may arise from commuters. While in the residential area, it is important to have a sufficient amount and prioritisation of car parking relative to resident demands in the area, while limiting the needs and demand of conflicting user groups that car parking will have on the residential streets.

## 1.5. The Leichhardt West Context

In this context then, it is important that car parking within Leichhardt West be managed to:

- Recognise that the parking space does not attract people; it is the destination that attracts people and parking is only a by-product.
- Prioritisation of demand from different user groups, specifically the parking demand from residents, commuters and workers on residential streets and commercial user groups within the local commercial core.
- Balance demand for commuter parking and residential parking, especially nearby Parramatta Road and the light rail stops.
- Standardise the previous different parking permits format applied to the study area as a result of amalgamation of different council jurisdictions.

## 2. EXISTING CONDITIONS

### 2.1. Planning Context

In preparing this report, relevant policies and guidelines applicable to the Leichhardt West precinct were explored, which include the 'Draft Inner West Local Environmental Plan 2020' (LEP 2020) and *Inner West Integrated Transport Strategy* (ITS) published by Inner West Council, and the *2013 Development Control Plan* (DCP 2013), developed by the former Leichhardt Council. In addition, the *Permit Parking Guidelines* (October 2018) developed by Roads and Maritimes Services (now Transport for NSW (TfNSW)) are referenced as the official guidelines in permit parking designs to better understand the context and design parameters of permit parking schemes and how it can be utilised in a parking management strategy. This guideline is discussed further in sub-section 2.1.1.

Inner West Council also recently adopted a 'Public Domain Parking Policy'. A summary of the policy is discussed in sub-section 2.1.2, which examines how public parking is managed throughout the Inner West LGA and brings together the different management approaches adopted by the former constituent councils of Inner West Council.

#### 2.1.1. Permit Parking Guidelines - Road and Maritime Services

The *Permit Parking Guidelines* is a document that sets out criteria and guidelines for designing, implementing and administering permit parking schemes in NSW from the former Roads and Maritime Services and was last updated in October 2018.

Permit parking schemes help to improve amenity for particular classes of road users in locations where there is insufficient off-street parking and where on-street parking is limited. Permit parking also helps to balance the needs of the local community with those of the broader community in high demand areas.

There are six classes of permit parking scheme prescribed in clause 95 of the Road Transport (General) Regulation 2013, including:

- business
- commuter
- resident
- resident's visitor
- special event
- declared organisation.

According to the guideline, if local councils propose to establish a permit parking scheme, it must comply with the Regulation and this mandatory guideline. In the case of Leichhardt West, a key part of this study will be to investigate whether existing schemes need to be amended and whether other types of permits are warranted (e.g. commuter permits).

The guideline expresses the eligibility criteria for all permit schemes and the six classes of parking permits, with the relevant general criteria and specific criteria for the context of Leichhardt West summarised below.

## Eligibility criteria and other features common to all permit parking schemes

- high demand for parking in the area
- inadequate off-street parking and no potential to modify premises or create off-street parking
- little or no unrestricted on-street parking close by
- vehicle is not a truck, bus, or trailer (boat or caravan)
- parking authorities have discretion over the total number of permits issued in their area of operations and how they will distribute these permits across the relevant classes of permit parking schemes.

## Resident parking permits

- the number of permits issued for an area should not exceed the number of available on-street parking spaces in the area
- a maximum of one permit per bedroom in a boarding house, or two permits per household. In exceptional circumstances, the number of permits may be increased
- when issuing permits to eligible residents who have off-street parking, the number of permits which may be issued is the difference between the maximum number per household in the scheme and the number of off-street spaces available to the household
- where the number of requests for permits exceeds the number of available on-street parking spaces, only residents who do not have access to unrestricted parking along their kerbside are eligible to apply for a resident parking permit. Applications should be prioritised as follows:
  - no off-street parking space
  - one off-street car space
  - two or more off-street car spaces.

## Commuter parking permits

Commuter parking schemes are established to encourage people to use public transport. They can only be established after a 12-month commuter parking trial.

Commuter parking permits may be issued as follows:

- one permit per commuter
- the parking authority should ensure there is a reasonable chance the commuter will find a parking space within the commuter permit parking area.

## Resident's visitor parking permits

Residents may apply for visitor parking permits so their visitors can park within the permit area without time or fee restrictions.

- there is no off-street visitor parking at the resident's address
- there are no unrestricted on-street parking spaces in front of the residence or along the kerbside
- the parking authority may offer long-term and/or short-term visitor parking permits.

## 2.1.2. Public Domain Parking Policy

On-street parking and Council managed car parks across Inner West Council recently operated under different policies from the former Leichhardt, Marrickville and Ashfield Councils. To unify parking management throughout the LGA, Inner West Council prepared the *Public Domain Parking Policy*, which sets out a governing framework for the investigation, development, implementation and ongoing management of parking schemes and controls in the public domain including on-street parking and council managed car parks. The Public Domain Parking Policy's intent is to have one consistent approach across all the Inner

West. However, it was resolved in the Ordinary Council Meeting of 9 June 2020 that this policy does not apply to the area belonging to the former Leichhardt Municipal Council<sup>1</sup>. Hence, while this Policy includes a useful and consistent policy framework for how parking can be managed in the study area, it does not apply.

The Policy covers several areas of parking management including permits for residential and commercial areas, timed parking restrictions in commercial areas, exceptions (such as Mobility Parking Scheme Permits), paid parking, authorised vehicle zones, taxi zones, and more. Relevant elements of this policy to Leichhardt West are explored below.

## Resident Parking Permits

Resident parking permits enable eligible residents, who do not have sufficient on-site parking, to park on-street and avoid time limits and parking fees.

A resident parking permit is issued for a vehicle of an eligible resident provided the property does not have on-site parking available for that vehicle.

The maximum number of permits issued to any one rateable property will not exceed the following limits:

### Zone Type A

- A household in Zone Type A, without any on-site parking spaces, is eligible for one parking permit.
- The one permit will be transferable for use on up to three nominated vehicles registered to that address.
- Each room of an eligible boarding house will be treated as a separate dwelling eligible for one resident parking permit.
- No permits will be issued to households with one or more on-site parking spaces.

### Zone Type B

- A household in Zone Type B, without any on-site parking spaces, is eligible for up to two parking permits.
- Each room of an eligible boarding house will be treated as a separate dwelling eligible for one resident parking permit.
- A household with one on-site parking space is eligible for one parking permit for a second vehicle.
- No permits will be issued to households with two or more on-site parking spaces.

The existing resident permit parking scheme in Leichhardt West is operating as Zone Type B.

## Visitor Parking Permits

Visitor parking permits enable residents' visitors to park on-street and avoid time limits and parking fees for the period of operation of the permit. Visitor permits are issued for residential properties only.

Such visitor permits will be single use, one-day permits. The annual allocation of visitor permits for eligible households will be up to 30 one-day permits.

<sup>1</sup> [http://innerwest.infocouncil.biz/Open/2020/06/C\\_09062020\\_MIN\\_3752.htm](http://innerwest.infocouncil.biz/Open/2020/06/C_09062020_MIN_3752.htm)

### 2.1.3. Relationship between *Permit Parking Guidelines* and *Public Domain Parking Policy*

Both the Roads and Maritime guideline and Inner West Council policy follow a similar philosophy of prioritising distribution to households with no available off-street parking. The Roads and Maritime guideline is more standardised with a fixed allocation of one per bedroom or two per household, capped by the maximum available on-street parking space.

The Inner West Council provision is varied with permits allowance based zonally, where Zone Type A has stricter criteria while also providing fewer on-street parking spaces per household. These Zones have not yet been defined by the policy. Council also has specific rules regarding different types of development of which specific types will be excluded from the schedule depending on the area of the LGA. There are no clauses within the policy on limiting total number of permits issued in regard to the quantum of available parking spaces on a street. Accordingly, as the policy is silent on this limit, it is expected that the issuance of resident parking permits should not exceed the cap set by the Roads and Maritime guideline, that is, the maximum available on-street parking spaces on a street.

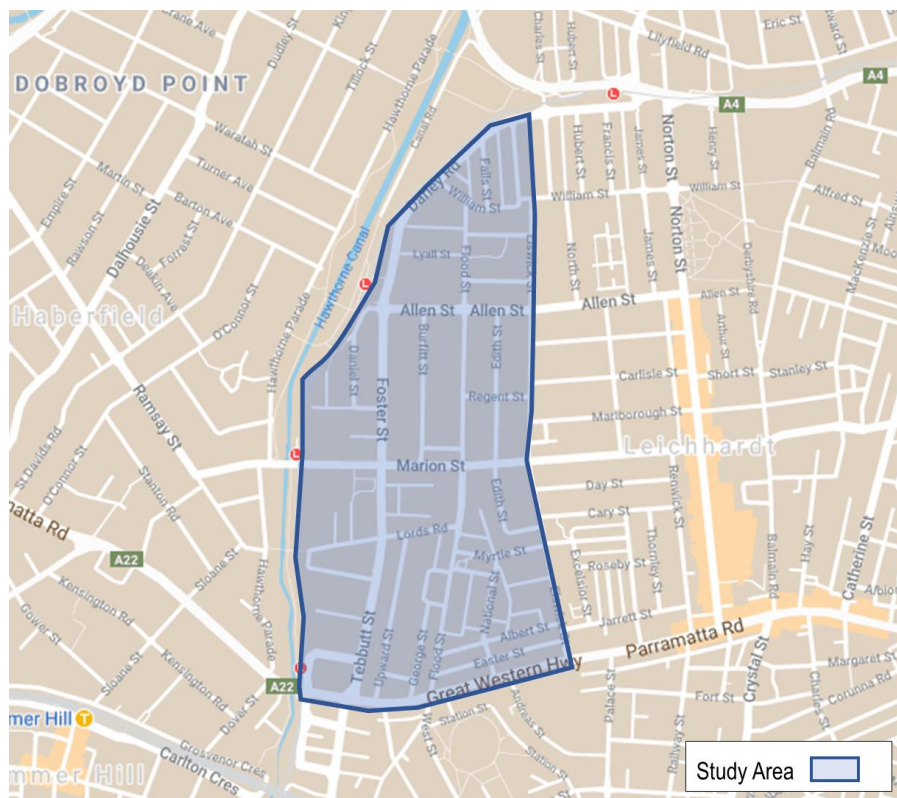
## 2.2. Study Area

### 2.2.1. The Study Area

The Leichhardt West Parking Study area is positioned in the centre of the recently formed Inner West Council, which merged from the three councils of Ashfield, Leichhardt and Marrickville in 2016; Leichhardt West having been within the jurisdiction of former Leichhardt Council. The area generally comprises of a combination of residential units and homes, a shopping strip on Marion Street and some commercial/ industrial sites across the suburb. This parking study area is bounded by Parramatta Road, Elswick Street, Darley Road and the Inner West Light Rail, as shown in Figure 2.1.



Figure 2.1: Leichhardt West study area



## 2.2.2. Key Streets and Sites

The study area comprises a few key streets and sites that greatly affect the dynamics of the precinct and how the area functions. Figure 2.2 identifies six major streets and five key places of interest that play a vital role in the study area and these are further detailed in Table 2.1.

Figure 2.2: Key streets and sites within the Leichhardt West Precinct

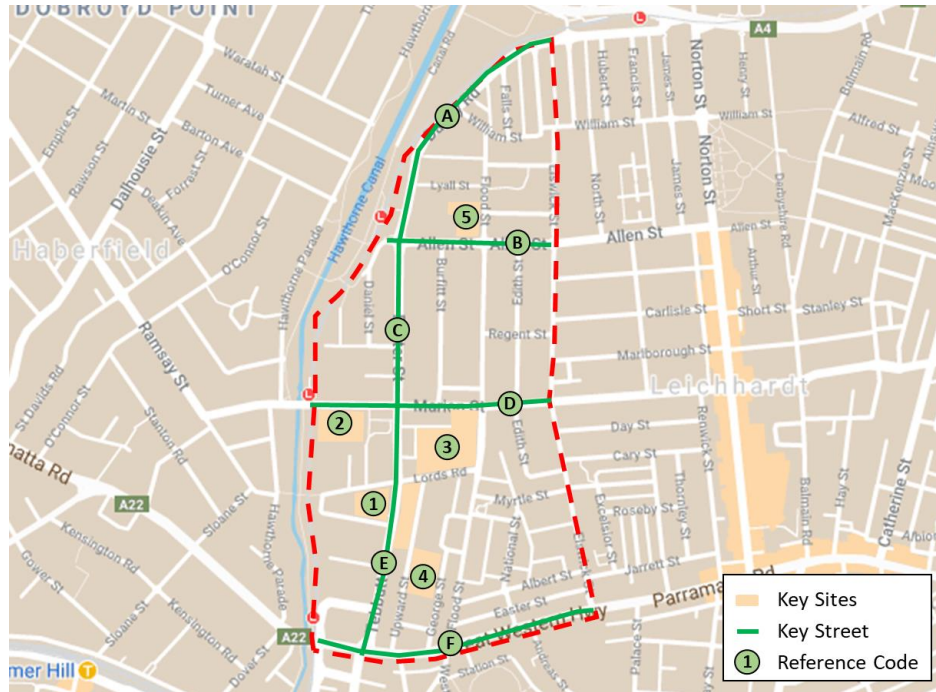


Table 2.1: Key streets and sites within the Leichhardt West Precinct

Reference	Key Street/Site	Description
A	Darley Road	A collector road on the boundary of the precinct. It is the main conduit for vehicle traffic heading toward the City-West Link Road.
B	Allen Street	A collector road running east-west across the precinct, containing mostly residential land use.
C	Foster Street	A major north-south road through the precinct, linking Tebbutt Street in the south and Darley Road in the north. Its active frontage comprises of lower density residential and some commercial land uses.
D	Marion Street	Main thoroughfare of Leichhardt West, including restaurants, pubs, cafes and retail stores. Residential, industrial and community-based land uses are also present.
E	Tebbutt Street	A continuation of Foster Street that connects to Parramatta Road. It includes the Kegworth Public School, residential, commercial and some light industrial land use.
F	Parramatta Road	A State Road and critical east-west route on the precinct's southern boundary. Severing the urban form through six lanes of traffic, it is the border separating Leichhardt from Lewisham and Petersham.
1	Kegworth Public School	Pre-school to Year 6 public school with over 300 students. Its campus grounds are on both the eastern and western sides of Tebbutt Street.
2	Lambert Park sports field	A Council-owned football stadium on Marion Street. Its primary tenants are APIA Leichhardt and football coaching businesses.

Reference	Key Street/Site	Description
3	MarketPlace Leichhardt	A sub-regional shopping centre, with anchor tenants including Aldi, Target and Woolworths. Offers free car parking to customers during the following operating hours: Monday to Friday – 8:00am to 9:30pm Saturday – 8:00am to 6:30pm Sunday – 10:00am to 4:30pm
4	Oasis & Leichhardt Green	Oasis (Mars Property Group) and Leichhardt Green (Greenland Australia) are recently developed medium-density apartment complexes on George Street.
5	Epicure Collection	A mid-rise apartment complex (Changfa) on Allen Street currently in construction.

### 2.2.3. Public Transport

The precinct is well covered by public transport, including bus and light rail providing access to multiple regions of Sydney. The Taverners Hill, Marion and Hawthorne light rail stops are located to the west of the precinct, providing access to the Inner West Light Rail toward Sydney CBD and Dulwich Hill.

It should be noted that the State Government intends to put four more light rail vehicles into service in 2023, increasing the peak hour frequency from eight per hour to ten per hour and associated passenger capacity by 30 per cent.

There are seven daytime bus services through the Leichhardt West precinct, taking residents to the Sydney CBD, Balmain, Five Dock, Ashfield, Burwood, Strathfield and Campsie. Figure 2.3 depicts the local public transport network and Table 2.2 provides further information on each service's operational details.

Figure 2.3: Public Transport Map within the Precinct



Source: <https://transportnsw.info/>

Table 2.2: Public transport within the Precinct

Service	Route Number	Route Description	Frequency On/Off-Peak
Light Rail	L1 Dulwich Hill Line	Dulwich Hill to Central	Peak: 8 per hour Off-peak: 6 per hour
Bus	413	Campsie to Central Pitt St	Peak: 4 per hour Off-peak: 2 per hour
Bus	437	Five Dock to City QVB via City West Link	Peak: 4 per hour Off-peak: 4 per hour
Bus	438X	Abbotsford to City Martin Place (Express Service)	Peak: 14 per hour Off-peak: 6 per hour
Bus	445	Campsie to Balmain via Leichhardt Marketplace	Peak: 4 per hour Off-peak: 4 per hour
Bus	461X	Burwood to City Domain (Express Service)	Peak: 6 per hour Off-peak: 4 per hour
Bus	480	Strathfield to Central Pitt St via Homebush Rd	Peak: 3 per hour Off-peak: 1 per hour
Bus	483	Strathfield to Central Pitt St via South Strathfield	Peak: 3 per hour Off-peak: 2 per hour

## 2.3. Existing Travel Behaviour

### 2.3.1. Journey to Work

The 2016 Census Statistical Areas 1 (SA1) covering the study area for the purpose of a journey to work mode share analysis are shown in Figure 2.4.

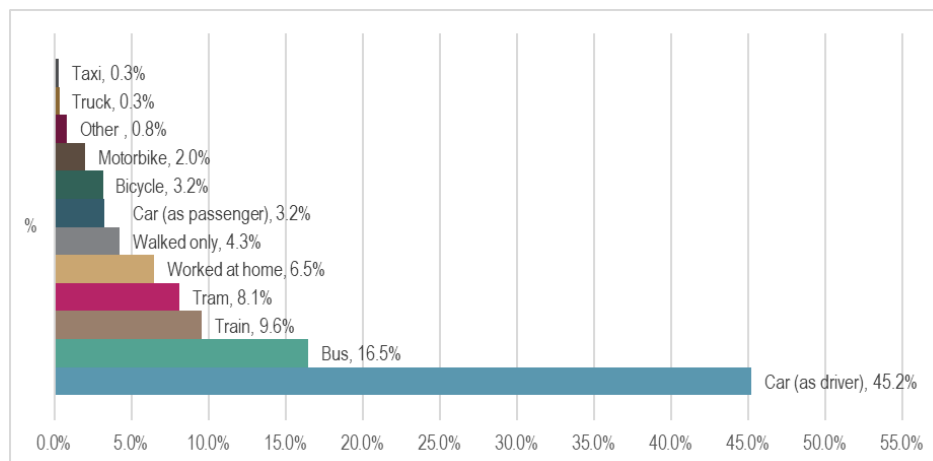
Figure 2.4: Boundary of the relevant SA1s in the study area



Source: <https://itt.abs.gov.au/itt/r.jsp?ABSMAPS>

As indicated in Figure 2.5 below, residents in the relevant SA1s have a high non-private vehicle journey to work mode share of 48 per cent. This high proportion of active and public transport mode share is likely a result of the SA1s' close proximity to the Lewisham and Petersham railway stations, the Taverners Hill, Marion and Hawthorne light rail stops and high frequency bus services on Parramatta Road and Marion Street.

Figure 2.5: Journey to work mode share for residents in the relevant SA1s



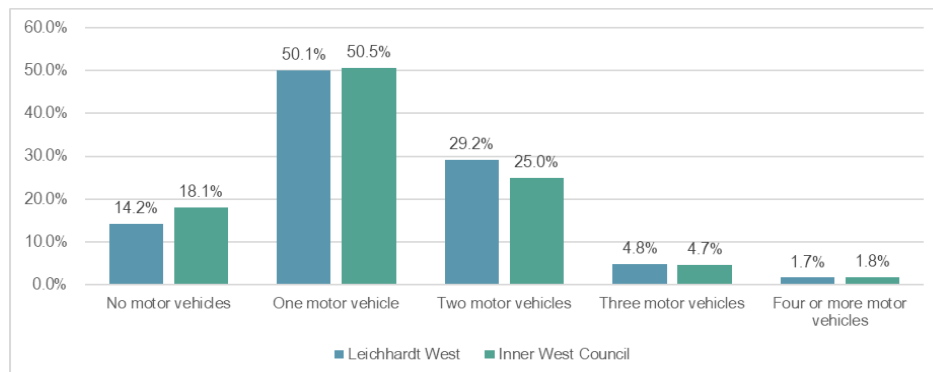
Source: ABS Census 2016

## 2.3.2. Car Ownership

Based on the 2016 Census, the Leichhardt West Precinct has 14.2 per cent of households not owning a motor vehicle, 50.1 per cent of households owning one car, and 29.2 per cent of households owning two cars. Figure 2.6 shows that the percentage of one car, three-car and four-or-more car ownership is consistent with the broader Inner West pattern, however, the percentage of households in Leichhardt West owning zero and two cars is different to the Inner West at-large. Here, the difference in percentage for no car ownership (3.9 per cent) is largely transferred to the two-car ownership (4.2 per cent). This indicates that the Leichhardt West precinct is comparably more dependent on private vehicles as a method of travel than other areas of the Inner West, despite its relatively strong public transport provision and access.



Figure 2.6: Percentage of vehicle ownership



Source: ABS Census 2016

## 2.4. Local Car Sharing Initiatives

Car share schemes have become increasingly common throughout Sydney and are now recognised as a viable transport option for drivers. They offer an alternative to the private car and are of benefit to the residents of the area. Car share forms an integral part of the ongoing transformation of the Inner West to reduce vehicle ownership of existing and future residents, especially as a second vehicle. This is crucial for areas gravitating towards high-density living where on-site car parking typically does not support ownership of more than one vehicle.

GoGet car share has five car share pods within the Leichhardt West area as shown in Figure 2.7. Car Next Door is a peer to peer car sharing businesses where car owners can rent out their car at a time-based rate when it is not being used. Given its crowdsourcing nature, there is no permanent fleet established in Sydney in the same manner as GoGet. However, the Car Next Door website indicates there are vehicles available for hire in the Leichhardt West study area.

Figure 2.7: Go-Get car share pods in the Leichhardt West Precinct



Source: Go-Get Cars ([www.goget.com.au](http://www.goget.com.au))

## 2.5. Parking Supply and Conditions

### 2.5.1. Parking Supply within Leichhardt West

Parking in Leichhardt West principally comprises on-street parking on residential streets with the exception of small pockets of time-restricted parking along the small shopping strip on Marion Street, and a cluster of 2P parking at Flood Street, George Street and Upward Street – near Kegworth Public School as well as the Oasis and Leichhardt Green residential blocks. Additionally, there are short sections of restricted parking near Parramatta Road, as well as a number of isolated disabled spaces distributed across the precinct. The parking restrictions for each street in the study area are documented in Figure 2.8.

Figure 2.8: Leichhardt West Parking Restrictions Map<sup>2</sup>



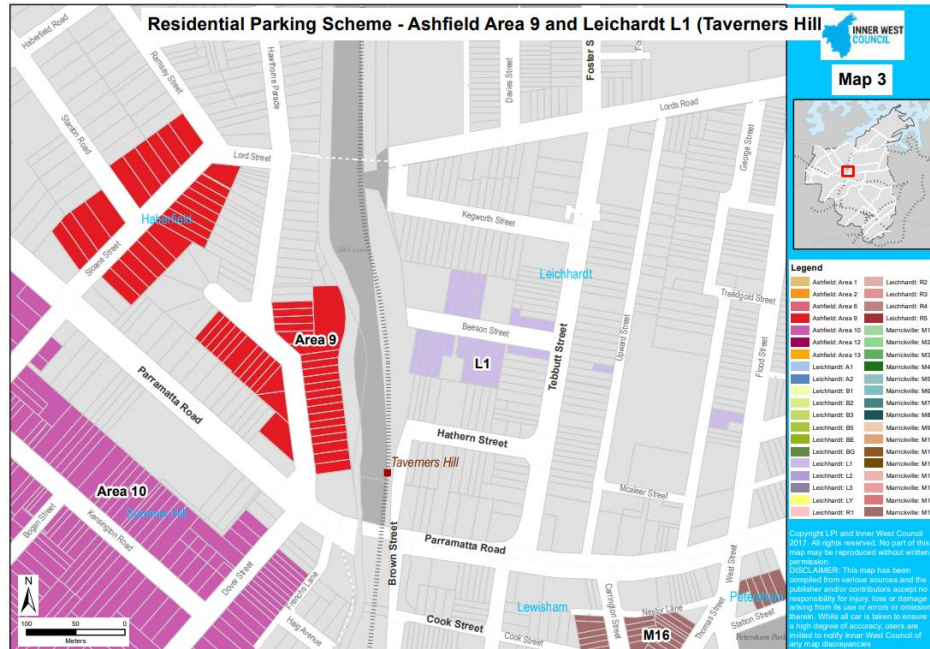
## 2.6. Resident Permit Parking

### 2.6.1. Resident Parking Scheme

The L1 residential parking scheme in the Leichhardt West study area is depicted in Figure 2.9. The L1 zone allows holders of a resident parking permit to be exempt from the prevailing two-hour time restriction, which is generally a 2P restriction from Monday to Friday from 8am to 6pm. A maximum of two permits can be issued to a household if there is no off-street parking and two or more vehicles are registered to a property, with only one permit allocated if there is one off-street parking space. These permits are free of charge to eligible residents.

<sup>2</sup> Marion Street and Parramatta Road are subject to 'No Stopping' and Clearway restrictions at certain times of day.

Figure 2.9: Residential Parking Scheme – Leichhardt L1



Source: Inner West Council (<https://www.innerwest.nsw.gov.au/live/information-for-residents/parking/permit-parking>) (December 2020)

While the map above shows a limited number of properties categorised as L1, the residential parking scheme has recently expanded significantly to include additional properties on Upward Street, Edith Street, George Street, Treadgold Street and Flood Street. In 2017, many of the spaces adjacent to these properties were unrestricted, but following the completion of the Oasis and Leichhardt Green developments, '2P Permit Holders Excepted Area L1' restrictions were introduced to ensure that the on-street parking supply was prioritised for pre-existing residents. In accordance with Council's Development Control Plan, residential flat buildings are not allowed to participate in a resident parking scheme, and off-street parking was supplied as part of the development. Including the Beeson Street properties, there are a total of 195 '2P Permit Holders Excepted Area L1' parking spaces in the Leichhardt West study area.

Furthermore, it is noted that visitor parking permits issued to eligible residents in Leichhardt West are not the 'one-day use only' permits issued to residents in the former Ashfield and Marrickville Council areas, which require a visitor to scratch off the day of use on the permit for validation. Rather, the visitor permits in Leichhardt West (and the former Leichhardt Municipal Council area at-large) can be used limitlessly, meaning such permits have the effect of a permanent resident parking permit. Such a system lends itself to abuse through residents using their visitor permits in addition to their resident permit allocation.

## 2.6.2. Permit Allocation

The number of permits allocated in comparison to the parking capacity of a street subject to a residential parking permit zone reveals the proportion of the capacity that has been set aside for residential permit parking. The *Permit Parking Guidelines* from the former Roads and Maritime Services stipulate that the

number of permits issued for an area should not exceed the number of available on-street parking spaces in that area.

In the case of Leichhardt West and based on data provided by Inner West Council, there are 114 resident permits, 79 visitor permits and five business permits issued for the L1 zones in the study area – a total of 198. Meanwhile, across the entire L1 permit parking zones in the study area, there are 232 total permit parking spaces available, indicating the total quantum of permits issued is about 15 per cent less than the available parking capacity. As indicated above, visitor permits have the same function and effect as a resident parking permit in Leichhardt West, so should be treated as a permanent permit in the calculation.

Table 2.3 provides a detailed breakdown of the number of permits issued per street in relation to the total capacity of parking spaces on a street subject to the L1 zone, which provides an insight into which streets exhibit localised overallocation. Streets with overallocation are highlighted in red in the table. As shown in Table 2.3, there is a marginal permit overallocation on Flood Street and George Street.

**Table 2.3: L1 residential parking permit zone – number of permits issued per street in relation to the total capacity of parking spaces subject to the L1 zone**

Location	Number of residential permits	Number of visitor permits	Number of business permits	Total permits issued	Total capacity of parking spaces subject to the L1 zone
Beeson Street	14	14	0	28	28
Edith Street	24	1	0	25	37
Flood Street	53	43	4	100	99
George Street	16	21	1	38	37
Upward Street	7	0	0	7	31
<b>Leichhardt West total</b>	<b>114</b>	<b>79</b>	<b>5</b>	<b>198</b>	<b>232</b>

This permit overallocation at Flood Street and George Street is not a significant issue. Noting that 43 and 21 of the permits are visitor permits respectively, it is highly unlikely that all visitor permits would be used on the same day and create more demand for parking than available supply, notwithstanding visitor permits are liable to be used long-term due to their reusability.

## 2.7. Parking Demand

### 2.7.1. Parking Surveys

The on-site parking surveys were conducted on Thursday, 26 November and Saturday, 28 November 2020. The overall survey extent is the same as the study area as shown earlier in Figure 2.1. The parking survey included all Council-controlled on-street parking available to the public and involved the following tasks:

- Parking inventory collection
  - Inventory of parking capacity and restrictions
  - Parking signage audit comprising photographs and GPS coordinates of all signs.
- Parking Occupancy and duration of stay/turnover rate surveys
  - Hourly interval (Thursday, 8:00am to 8:00pm)
  - Hourly interval (Saturday, 10:00am to 2:00pm).



## 2.7.2. Survey Analysis

### Occupancy

The reported 'average peak' parking occupancy rate in this study is expressed as the mean of the four highest hourly occupancies, irrespective of when those highest occupancies occurred. This metric is known as 'average peak occupancy' and GTA uses this method to offset any outliers of extremely high demand as well as avoiding being solely focused on the peak hour of occupancy. This method is a more realistic measure of an occupancy rate that road users can expect throughout the day rather than at one specific hour.

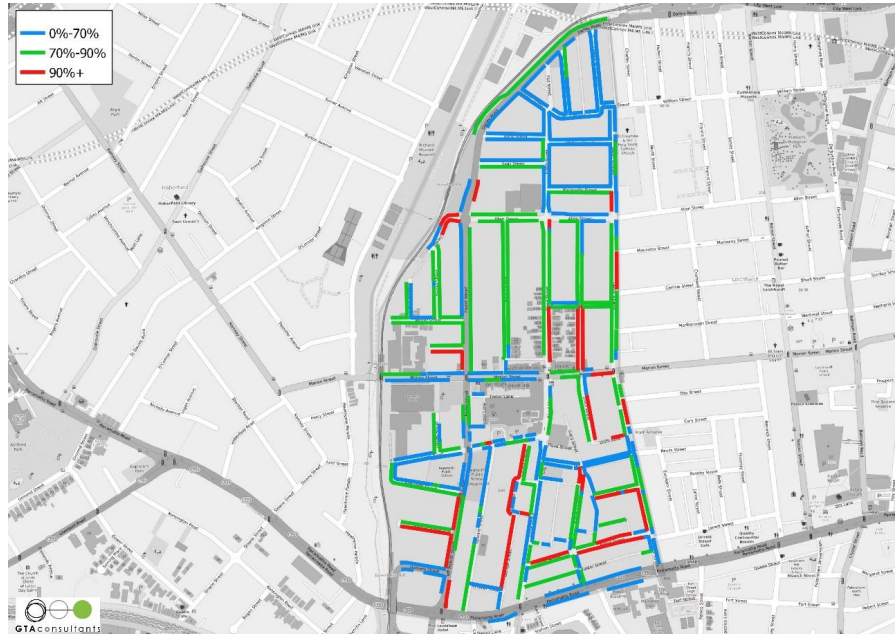
The Saturday parking data, having only three observations, was compiled and calculated as an average instead.

The occupancy rates are subsequently grouped into three different categories, they are as below:

- **0%-69%**, these parking spaces are regarded as low usage, where car parks are sparsely occupied, and customers are expected to find a parking spot at first instance.
- **70%-89%**, these parking spaces are at an optimal utilisation level where it has a high degree of utilisation indicating the kerbside space or land allocated to parking are not underused but there are enough spaces available for drivers to be able to find a parking space without circling around.
- **90%+**, these car parks are almost if not already at full capacity and drivers will struggle to find any available spaces in the first instance, leading to localised cruising for parking and consequent congestion.

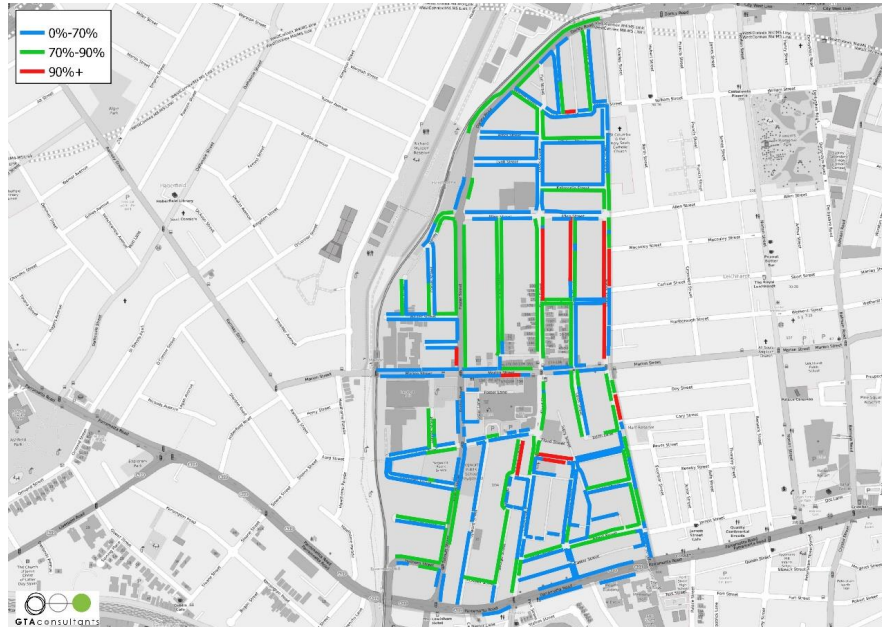
The weekday average peak and weekend average parking occupancies from the parking surveys are shown in Figure 2.10 and Figure 2.11.

Figure 2.10: Weekday average peak occupancy



As shown in Figure 2.10, there is evidence of high average peak occupancies on the surveyed weekday, reaching or exceeding 90 per cent along selected unrestricted streets (Tebbutt Street, Albert Street, Edith Street and pockets of Elswick Street), as well as some of the '2P Permit Holders Excepted Area L1' spaces on George Street and Beeson Street. Higher average peak occupancies tend to be located near major land uses, such as Kegworth Public School, the Oasis and Leichhardt Green apartments, MarketPlace Leichhardt and Marion Street shops. Interestingly, Albert Street's high occupancy of 90 per cent is not easily explained. Containing single occupancy dwellings, the high parking demand may be an overflow from the nearby apartment blocks, customer parking for car dealerships and mechanics on Parramatta Road, or perhaps both. Further away from the southern half of the Leichhardt West precinct, average peak occupancies decline to an optimal range of 70 to 90 per cent and then less than 70 per cent in the far northern section.

Figure 2.11: Weekend average peak occupancy



As shown in Figure 2.11, weekend average peak occupancies are discernibly lower than those of the surveyed weekday with only selected street segments exhibiting average occupancies of or over 90 per cent. Of the 2,756 car parking spaces surveyed on 263 street segments, only 868 spaces (on 62 street segments) had a higher average peak occupancy on Saturday in comparison to Thursday. The most notable instances of substantially higher weekend peak occupancy were at Whiting Street (41 per cent to 88 per cent) and Falls Street (34 per cent to 76 per cent). Residences on and near these streets have very limited off-street parking. Higher weekend average peak occupancies are likely due to vehicles remaining parked on the weekend (instead of commuting to work), as well as potential visitors to these residences also unable to park off-street.

The key street segment displaying a significantly lower weekend occupancy (76 per cent to 16 per cent) is Elswick Street between William Street and Allen Street. Adjacent to St Columba's Catholic Primary School (outside the study area), the parking spaces are unrestricted and likely used by schoolteachers, other employees and parents during the school week.

In relative terms – meaning the street segment's weekend occupancy in proportion to its corresponding weekday occupancy – the street segments with the highest increase on Saturday were Tebbutt Street and Kegworth Street. Both segments are near Kegworth Public School and are restricted on School Days and during school hours, and without such restrictions on the weekend, parking demand is understandably higher. Conversely, the street segment with the highest relative reduction in parking demand was the aforementioned segment of Elswick Street (between William Street and Allen Street).

### Duration of Stay

Duration of stay is evaluated by recording the total dwell time of all surveyed parked vehicles. Over the entire survey period, the durations of stay for all individual vehicles surveyed are averaged to derive an average

duration of stay calculation for every street. The average duration of stay metric is useful for understanding the characteristics of the intended parking purpose of users. Short-stay parking is defined as a parking duration of less than three hours while any duration of three hours or more is long-stay parking. Short-stay parking could encompass people visiting residents or the local shops while long-stay parking could comprise residents' parking, commuter parking or staff parking from nearby places of employment. The weekday and weekend average durations of stay are displayed in Figure 2.12 and Figure 2.13.

Figure 2.12: Weekday average duration of stay

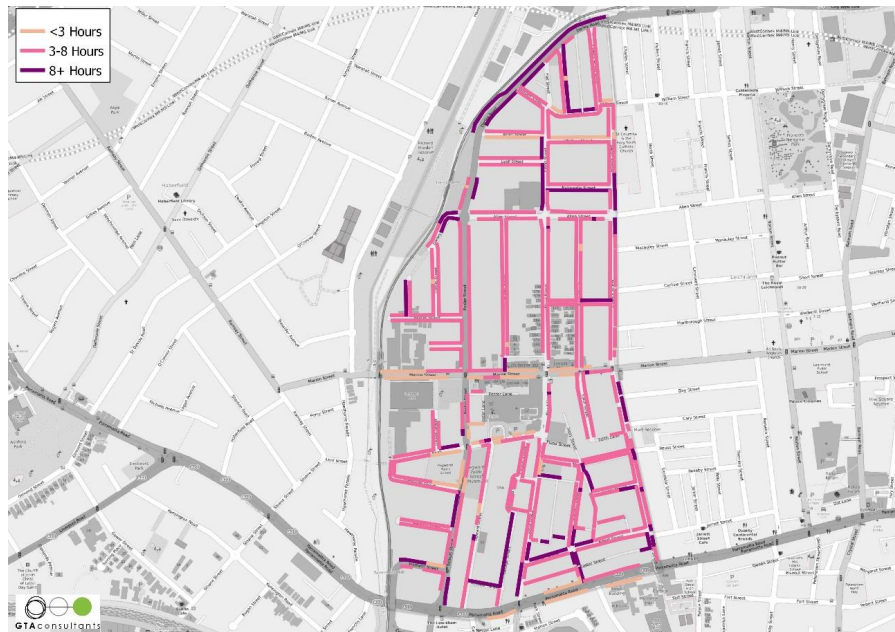


Figure 2.13: Weekend average duration of stay



As most of the Leichhardt West study area comprises unrestricted parking or residential permit parking within residential streets, the average durations of stay observed for the surveyed weekday and weekend are principally greater than three hours. Some streets exhibiting average durations of stay greater than eight hours were also observed on the weekday. It is not known whether there were average durations of stay greater than eight hours on the surveyed weekend since the survey period only lasted four hours.

Notwithstanding the predominance of long-stay parking as shown in Figure 2.12 and Figure 2.13, short-stay parking was observed primarily on the Thursday at Lambert Park, Marion Street shops, Kegworth Public School and Parramatta Road.

### Turnover Ratio

Turnover is the total number of individual cars occupying a certain parking space or street of parking spaces over a defined survey period. High turnover indicates more parking activity at a location (e.g. more customers accessing on-street parking to go to the shops) while low turnover indicates very few individual cars park at a location during a survey period due to an absence of attractors that generate visitation.

Relying on turnover data alone will induce biases due to spatial variances in parking capacity where streets with a high capacity could result in higher turnover despite having a relatively low occupancy rate. To address this bias, GTA uses the turnover ratio metric to appraise how frequent a street is used by parking users during a survey period in relation to that street's parking capacity. This ratio is calculated by dividing the number of individual cars parked on a street on the survey day by the parking capacity. This figure is then divided by the total number of survey hours to produce a turnover ratio per hour rate to account for differences in survey duration between the weekend and weekday.



The weekday and weekend turnover ratios per hour are displayed in Figure 2.14 and Figure 2.15.

Figure 2.14: Weekday turnover ratio per hour



Figure 2.15: Weekend turnover ratio per hour



By taking a turnover ratio per hour figure and then comparing the weekend (Figure 2.15) to weekday (Figure 2.14) outputs, we can understand which street segments have a relatively higher or lower hourly turnover rate. Street segments with the highest increase in parking demand on the weekend, relative to the weekday demand, include Darley Road, Falls Street, Flood Street (north), William Street and Marion Street. Comparing absolute increases in the hourly rate, segments of Myrtle Street (0.18 to 0.37), Edith Street (0.12 to 0.23) and Marion Street (0.08 to 0.21) all showed higher hourly turnover.

Interestingly, streets with a much lower turnover rate on the weekend, relative to the weekday, tended to include those in the resident parking permit scheme, such as Upward Street, George Street, Flood Street (south) and Beeson Street, which are near the Oasis and Leichhardt Green developments. As most of the 2P timed restrictions for the resident permit parking do not apply on the weekend, vehicles are parked for longer, resulting in a lower turnover rate.

### 2.7.3. Accessible Parking Spaces

As observed in Figure 2.8, disabled parking spaces are sporadically spread across Leichhardt West, and a total of 21 on-street disabled parking spaces were counted during the survey. The average peak occupancy for these parking spaces was 64 per cent during the weekday it is 52 per cent for the weekend. Based on this data, occupancy rates for disabled parking in Leichhardt West are considered to be low with a high degree of availability.

An average duration of stay of 7 hours and 22 minutes was observed for vehicles parked within the disabled parking spaces during the weekday survey, which is considered as long-stay parking and is supported by an average turnover ratio of 1.05 (turnover rate of 0.07 per hour) over the same survey period. Consequently,

disabled parking use in Leichhardt West is characterised by long-stay and low turnover parking, albeit at a level that does not cause high parking occupancy levels.

## 2.7.4. Demand Implications

Based on the results of the preceding occupancy, duration of stay and turnover parking analysis, the following conclusions can be made about parking demand characteristics in Leichhardt West:

- Average peak occupancies in Leichhardt West are higher on the weekday across the southern half of the study area, particularly on George Street, Tebbutt Street, Albert Street and Edith Street.
- Higher average peak occupancies tend to be located near major land uses, such as Kegworth Public School, the Oasis and Leichhardt Green apartments, MarketPlace Leichhardt and Marion Street shops.
- On the weekend, occupancies taper off compared to the weekday, suggesting more residents are taking their cars out for excursions, leaving more on-street parking capacity available. However, some streets had higher peak occupancies on the weekend, particularly where residences did not have off-street parking.
- The average durations of stay and turnover ratios per hour observed on both the weekday and weekend are consistent with that of a predominantly residential setting; principally long-stay parking greater than three hours was the most widespread parking duration observed and supported by low turnover rates.
- Notwithstanding the predominant average duration of stay and turnover ratio trends, pockets of higher turnover and lower durations of stay were observed in areas such as Myrtle Street, Edith Street and the shopping strip on Marion Street.

## 2.8. Parking Signage Check

A product of the amalgamation of the former constituent councils of Inner West Council is an amalgam of different signage types that regulate parking throughout the LGA. Many of these signs have been used historically but no longer represent standard practice as stipulated by TfNSW, and many of the signs that regulate the same aspect of parking (e.g. a 1/4P restriction) may look different depending on the location within the LGA.







Accordingly, as part of this study, GTA was tasked with identifying general inconsistencies in signage and recommend standardisation where appropriate. GTA used the TfNSW standards on signage as the source of truth for what is the correct parking signage<sup>3</sup> to be used throughout the LGA moving forward.

To ensure consistency with the current TfNSW parking signage standards, GTA reviewed all photographed signs captured as part of the parking survey in Leichhardt West and identified that outdated and/or irregularly dimensioned signs are present within the study area. All non-compliant signs, examples of their locations and the recommended TfNSW signs are identified in Table 2.4 below. Another observation is the common sighting of discoloured or damaged signs that might potentially render them legally void. GTA recommends that Council replace such signs promptly to avoid enforcement complications from illegible signs.

The detailed locations of the non-compliant signs are available from the repository of sign photographs and geographical location IDs provided to Council by GTA via email and electronic file transfer on 29 January 2021.

<sup>3</sup> <https://www.rms.nsw.gov.au/cgi-bin/index.cgi?action=searchtrafficsigns.form>

Table 2.4: Non-compliant signs and recommended sign

Locations	Current sign and issue	Recommended TfNSW sign example
Marion Street	 <p>'1 hour parking' sign is non-standard</p>	 <p>R5-1</p>
Marion Street; George Street	 <p>'1/2 hour parking' sign is non-standard</p>	 <p>R5-16</p>
Elswick Street	 <p>'P15 minute' sign is non-standard</p>	 <p>R5-15</p>

## 2.9. Future Land Use and Parking Provision

Leichhardt West is planned to undergo a significant land use transformation in the Taverners Hill precinct in the study area's south-western corner. Already underway through the Oasis and Leichhardt Green residential developments, the *Parramatta Road Corridor Urban Transformation Strategy 2016* (PRCUTS) identifies urban renewal opportunities at Lords Road, Tebbutt Street to Hathern Street, as well as the land immediately fronting Parramatta Road. The *Our Place Inner West – Housing Strategy 2020* (IWHS) notes that the Oasis and Leichhardt Green developments have cumulatively added 410 new dwellings to the area.

In a slight shift away from the original direction of the PRCUTS, the IWHS excludes the existing light industrial land use from potential re-zoning and redevelopment. On the principle of retaining industrial land, the IWHS proposes to provide the originally planned dwellings in areas nearby to the industrial land and the Taverners Hill precinct, such as the Leichhardt Marketplace site.

The IWHS states that the precinct's anticipated additional dwelling potential is approximately 456 dwellings by 2036. Given that 75 per cent of the PRCUTS and IWHS Taverners Hill precinct is within the Leichhardt West study area (203,000m<sup>2</sup> of a total 270,000m<sup>2</sup>), this report assumes that the study area will provide 343 new dwellings (75 per cent of 456).

Additionally, the IWHS notes that the Leichhardt Marketplace/Marion Street precinct has an estimated dwelling yield of 300 to 700 dwellings. Taking the high end of this estimate, as well as the 343 new dwellings in Taverners Hill, and the IWHS forecasts a potential 1,043 new dwellings in Leichhardt West south of Marion Street by 2036.

Figure 2.16: Taverners Hill (left) and Leichhardt Marketplace (right) Precincts



Source: PRCUTS 2016



Source: Our Place Inner West – Housing Strategy 2020

The currently applicable Leichhardt Development Control Plan (DCP) 2013 prescribes minimum and maximum parking requirements for different land uses. Concerning residential land use, the DCP's minimum and maximum parking rates are shown in Table 2.5.



Table 2.5: Residential Parking Rates – Leichhardt DCP 2013

Land use	Residents		Visitors	
	Minimum	Maximum	Minimum	Maximum
Single dwelling house	Nil	2 spaces per dwelling house	Nil	Nil
Bed-sit / Studio	Nil	0.5 spaces per dwelling	1 space per 11 dwellings	0.125 spaces per dwelling
1 bedroom unit	1 space per 3 dwellings	0.5 spaces per dwelling	1 space per 11 dwellings	0.125 spaces per dwelling
2 bedroom unit	1 space per 2 dwellings	1 space per dwelling	1 space per 11 dwellings	0.125 spaces per dwelling
3+ bedroom unit	1 space per dwelling	1.2 spaces per dwelling	1 space per 11 dwellings	0.125 spaces per dwelling
Boarding houses	1 space per resident employee and 0.5 spaces per boarding room		N/A	

While recognising that the Leichhardt DCP 2013 will be superseded by an Inner West DCP in the near future, it is nonetheless useful to apply current DCP parking rates for approximating future parking conditions in a baseline 'no change' scenario. Assuming the typical apartment composition of 30 per cent for one-bedroom dwellings, 50 per cent as two-bedroom dwellings and 20 per cent as three-bedroom dwellings and applying the respective minimum parking requirements of 1 car parking space per 3 one-bedroom dwelling, 1 car parking space per 2 two-bedroom dwelling, and 1 car parking space per three-bedroom dwelling, as well as visitor parking, the result is an average of 0.64 parking spaces for every new dwelling built.

Table 2.6: Parking Requirement for Leichhardt West 2036 based on current DCP rates

Dwelling Size	Composition	Number of Dwellings	Minimum Resident Rate	Resident Parking	Minimum Visitor Rate	Visitor Parking	Parking Required
1 bedroom	30 percent	313	0.33	103.3	0.09	28.2	132.5
2 bedroom	50 percent	521	0.5	260.5	0.09	46.9	307.4
3 bedroom	20 percent	209	1.0	209	0.09	18.8	227.8
<b>Total</b>		<b>1,043</b>					<b>667</b>

Following the development of Oasis and Leichhardt Green, Inner West Council expanded the Residential Parking Scheme (RPS) to nearby streets, thereby protecting pre-existing residents' access to on-street parking. However, the exception to permit holders is generally time-restricted to the period of 8:00am-6:00pm or 8:00am-10:00pm, from Monday to Friday. This allows residents of the new residential developments to park on-street unrestricted after 6:00pm/10:00pm, as well as anytime on the weekend.

With a total of 1,215 on-street parking spaces south of Marion Street in the study area, and an average weekend peak occupancy of 59 per cent (718 occupied spaces), the additional parking demand generated by future residential developments (residents and visitors) is likely to put increased strain on on-street parking availability. It should be noted that this analysis utilised the Leichhardt DCP's minimum parking rates. If new developments were built according to the maximum parking rates, the anticipated parking situation would be more complex.

While additional parking capacity would be provided at the new developments, thus taking some pressure off the on-street parking demand when the vehicles are parked at 'home', the provision of a higher number of on-site parking spaces would maintain high levels of vehicle ownership, increasing traffic congestion and deterring a more substantial mode shift to sustainable transport.

Alternatively, the PRCUTS proposed maximum parking rates can also be applied to the Taverners Hill precinct. Acknowledging that some of the PRCUTS redevelopment initially flagged for industrial land within Taverners Hill is now likely to occur at Leichhardt Marketplace, it is suitable to apply the PRCUTS rates to the Leichhardt Marketplace precinct as well. Along with a maximum visitor parking rate of 0 spaces per dwelling (compared to a minimum of 0.09 per dwelling in the Leichhardt DCP 2013), Table 2.7 shows that the maximum number of parking spaces allowable under the PRCUTS rates (668) is essentially the same as the minimum number of spaces provided through the Leichhardt DCP 2013 (667).

**Table 2.7: Parking Requirement for Leichhardt West 2036 based on PRCUTS rates**

Dwelling Size	Composition	Number of Dwellings	Maximum Parking Rate	Parking Limit
1 bedroom	30 percent	313	0.3	94
2 bedroom	50 percent	521	0.7	365
3 bedroom	20 percent	209	1.0	209
<b>Total</b>		<b>1,043</b>	<b>-</b>	<b>668</b>

## 2.10. Community Survey

In order to understand the day-to-day community views on the current parking situation, Council has directly engaged with the local community including residents, business owners and shopkeepers.

### 2.10.1. Survey Statistics

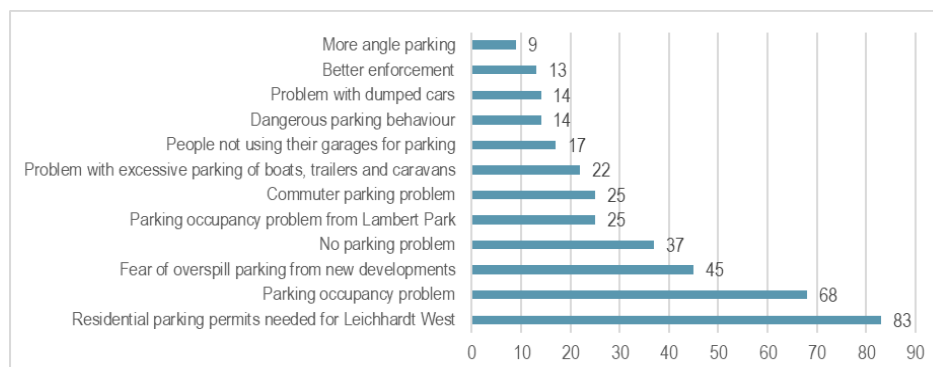
After a consultation period of one month during November to December 2020, Council received 579 questionnaire responses; the key insights to the responses are as follows:

- 94 per cent of the respondents responded "Yes" to living in Leichhardt West
- 84 per cent of the respondents live in a house
- 45 per cent of the respondents usually park less than 100 metres away from their place of residence
- 43 per cent of the respondents responded "Yes" to having off-street parking at their residence
- 72 per cent of the respondents responded having trouble finding parking daily in their area
- Throughout the week, evenings/nights are the most chosen timeframe for issues finding a parking spot near the respondents' residence

### 2.10.2. Survey Responses

In addition to the respondents' characteristics highlighted above, the questionnaire also asked respondents on their views towards the different issues concerning parking management in Leichhardt West. Figure 2.17 shows the issues raised by the community, in ascending order of frequency.

Figure 2.17: Respondents' perceptions of key parking issues in Leichhardt West



The respondents highly favoured resident parking permits to be made available to a wider range of streets across the study area. There was also a substantial number of respondents noting that occupancies across Leichhardt West were often too high, and that parking demand often exceeded supply. Additionally, residents were concerned that the increasing density through new residential developments would create overspill parking issues for residents in nearby single-occupancy dwellings.

## 3. SWOT ANALYSIS

### 3.1. SWOT Analysis

In developing the parking study, a SWOT (strength, weaknesses, opportunities and threats) analysis of parking within Leichhardt West was undertaken. The results of the SWOT analysis for Leichhardt West within the context of parking is presented in Table 3.1

Table 3.1: SWOT Analysis for Leichhardt West Precinct Parking Study

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Notwithstanding visitor parking permits, the current allocation of resident and business permits is less than the available parking spaces, meaning eligible households are more likely to find an available parking space.</li> <li>Time-of-day based clearway parking restrictions ('No Stopping') on Parramatta Road and Marion Street allow for sufficient parking supply while enabling the streets' movement functions at peak times.</li> <li>Medium-to-high durations of stay on most streets mean that visitor parking demand for residential streets is relatively low. This is typical of the precinct's residential character.</li> <li>Higher duration of stay, lower occupancy and higher turnover on the weekend indicate that residents tend to stay at home during the weekday (or make one trip for work) and leave the Leichhardt West precinct in the weekend.</li> </ul>	<ul style="list-style-type: none"> <li>Majority of community respondents indicated that they do not have off-street parking at their residence, meaning their demand for parking cannot be internalised.</li> <li>High (≥90 per cent) weekday parking occupancy on some residential streets in the southern half of the study area, particularly at George Street, Tebbutt Street, Albert Street and Edith Street.</li> <li>Current visitor parking permit system can be abused as they are not limited to one-day use.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>Expand the residential permit parking scheme to some high occupancy streets near new medium-density residential developments to manage the anticipated growth in parking demand in favour of existing residents.</li> <li>Explore opportunities to expand the coverage and quantum of car share pods to increase its convenience to residents as a means to reduce car ownership rates and on-street parking demand.</li> <li>Opportunity to convert some parallel kerb parking to angled parking, subject to streets with sufficient width and limited off-street parking.</li> </ul>	<ul style="list-style-type: none"> <li>Potential future inaction or insufficient agility to expand the residential permit parking scheme as Leichhardt West grows in population and employment through new residential and mixed-use development.</li> <li>Data does not indicate parking issues at Marion Street near Lambert Park, yet community sentiment indicates the opposite. Failure to adequately address the issue could create further dissatisfaction.</li> </ul>

## 4. RECOMMENDATIONS

### 4.1. Introduction

The following details the development of a set of car parking strategy recommendations for the Leichhardt West study area. These recommendations have been developed following the SWOT analysis in Section 3. The primary aim of these recommendations is to managing existing car parking provision and demands in a balanced manner which considers the needs of all stakeholders.

### 4.2. Key Strategic Objectives

The review of existing conditions and the parking surveys undertaken in November 2020 showed that overall, average peak occupancies, durations of stay and turnover in Leichhardt West are reflective of a typical residential neighbourhood. With consideration to some localised issues in the study area, and expectations of future residential growth, a number of recommendations have been developed to achieve the following:

- Prioritisation of existing residents' access to on-street parking in light of significant residential redevelopment.
- Manage existing and future car parking demand, while at the same time reducing car dependency and supporting the uptake of active and public transport – congruent with the Leichhardt DCP 2013, the IWHS and Council's Integrated Transport Strategy.
- Consistent parking policies and planning across the Inner West LGA.

These priorities relate to the background policy documents, existing conditions and community views presented in earlier sections of this report. The recommendations will provide an immediate benefit to the Leichhardt West precinct as well as include options to achieve the long-term management of parking resources in the Leichhardt West area in the view of future development.

### 4.3. Initial Recommendations

#### 4.3.1. Residential Parking in Leichhardt West

##### Permit Allocation Arrangements

Based on the review and analysis of the parking surveys undertaken in November 2020, the high occupancy rate along with longer average durations of stay in some residential streets is a function of a high demand (and slight overallocation on George Street and Flood Street). It is recommended that Council aim to have the overall number of L1 resident parking permits in the Leichhardt West study area not exceed the total L1 parking capacity within the study area. This recommendation is in alignment with the Roads and Maritime Services permit parking guideline to not issue more parking permits than total parking capacity. It will also avoid the risk of future overallocation issues.

##### Resident Parking Permit Scheme

Aside from the permit allocation recommendation, given the changing residential character of the study area and the need to protect existing residents' access to parking, it is recommended that the existing L1 resident permit parking scheme be continued and expanded in Leichhardt West.



While the *Public Domain Parking Policy* does not technically apply to the area belonging to the former Leichhardt Municipal Council, it is still appropriate to understand its principles and the future direction of the wider Inner West Council.

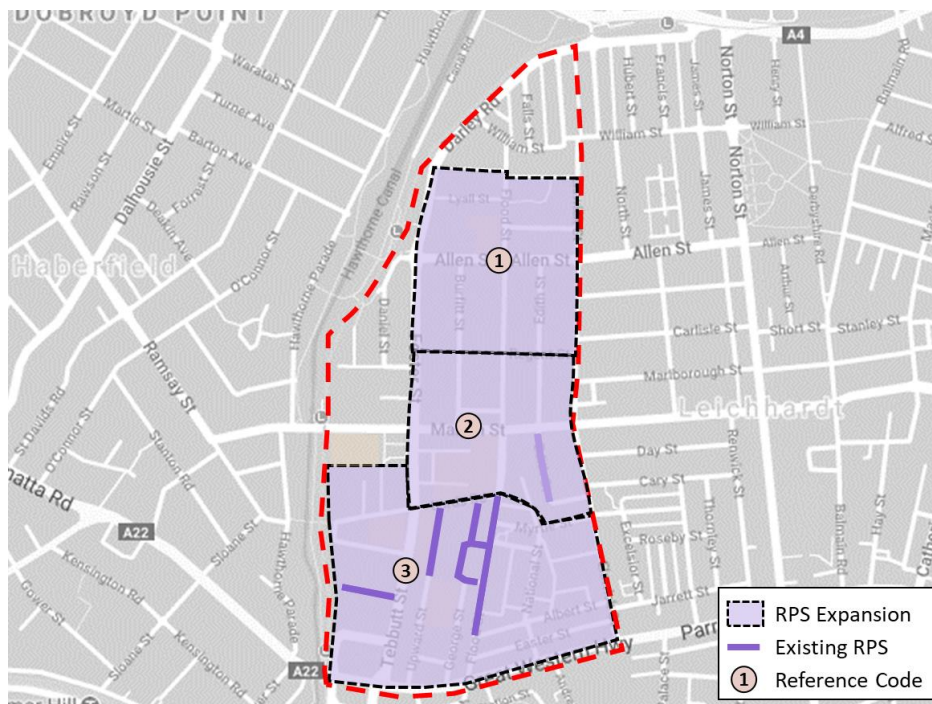
It is recommended that permit allocations remain as is. Similar to Zone Type B, residents with zero off-street spaces are eligible for up to two resident permits. Under this arrangement, it is critical to ensure that the quantum of permits does not exceed capacity. As such, the recommended expansion of the RPS is fine-tuned in its approach – targeting streets nearby existing and future residential redevelopment (Table 4.1).

**Table 4.1: Recommended RPS Expansion**

Ref Code	Area	Proposed Restriction	Timing
1	Epicure Collection (Allen Street)	2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area L1	Prior to building occupation
2	Leichhardt Marketplace	2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area L1	Subject to redevelopment of Leichhardt Marketplace site
3	Taverners Hill Precinct	2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area L1	Subject to redevelopment in Taverners Hill

Here, Taverners Hill refers to the precinct identified in the *Parramatta Road Corridor Urban Transformation Strategy* 2016. Streets for RPS expansion near the Epicure Collection are shown in Figure 4.1. Apart from Parramatta Road, all streets within the expansion areas below, including the border streets, are included as part of the proposed RPS expansion.

Figure 4.1: Recommended Expansion of RPS in Leichhardt West



Furthermore, it is recommended all current RPS streets in the study area adopt the proposed restriction duration identified in Table 4.1 for consistency across Leichhardt West.

#### 4.3.2. Lambert Park

Parking demand generated near Lambert Park from local football training was a recurrent community feedback theme, although this was not reflected in the parking occupancy surveys. Community dissatisfaction with parking near Lambert Park may be a function of illegal and dangerous parking behaviour, rather than the parking demand itself, which was also highlighted in the community feedback. Therefore, it is recommended that Council devote greater parking enforcement efforts to Lambert Park during football training sessions and matches to ensure road rules are complied with.

#### 4.3.3. Commuter Parking

The surveys revealed that any instances of commuter parking near the Taverners Hill, Marion and Hawthorne light rail stops was not sufficiently high to cause widespread high average peak occupancies of 90 per cent or greater in the surrounding streets. While not an issue at present, commuter parking at the Taverners Hill, Marion and Hawthorne light rail stops should be monitored following the increase to service frequency in 2023.

#### 4.3.4. Disabled Parking

The data provided by Council indicates the demand for dedicated disabled parking is low and does not require a further capacity upgrade.

#### 4.3.5. Parking Signage Update

Given the inconsistencies in selected parking signs in the study area as identified in Section 2.8 of this report, it is recommended that such signage be replaced with the standard signage is identified in Table 2.4.

#### 4.3.6. Optional Recommendations for Future Consideration

The following recommendations are optional and are available for Inner West Council's consideration in the long-term. These recommendations are long-term and optional due to the fact such measures were previously canvassed in the public consultation process for the *Public Domain Parking Policy* and were not widely supported by submitters, which in turn contributed to this policy not applying to the former Leichhardt Municipal Council area. As such, these recommendations can be subject to further deliberation should Council choose to revisit the policy in the future.

##### Permit Scheme Pricing

It is recommended Council use the opportunity of priced parking permits (as currently exists in the former Ashfield Council area of the Inner West LGA) to better balance the allocation of residential parking permits to those with a genuine need for on-street permit parking and a willingness to pay (i.e. those residents without off-street parking but own a car have more willingness to pay). Hence, the pricing will be able to offset some of the demand for parking permits. It is recommended pricing be implemented for applications for a second permit to manage this demand.

##### Reform to Visitor Permits

The current visitor permit system is liable to abuse due to their ability to be used limitlessly, which means they can function as an additional permanent permit for residents.

It is recommended visitor permits transition to the one-day use only permits that require validation through the scratching of the day of use, similar to the system employed in other parts of the Inner West LGA. Eligible households can continue to receive up to 30 one-day visitor permits as is practised in other parts of LGA.

#### 4.3.7. Implementation Timeframe

In terms of the implementation of the recommendations, these have been categorised into short-term and long-term recommendations which reflect their relative priority and requisite timeframe required for implementation.

Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	Aim to have the overall number of L1 resident parking permits in Leichhardt West study area not exceed the total L1 parking capacity within the Leichhardt West study area	Area-wide	High
2	Expand RPS to streets surrounding the Epicure Collection residential complex.	Area 1 in Figure 4.1	High

Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
3	All current RPS streets in the study area adopt the proposed restriction durations in Table 4.1 for consistency across Leichhardt West.	Current RPS streets	High
4	Replacement of redundant, faded, damaged signs.	Streets identified in the signage audit within study area.	Medium
5	Dedicate parking enforcement efforts to streets near Lambert Park to promote and enforce safe and legal parking behaviour.	Streets within 200 m of Lambert Park	High
6	Introduce angled parking in Elswick Street North between William Street and Darley Road.	Elswick Street North	Medium
7	Introduce angled parking Edith Street between Marion Street and Elswick Street.	Edith Street	Medium
8	Monitor commuter parking at Taverners Hill, Marion and Hawthorne light rail stops, following peak hour capacity increase in 2023.	Streets nearby identified light rail stops	Medium

Long term (5+ years)			
Item no.	Description	Streets affected	Priority
9	Subject to timing of redevelopment, expand RPS to streets in both the Taverners Hill and Leichhardt Marketplace precincts. Ensure restriction duration is consistent across the expanded RPS in line with Table 4.1.	Figure 4.1	High
10	Advocate for the PRCUTS maximum parking rates in future Inner West DCP for PRCUTS redevelopment.	PRCUTS redevelopment sites	High
11	Introduce pricing on second residential parking permits, subject to Council approving the fee in a future <i>Fees and Charges Schedule</i> .	Current and future RPS streets	Medium
12	Investigate reform of visitor parking permits to one-day use only permits.	Current and future RPS streets	Medium

## 4.4. Community Consultation

The initial recommendations from Section 4.3 were placed on Public Exhibition in September/October 2021. A total of 4,319 letters were mailed out with a colour map of the study area and a link to provide comments online through Your Say Inner West. Paper questionnaires were also provided on an as requested basis.

Council's Have Your Say in Leichhardt West website had 901 visits and 265 submissions received. A further 14 submissions were received via email, customer service enquiry, and post. This represents a response rate of 6.5%.

The feedback can be summarised into the following themes:

- The lack of support for introduction of pricing on second residential parking permit in Leichhardt West
- Support for resident permit scheme (RPS) to be introduced around the Epicure development
- Support for introduction of angle parking in sections of Edith Street and Elswick Street North

- Mixed opinions about visitor permit reform and long term option of extending the Resident Parking Scheme into the Market Place Precinct and Taverners Hill Precinct within the study area.

The complete Community Engagement Outcomes Report can be found in Appendix A.

## 4.5. Final Recommendations

Following the feedback from the community consultation, the recommendations for the Leichhardt West precinct were reviewed and revised.

The recommendation for exploring priced parking permits to better balance the allocation of residential parking permits to those with a genuine need for on-street permit parking and a willingness to pay was removed from the recommendations.

The recommendation to reforms to Visitor Permits was removed from the recommendations.

The recommendation to adopt consistent RPS restrictions of '2P 8am-10pm Mon-Sun' was removed from the recommendations

An additional recommendation has also been included as a result of concerns raised from residents of Myrtle Street, Leichhardt regarding parking behaviour where vehicles straddle the footpath impacting on pedestrian safety. Similarly, during the public exhibition the community suggested angled parking in additional streets. This will require additional assessment to determine if appropriate and has therefore been included as a recommendation for further assessment.

After a review of the submissions and feedback received during the Public Exhibition stage, the following adjustments were made to the recommendations in the final report for Council consideration and adoption:

Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	Aim to have the overall number of L1 resident parking permits in Leichhardt West Study Area not to exceed the total L1 parking capacity within the Leichhardt West Study Area	Area wide (whole study area)	High
2	Expand RPS to streets surrounding the Epicure Collection residential complex	Area generally bounded by Foster Street, Regent Street, Elswick Street, Athol Street, Whiting Street as detailed in Figure 4.1 in report	High
3	Replace redundant, faded and damaged signs	As identified in the signage audit	Medium
4	Dedicate parking enforcement efforts to streets near Lambert Park to promote and enforce safe and legal parking behaviour	Streets within 200 metres of Lambert Park	High
5	Introduce angled parking in Elswick Street North between William Street and Darley Road	Elswick Street North	Medium
6	Introduce angled parking in Edith Street between Marion Street and Elswick Street	Edith Street	Medium
7	Monitor commuter parking at Taverners Hill, Marion and Hawthorne Light Rail stops following peak hour capacity increase in 2023	Streets nearby identified light rail stops	Medium

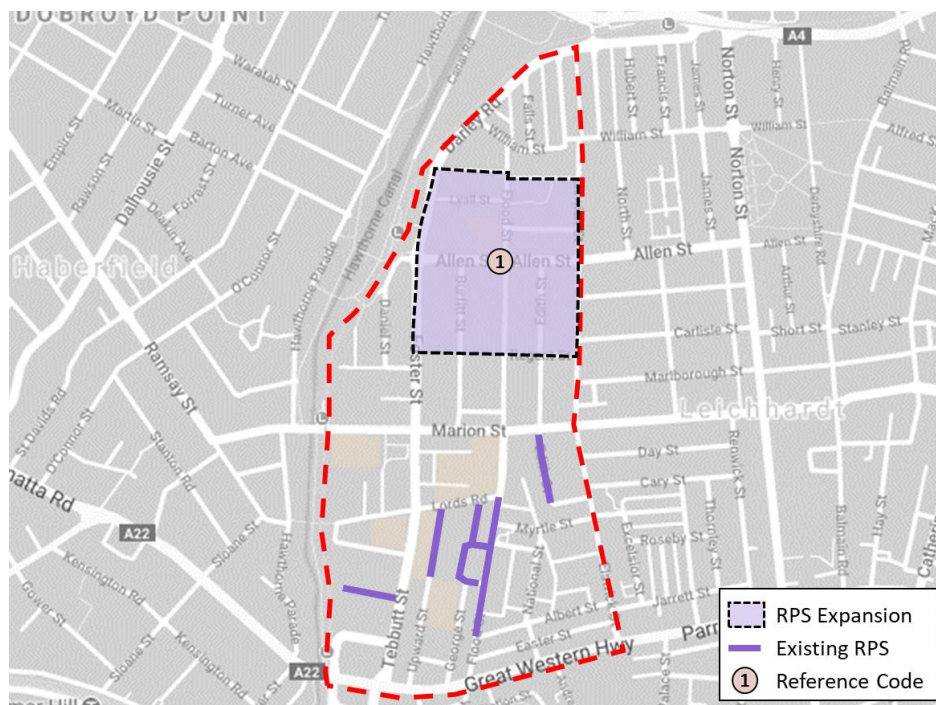


Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
8	Undertake detailed parking and traffic assessment in Myrtle Street between Ivory Street and Elswick Street, Leichhardt to provide safe condition for pedestrians.	Myrtle Street between Ivory Street and Elswick Street	High
9	Undertake further assessment of potential for angled parking in various streets	Elswick Street, Allen Street, Athol Street, Albert Street, Fenwick Street, Jarrett Street, Davies Street, Flood Street, Burfitt Street, Charles Street, Lords Road and Kegworth Road	Medium

Long term (5+ years)			
Item no.	Description	Streets affected	Priority
10	Advocate for the PRCUTS maximum parking rates in future Inner West DCP for PRCUTS redevelopment.	PRCUTS redevelopment sites	High

The updated recommended expansion of the RPS in Leichhardt West is shown below.

Figure 4.2: Updated recommended Expansion of RPS in Leichhardt West



# A.COMMUNITY ENGAGEMENT OUTCOMES REPORT

# INNER WEST

Item 13



## Leichhardt West Precinct Parking Study Engagement outcomes report

Page 1 of 22

Attachment 3

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## Summary

This engagement Outcomes Report outlines the feedback received during two stages of community engagement: the day-to-day survey with the community and public exhibition of the draft Leichhardt West Precinct Parking Study.

The initial survey was conducted from November to December 2020. Overall, 579 people participated. Of these 94% lived in Leichhardt West, with other responses contributed from neighbouring areas. Responses indicated 72% of the respondents indicated that they had trouble finding parking daily in their area.

This information was used to inform the draft study, which was placed on Public Exhibition in September/October 2021. A total of 4,319 letters were mailed out with a colour map of the study area and a link to provide comments online through yoursay. Paper questionnaires were also provided on an as requested basis.

Council's Have Your Say in Leichhardt West website had 901 visits and 265 submissions received. A further 14 submissions were received via email, customer service enquiry, and post. This represents a response rate of 6.5%.

The feedback can be summarised into the following themes:

- The lack of support for introduction of pricing on second residential parking permit in Leichhardt West
- Support for resident permit scheme (RPS) to be introduced around the Epicure development
- Support for introduction of angle parking in sections of Edith Street and Elswick Street North
- Mixed opinions about visitor permit reform and long term option of extending the Resident Parking Scheme into the Market Place Precinct and Taverners Hill Precinct within the study area.

## Background

The Leichhardt West Precinct Parking Study reviews how parking is managed and investigates opportunities for improvement. This includes reviewing current parking strategies and policies, including the existing Resident Parking Scheme and potential to extend the scheme.

The review combines community sentiment and technical studies, including:

- Current parking management, supply and demand of parking, distribution of residential and commercial parking including long-stay and short stay parking.
- A review of current parking strategies and policies, including permit allocation in the Resident Parking Scheme.

## Stage 1 – Initial Community Insights

In order to understand the day-to-day community views on the current parking situation, Council directly engaged with the local community including residents, business owners and shopkeepers.

### Overview

The initial survey was conducted from November to December 2020. Overall, 579 people participated. Of these 94% lived in Leichhardt West, with other responses contributed from neighbouring areas. Responses indicated 72% of the respondents indicated that they had trouble finding parking daily in their area.

### Engagement Methods

The community could provide feedback online via Your Say Inner West or request a paper copy of the questionnaire. Paper responses could be submitted via email or post.

### Promotion

The opportunity to participate was promoted via:

- Council's social media
- Your Say Inner West E-news and homepage
- Letters to residents and businesses
- Council website

## Who did we hear from?

- Overall, 94% of respondents living in the Leichhardt West area. Other responses came from neighbouring suburbs
- The majority of participants (84%) were received from people living in a house and 45% usually are able to park less than 100 metres away from their place of residence
- 43% have access to off-street parking at their residence

## What did they say?

The questionnaire asked participants about their views on different aspects of parking management in Leichhardt West, especially concerning ways to manage residential parking and commuter parking. The results and commentary are provided below.



Figure 2.17: Respondents' perceptions of key parking issues in Leichhardt West

The key insights to the responses are as follows:

- 94 per cent of the respondents responded "Yes" to living in Leichhardt West
- 84 per cent of the respondents live in a house
- 45 per cent of the respondents usually park less than 100 metres away from their place of residence
- 43 per cent of the respondents responded "Yes" to having off-street parking at their residence
- 72 per cent of the respondents responded having trouble finding parking daily in their area
- Throughout the week, evenings/nights are the most chosen timeframe for issues finding a parking spot near the respondents' residence

The respondents highly favoured resident parking permits to be made available to a wider range of streets across the study area. There was also a substantial number

of respondents noting that occupancies across Leichhardt West were often too high, and that parking demand often exceeded supply. Additionally, residents were concerned that the increasing density through new residential developments would create overspill parking issues for residents in nearby single-occupancy dwellings.

## Stage 2- Engagement outcomes of draft Leichhardt West Precinct Parking Study placed on public exhibition

### Overview

A total of 4,319 letters were mailed out with a colour map of the study area and a link to provide comments online through yoursay. Paper questionnaires were also provided on an as requested basis.

Council's Have Your Say in Leichhardt West website had 901 visits and 265 submissions received. A further 14 submissions were received via email, customer service enquiry, and post. This represents a response rate of 6.5%.

### Engagement Methods

During public exhibition, the community could provide feedback via:

- An online feedback form on Your Say Inner West
- Via email
- Via post

### Promotion

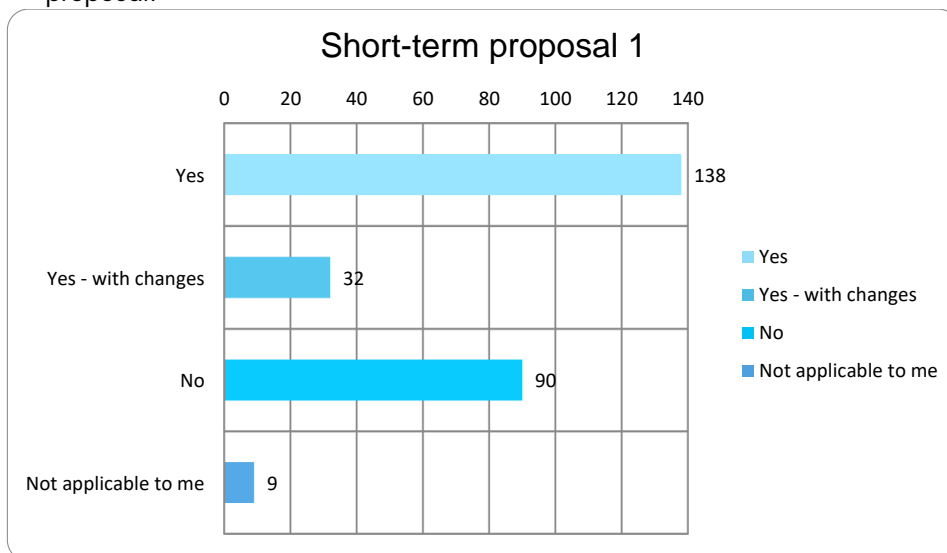
The engagement was promoted via:

- Letters mailed to 4,318 addresses, including residents and businesses, with a colour map of study area and link to yoursay online engagement form
- YourSay Inner West E-News
- Council Website

## Who did we hear from?

Those who provided feedback comprised mainly of residents from Leighardt West, with smaller groups of business operators, visitors and others. The online results of the various questions that formed part of the online survey are graphed and detailed below.

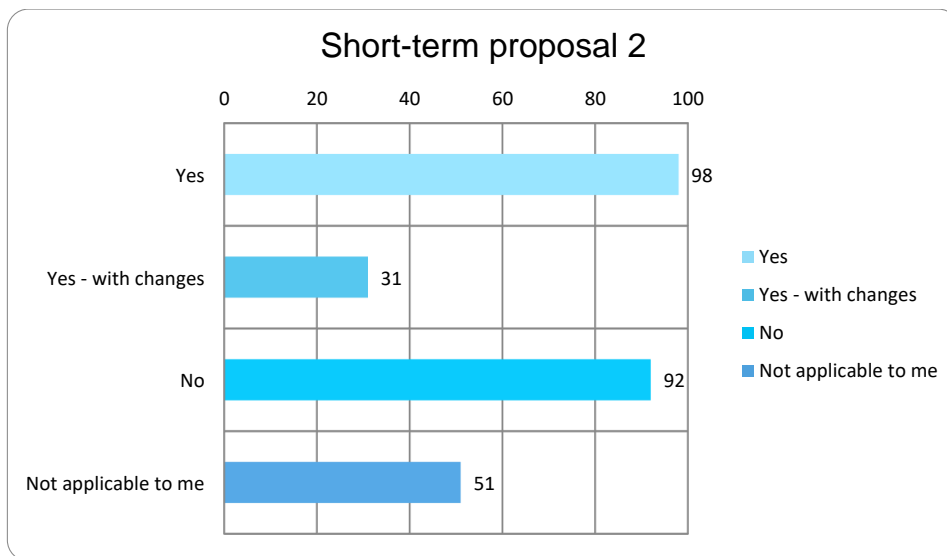
- 1) Short-term proposal 1 (Parking permits):** manage how we approve residential parking permits based on parking capacity within the study area. The overall number of Leighardt Zone 1 (L1) resident parking permits should not exceed the total L1 parking capacity within this Area. This may help residents find a parking space near their residence. Do you support this proposal?



Majority of the participants (65% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no') supports this short-term proposal, agreeing that the overall number of Leighardt Zone 1 (L1) resident parking permits should not exceed the total L1 parking capacity within this Area.

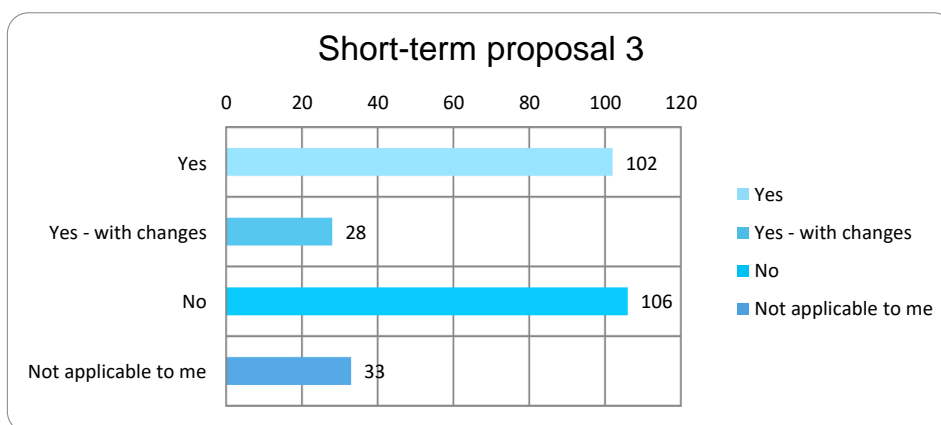
- 2) Short-term proposal 2 (Parking Scheme):** Expand the Resident Parking Scheme to include streets surrounding the Epicure Collection residential complex. This measure may help reduce parking issue for residents in the streets surrounding the Epicure Collection development. Streets affected: area bounded by Foster Street, Regent Street, Elswick Street, Athol Street, Whiting Street and High Street. Do you support this proposal?





Majority of the participants (58% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no') supports this short-term proposal.

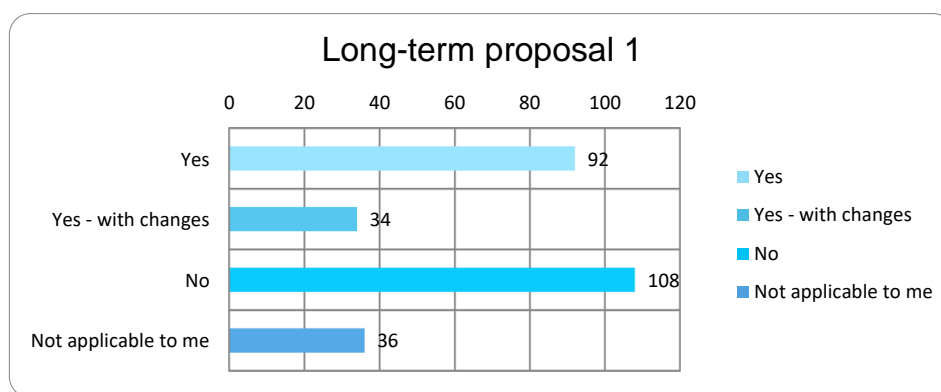
**3) Short-term proposal 3 (Parking restrictions):** Introduce a consistent restriction for all current resident parking scheme to streets in the study area. This restriction will be '2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area L1'. Streets affected: All streets that currently have a resident parking. Do you support this proposal?



Majority of the participants (55% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), however more participants answered 'no' as opposed to 'yes' in regards to introducing a consistent restriction for all current

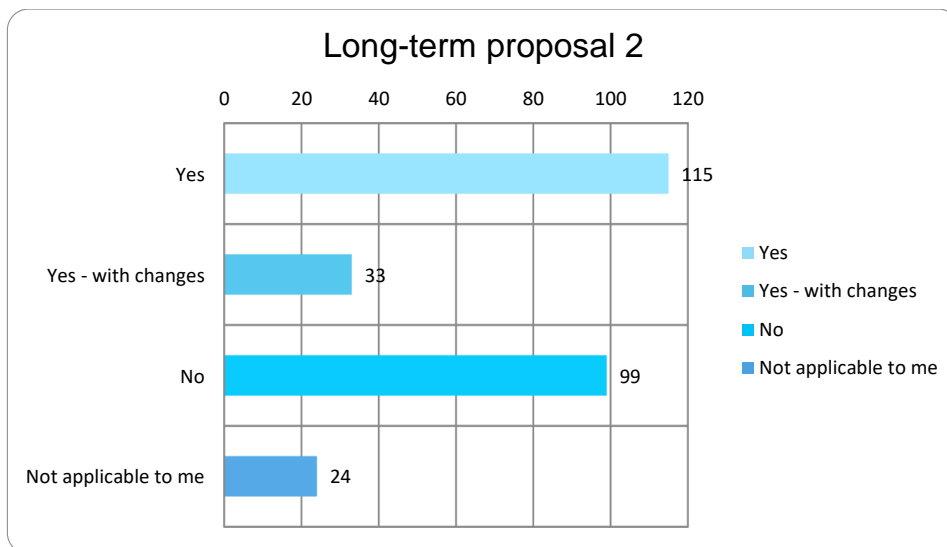
resident parking scheme to streets in the study area. Key issues raised relating to the proposal included its negative impact for residents to have visitors at night during the week and on weekends.

**4) Long-term proposal 1 (Parking Scheme):** Expand resident parking scheme to streets in the Taverners Hill Precinct and Leichhardt Marketplace Precincts. The consistent restriction will be '2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area L1'. Streets affected: Taverners Hill Precinct bounded by Hawthorne Canal, Parramatta Road, Elswick Street, Myrtle Street, Lords Road, Lambert Park. Leichhardt Marketplace Precinct generally bounded by Foster Street, Lords Road, Elswick Street, Regent Street. Do you support this proposal?



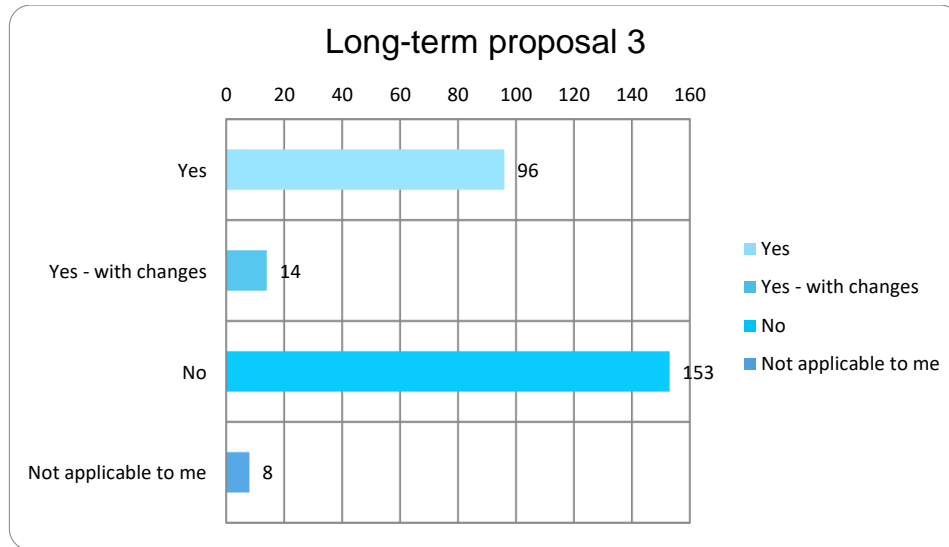
Majority of the participants (54% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), however more participants answered 'no' as opposed to 'yes' in regards to oppose to this long-term proposal of expanding resident parking scheme to streets in the Taverners Hill Precinct and Leichhardt Marketplace Precincts.

**5) Long-term proposal 2 (Parking provision):** Advocate that new housing developments provide up to the maximum parking allocation for residents of units. No visitor parking will be provided. This will be considered as part of the upcoming Inner West Development Control Plan to manage future demand for parking. Areas affected: Taverners Hill and Leichhardt Marketplace precincts. A map is provided on page 32 of the report. Impact: This will result in no on-site visitor parking provided in new developments encouraging visitors to travel via public transport. Do you support this proposal?



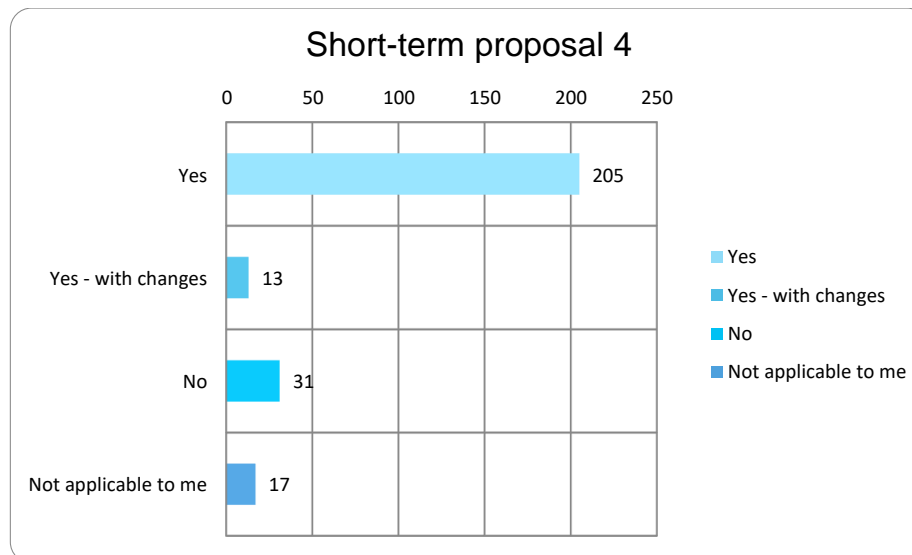
Majority of the participants (60% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), indicating support this long-term proposal of new housing developments in Taverners Hill and Leichhardt Marketplace precincts, to provide the maximum parking allocation for residents.

- 6) Long term proposal 3 (Pricing for permits): Introduce pricing on second residential parking permits. This would require Council approval in a future Fees and Charges schedule. Streets affected: Current and future RPS. Do you support this proposal?



Majority of the participants (42% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), oppose to this long-term proposal of introducing pricing on second residential parking permits.

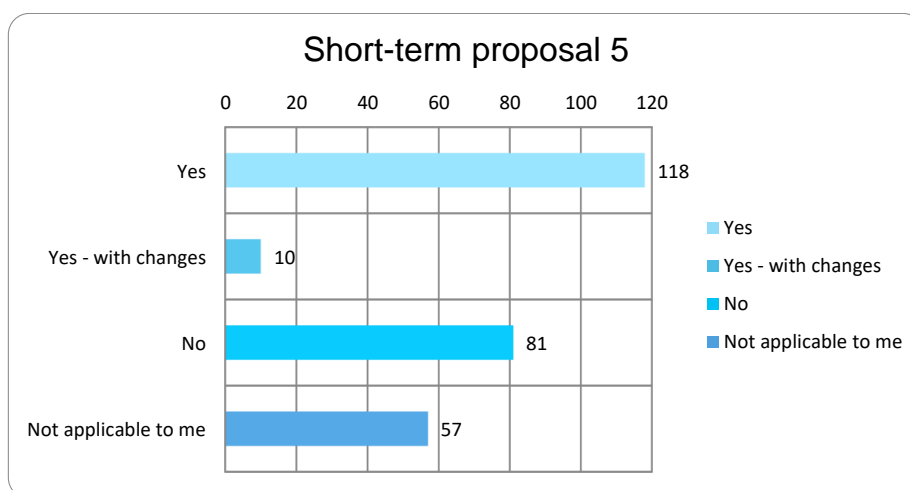
- 7) Short-term proposal 4 (Signage):** Replace redundant, faded and damaged signs that were identified in the signage audit. Do you support these changes to parking signage?



A summary of the results for this short-term proposal is as follows:

- Majority of the participants (88% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), support this short-term proposal of replacing redundant, faded and damaged signs that were identified in the signage audit.

**8) Short-term proposal 5 (Enforcement):** Dedicate parking enforcement to streets within 200m of Lambert Park. This may promote safe and legal parking behaviour. Do you support this proposal?

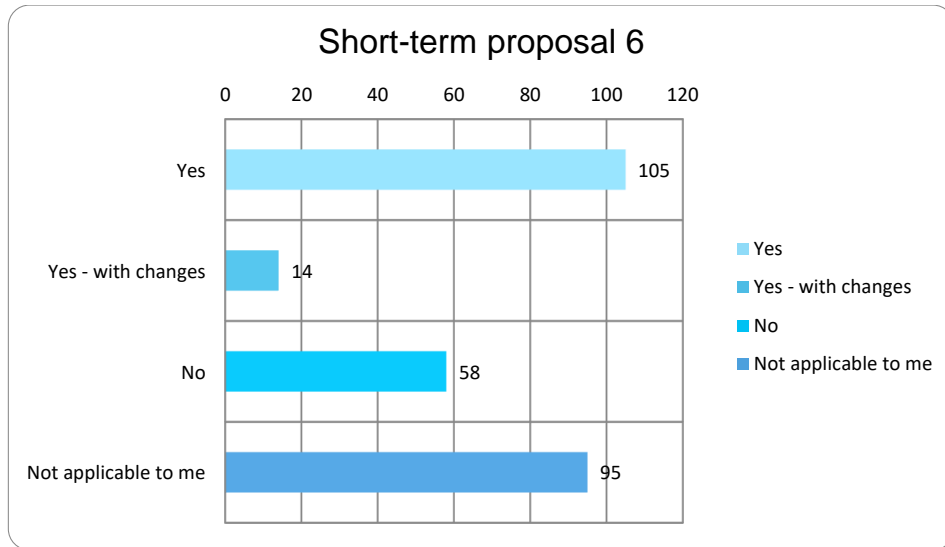


A summary of the results for this short-term proposal is as follows:

- Majority of the participants (61% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), support this short-term proposal of having dedicated parking enforcement to streets within 200m of Lambert Park.
- Of those who chose "Yes-with changes", addition streets and locations were proposed. These are summarised at the end of this section
- Of those who opposed to this proposal, the following comments were noted:
  - There are currently no parking restrictions in Davies St, it is not expected that dedicating parking enforcement will achieve much.
  - This measure was not voted in the previous election.

**9) Short-term proposal 6 (Angled parking):** Introduce angled parking in Edith Street between Marion Street and Elswick Street. The extent and specific location of the angled parking will need further investigation. Streets affected: Edith Street. Do you support this proposal?

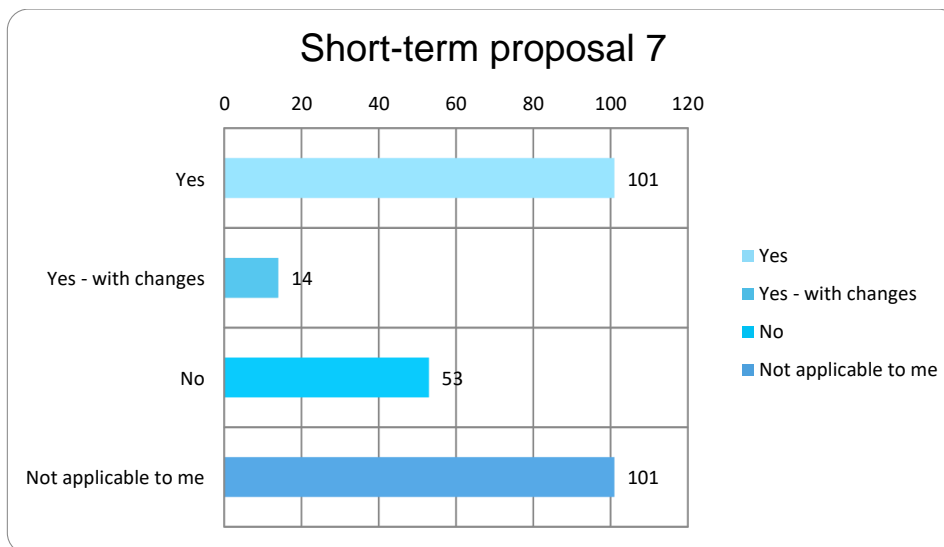




A summary of the results for this short-term proposal is as follows:

- Majority of the participants (67% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), support this short-term proposal.
- Of those who chose "Yes-with changes", the following were noted:
  - additional locations of angled parking were also proposed. A summary of the location is provided further below.
  - *Edith street is narrow to introduce angled parking on both sides unless it is changed to one way.*
  - *Having line markings to encourage correct angle parking as there are occasions a single vehicle occupies two spaces.*
- Of those who opposed to this proposal, the following concerns were captured:
  - *Narrower streets*
  - The overall safety would be likely be compromised.
  - *Angled parking would create additional demand within the suburb.*

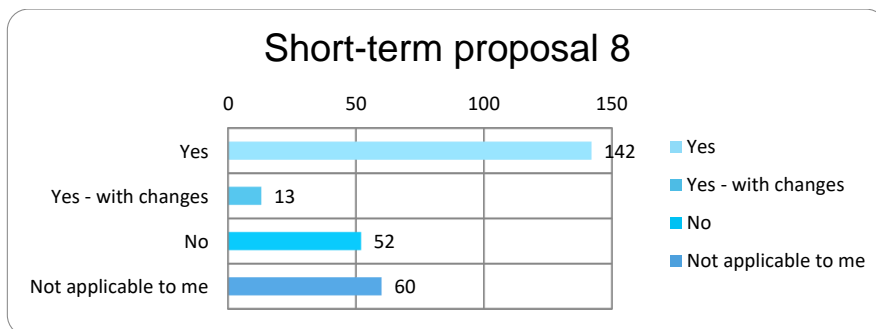
**10) Short-term proposal 7 (Angled parking):** Introduce angled parking in Elswick Street North between William Street and Darley Road. The details of the extent and specific location of the angled parking will be subject to further investigation. Streets affected: Elswick Street. Do you support this proposal?



A summary of the results for this short-term proposal is as follows:

- Majority of the participants (68% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), support this short-term proposal of introducing angled parking in Elswick Street North between William Street and Darley Road.
- Of those who chose "Yes-with changes", additional and alternate locations of angled parking were also proposed. A summary of the location is provided further below.
- Of those who opposed to this proposal, the following concerns were captured:
  - The overall safety would be likely be compromised.
  - Angled parking would create additional demand within the suburb.

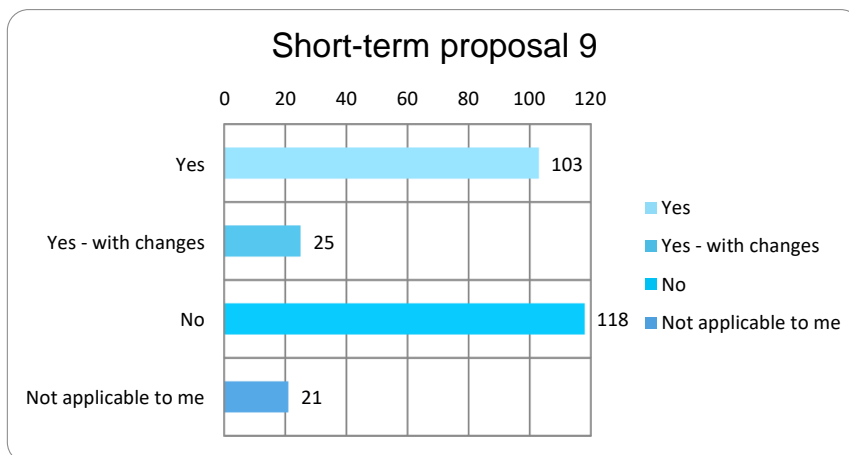
**11) Short-term proposal 8 (Commuter and visitor parking):** If additional peak hour light rails serviced are introduced, Council will monitor commuter parking around Taverners Hill, Marion and Hawthorne Light Rail stops. Streets affected: streets nearby identified light rail. Do you support this proposal??



A summary of the results for this short-term proposal is as follows:

- Majority of the participants (75% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), supports this short-term proposal of Council monitoring commuter parking around Taverners Hill, Marion and Hawthorne Light Rail stops, If additional peak hour light rails serviced are introduced.
- Of those who opposed to this proposal, the following comments were noted:
  - Unnecessary use of resources.
  - The period the survey was undertaken (Nov 2020) is not a true reflection of normal circumstance.

**12)** Short-term proposal 9 (Commuter and visitor parking): Investigate reform of visitor parking permits and consider if one-day-only permits are appropriate. Other parts of the Inner West have up to 30 one-day use permits. This stops permits being used for unrestricted private parking on the street. Streets affected: Current and future RPS. Do you support this proposal?



A summary of the results for this short-term proposal is as follows:

- Majority of the participants (52% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no') however more participants answered 'no' as opposed to 'yes' for this short-term proposal.
- Of those who chose "Yes-with changes", the following concerns were noted:
  - Thirty day use could potentially be excessive, but one day is likely to be restrictive.
  - Passes could potentially be in credit scheme, where by the pass could be used over consecutive days.
- Of those who opposed to this proposal, the following concerns were noted:
  - The restriction of visitor passes potentially prevents residents (existing car owners with one parking space) to park their second car on the streets.
  - There should be priority for visitor parking over commuters.
  - Some dislike the idea of visitors being monitored and restricted by Council.
  - Likely to require more than 30 permits, as the proposed limits visits to almost only one per fortnight, and likely lesser if permits must be used for tradespeople or additional visitors.
- Other responses from individuals

**Issues observed relating to parking provision:**

- Subdivided properties near Foster street do not have sufficient off-street parking.
- It has been observed that the developments along **George street** do not have sufficient parking. This impacts the surrounding streets.
- Approved dwellings with insufficient parking.
- Insufficient parking for light rail commuters impacts residents living in the area.
- Insufficient parking at Allen Street apartment block - 120 car parking spaces for 140 units.
- There are challenges for household with insufficient parking spaces, in particular along **Elswick Street**.
- It has been observed that Staff from Catholic Education Centre, park their cars in **Elswick Street** and walk to Renwick.
- It was commented that there is difficult in finding parking along Foster St and the difficulty increases with every new developments in the area.
- It has been suggested that there is a lack of parking provision for the Epicure Complex. In addition, it is anticipated that visitor parking will impact the surrounding residential streets.

**Issues observed relating to parking demand:**

- Parking spaces fill up quickly along **Elswick Street**. Insufficient parking observed when there is a big match at Lambert Park. This impacts residents.

- It has been observed that daytime parking along **Flood Street** is filled with construction workers from Epicure, and the planned construction for William Street is expected to increase parking demand for the unlimited parking spaces at the northern end of Leichhardt West.
- Expected increase in parking demand from the development on **Allen Street** and proposed developments along **Marion Street**.

**Issues observed relating to parking restrictions/enforcement:**

- Difficult to park residential cars in streets opposite Hawthorn as transient travellers park their cars in residential spots and leave them there until their return.
- The Hawthorne commuter stop is not only utilised by commuters but also visitors to the park & Greenway. It is frequently abused by boat and trailer owners who leave boats and trailers parked long term.
- Long term parking of commercial vehicles (trucks, trailers, vans, boats) can be observed along **Lords Road** and **Kegworth Street**. These vehicles are not owned by residents. Restrictions are required to prevent these vehicles from long-term parking/overnight parking.

**Proposed Enforcement:**

- Enforcement of illegal parking on pavements (e.g using narrow driveways to park across pavement) to allow pedestrians to use pavements safely.)
- Enforcement should be applied to all streets within the RPS area.
- It is noted that it can be quite busy when there is a big match on at Lambert Park but it adds to the community. More parking officers on game days would alleviate this.
- Commuters should NOT be parking on local streets and this needs to be monitored.
- Enforcements to resume as it has not been enforced since covid-lockdown.
- Ensuring vehicles are not parked in laneways permanently. The laneway is not policed, and cars are permanently parked in the lanes which affects the ability for other residents to use their garages.

**Proposed locations of Enforcement:**

- Please include up to and including Beeson Street in the parking enforcement.
- Parking enforcement to be expanded to streets around active construction sites.
- Increase parking enforcement zone to Foster St as well, and not just Marion St.

**General comments relating to parking restrictions and enforcement:**



- Majority of comments agree that parking should be restricted around Lambert Park during the peak periods.
- The restricted hours should only be for Monday to Fridays during business hours.
- Restriction of parking on a weekend discourages visitors to the area.
- It was commented that the only restriction needed is to stop commuters parking all day on residential streets from Mon-Fri, 8am-6pm.
- It is noted that that parking is only an issue between 8 am and 6 pm Monday to Friday, and is unnecessary to have parking restrictions between 8 am and 10 pm seven days a week
- Do not support restricted parking until 10pm at night as, this hinders family and community visits.
- Generally, people do not want visitors coming to our households be monitored/restricted by council.
- It is noted that visitors are more important than commuters and family members should be able to stay for long periods of time if need be.
- It was commented that there are currently no parking restrictions in Davies St hence dedicating parking enforcement will not achieve much.

## **General comments relating to time restrictions**

- Restriction of parking to up 2 hours is likely to increase the demand for the unrestricted parking along the other streets. This is likely to impact business.
- It is suggested that visitor parking needs to be extended to 4 hours, as 2 hours is not sufficient.
- Long-term parking of cars on lower Easter Street (towards Flood St) makes it difficult for residents to park.

## **Proposed locations of Angled Parking:**

- Angled parking on one side of Hawthorne Street
- One side of Beeson Street
- Angled parking on Elswick Street
- Angled parking on Allen street
- Angled parking on Athol street
- Angled parking on Albert Street, Fenwick Street, Jarrett Street
- Angled parking on wide parts of Edith Street
- Angled parking on all of Davies Street
- Angled Parking on Flood St between Marion and William Streets
- Angled parking on Burfitt Street
- Angled parking on Charles Street
- One side off Lords Road, and Kegworth Street, to increase the availability of parking spaces, not only for the school, but for commuters using the light rail
- Angled parking on William Street

**Suggestion:**

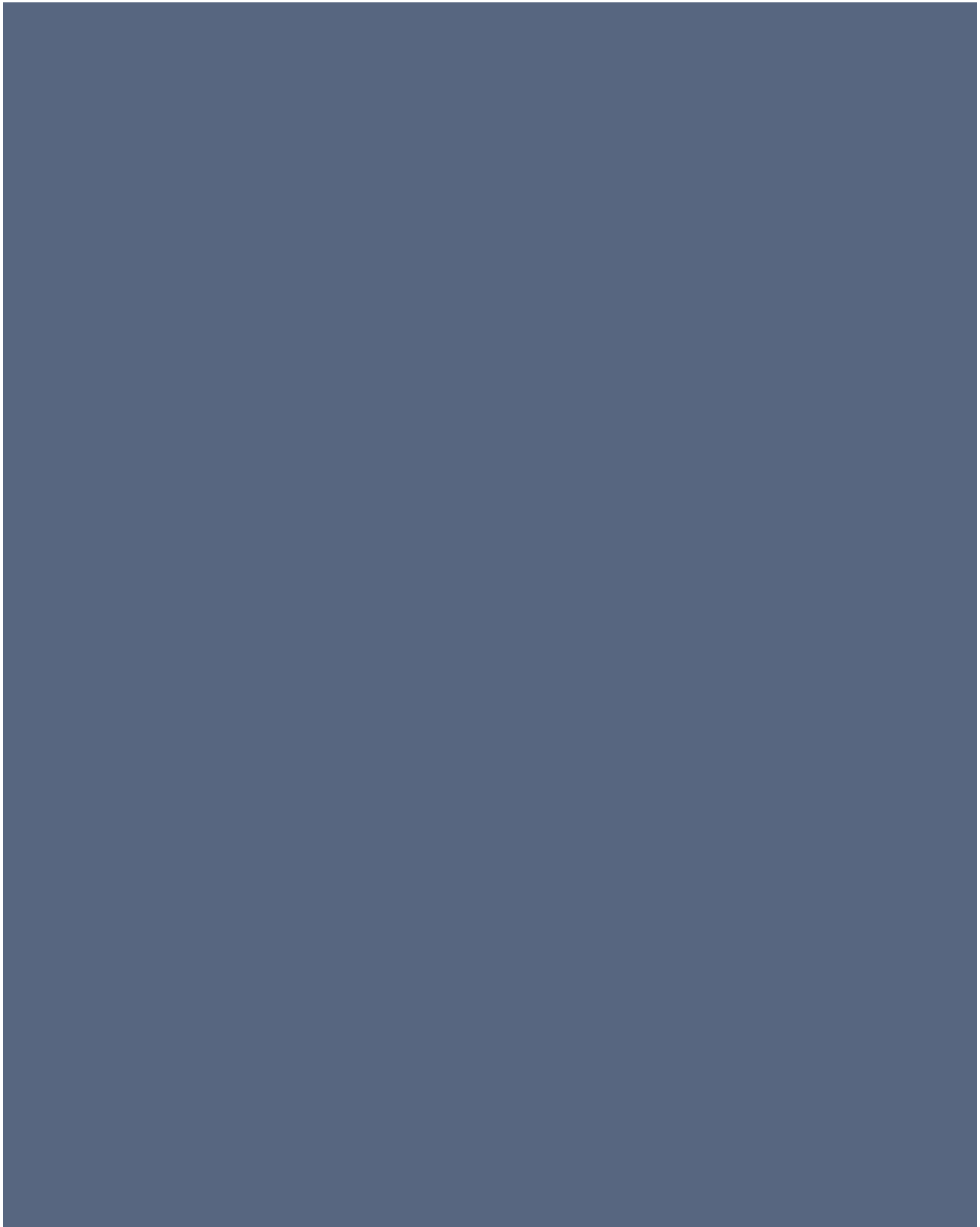
- Parking permits should be introduced on Foster Street and Lords Road
- Scheme be extended down Flood Street to William Street
- Alternate parking arrangements for caravans, boats etc.
- Additional parking spaces to accommodate parking for Lambert Park Spectators and Light-rail users.
- To provide a dedicated car park for commuters.
- Appropriate line markings to show parking spots.
- Visitor permits should have between 60 - 90 one-day parking options.
- Increase the number of street lights and improved footpath and road structure.

## Officer comments in response to public exhibition

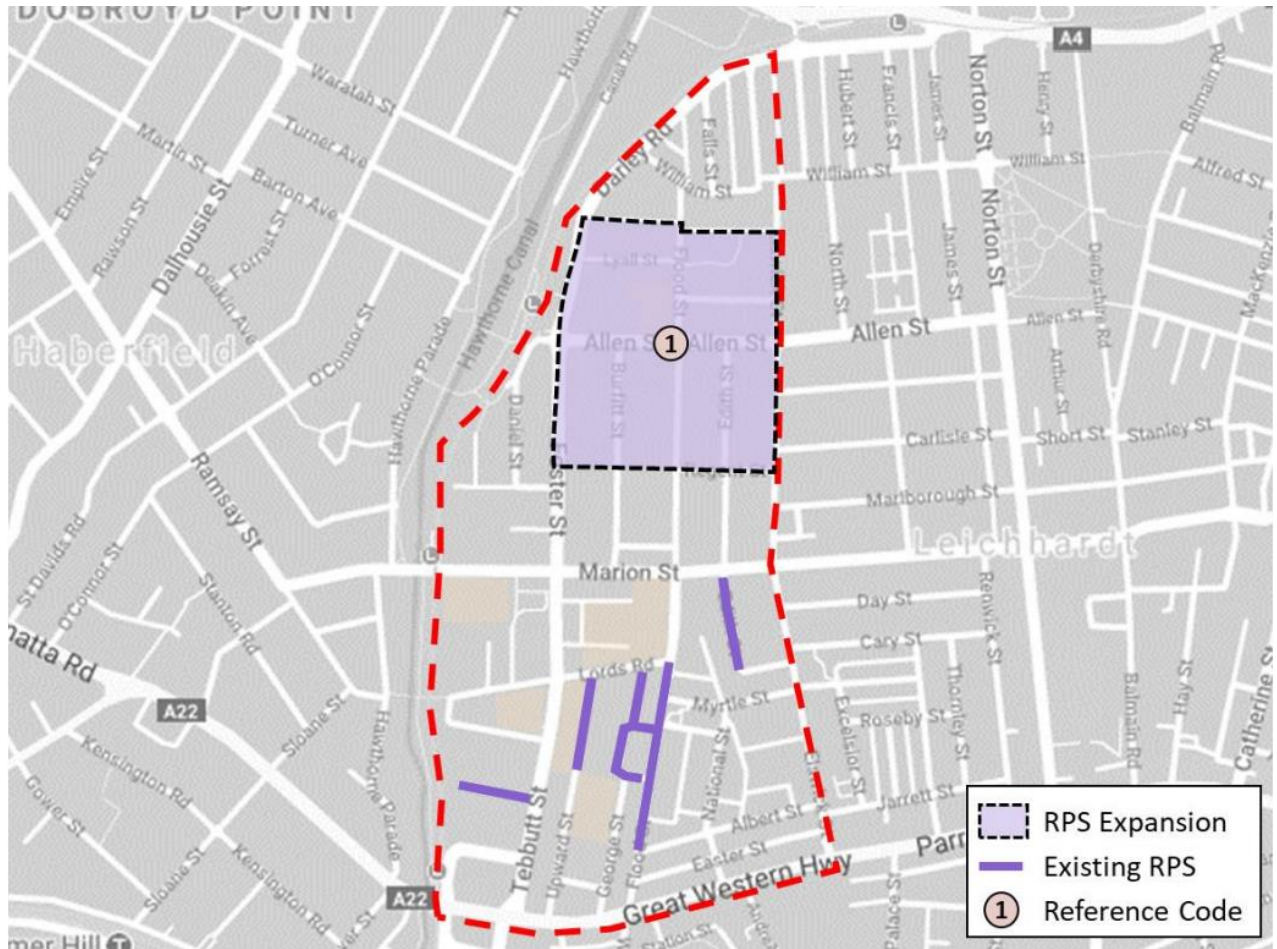
<b>Issue</b>	<b>Response</b>
Manage how we approve residential parking permits based on parking capacity within the study area. The overall number of Leichhardt Zone 1 (L1) resident parking permits should not exceed the total L1 parking capacity within this Area.	<i>Supported by community hence included in final recommendations</i>
Expand the Resident Parking Scheme to include streets surrounding the Epicure Collection residential complex.	<i>Supported by community hence included in final recommendations. Given concerns raised by residents regarding extended hours of RPS, the draft recommendations have been amended to recommended hours of 2P 8am-6pm (Mon-Fri).</i>
Introduce a consistent restriction for all current resident parking scheme to streets in the study area. This restriction will be '2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area L1'.Streets affected	<i>Not supported by community hence removed from final recommendations. Concerns were raised regarding its impact on negative impact on the ability for having visitors over.</i>
Expand resident parking scheme to streets in the Taverners Hill Precinct and Leichhardt Marketplace Precincts. The consistent restriction will be '2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area L1'.	<i>Not supported by community hence removed from final recommendations. Restriction of parking to up 2 hours is likely to increase the demand for the unrestricted parking along the other streets. This is likely to impact business. Negative impact on visitors. Negative impact for those not eligible for parking permit and no off street parking.</i>

Advocate that new housing developments provide up to the maximum parking allocation for residents of units. No visitor parking will be provided. This will be considered as part of the upcoming Inner West Development Control Plan to manage future demand for parking. Areas affected: Taverners Hill and Leichhardt Marketplace precincts.	<i>Supported by community hence included in final recommendations</i>
Introduce pricing on second residential parking permits.	<i>Not supported by community hence removed from final recommendations</i>
Replace redundant, faded and damaged signs that were identified in the signage audit.	<i>Supported by community hence included in final recommendations</i>
Dedicate parking enforcement to streets within 200m of Lambert Park.	<i>Supported by community hence included in final recommendations</i>
Introduce angled parking in Edith Street between Marion Street and Elswick Street.	<i>Supported by community hence included in final recommendations. Further assessment carried out by Council staff to refine proposal in regards to exact location and extent</i>
Introduce angled parking in Elswick Street North between William Street and Darley Road.	<i>Supported by community hence included in final recommendations. Further assessment carried out by Council staff to refine proposal in regards to exact location and extent</i>
If additional peak hour light rails serviced are introduced, Council will monitor commuter parking around Taverners Hill, Marion and Hawthorne Light Rail stops	<i>Supported by community hence included in final recommendations</i>

Investigate reform of visitor parking permits and consider if one-day-only permits are appropriate.	<i>Not supported by community hence removed from final recommendations</i>
Concerns relating to cars parked straddling the footpath in Myrtle Street impacting on pedestrian safety	<i>Included in recommendation for further investigation</i>
Additional Angled parking in various streets	<i>Included in recommendation for further investigation where appropriate</i>
Members of community suggested linemarking parking bays	<i>Not supported as it can reduce parking capacity when motorbikes, small vehicles are parked</i>
Alternate parking for boat and caravan trailer parking	<i>Not supported as previous assessment has revealed that installing prohibiting signs for these vehicles resulted in some infiltration of boat-trailer parking into residential areas</i>







Item 13

Attachment 4

**Item No:** LTC0322(1) Item 14

**Subject:** ROZELLE NORTH PRECINCT PARKING STUDY (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

**Prepared By:** Jason Scoufis - Traffic and Parking Planner

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

This is a recommendation to endorse the findings of the Final Rozelle North Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Rozelle North Precinct Parking Study through Yoursay Inner West. The draft report proposed several changes, most notably an expansion of the existing R1 and B1 Resident Parking Scheme (RPS) as shown in **Attachment 1** to include additional streets within these zones.

The response results indicate that the community generally supported most of the proposed changes, with a majority support for the short-term proposal to expand the Resident Parking Scheme in the R1 and B1 Zones to generally encompass the study area. There were mixed opinions for the longer term proposal to introduce pricing on the second residential permit.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with adjustments made to the proposed parking strategy. As the changes included both short term and long term strategies, this would require Council to implement the changes over a 5-10 year life cycle of the study.

## RECOMMENDATION

### THAT:

1. The final Rozelle North Precinct Parking Study be received and noted;
2. The Resident Parking Scheme (RPS) be expanded to include the additional streets in the R1 Zone and B1 Zone as identified in Attachment 1 with '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area R1' signposting in those streets not currently signposted with an RPS in the R1 Zone and '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area B1' signposting in those streets not currently signposted with an RPS in the B1 Zone.
3. The existing time limit restrictions and hours of operation of current streets in the B1 Zone that have an existing RPS will be retained, however the restriction be converted to a B1 zone.
4. Replace redundant, faded and damaged signs as identified in the signage audit.
5. Aim that the overall number of R1 and B1 resident parking permits in Leichhardt West Study Area not exceed the total R1 and B1 parking capacity within the Rozelle North Study Area
6. Further investigation be carried out regarding reform to visitor parking permits in the form of scratch and display one day permits and review of personal carer permits, trade permits and support worker permits
7. Convert 8 unrestricted parking spaces on the southern side of Robert Street immediately east of Mullens Street to '2P 6am-4pm Mon-Fri'.

## BACKGROUND

The parking study reviewed the current parking management in place, location, supply demand, and distribution of residential, commercial parking, as well as other evidence of long-stay and short stay parking. This includes current parking strategies and policies, including permit allocation and extent of existing Resident Parking Scheme.

Local issues including streets near trip generators such as Rozelle Public School, Rozelle shops, Union Residential, light industrial areas near Robert Street/Mullens Street, and Victoria Road bus corridor were considered in the study.

The Study was undertaken by Stantec (formerly known as GTA Consultants) using parking occupancy and parking duration data collected in November 2020, site observations, and feedback received during the initial community engagement period in November/December 2020 and subsequent community engagement during the public exhibition of the draft report in September/October 2021.

The map of the study area is provided in **Attachment 2**.

## FINANCIAL IMPLICATIONS

The cost to implement the Rozelle North Precinct Parking Strategy will be funded from Council's traffic facilities budget, subject to Local Traffic Committee support and adoption by Council. Subsequent reports during implementation of the Strategy will provide estimates on signage and administrative costs to expand the resident parking permit scheme if required.

## PUBLIC CONSULTATION

The Public Exhibition of the draft Study commenced 6 September 2021 and ended 15 October 2021. A total of 4,456 letters were mailed out with a colour map of the study area and a link to provide comments online through yoursay. Paper questionnaires were also provided on an as requested basis.

Council's Have Your Say in Rozelle North website had 543 visits and 146 submissions received. A further 9 submissions were received via email, customer service enquiry, and post. This represents a response rate of 3.4%.

The feedback can be summarised into the following themes with further details provided in the Rozelle North Precinct Parking Study Final Report which includes the Community Engagement Outcomes Report in **Attachment 3**:

- Support for expansion of the current resident parking schemes R1 and B1 to include more streets. This will prioritise resident parking over commuters.
- Mixed opinions about introduction of pricing on second residential parking permit in Rozelle North and introduction of additional car share parking.
- Support for introduction of 8 x 2 hour parking spaces 6am-4pm Monday to Friday on the southern side of Robert Street immediately east of Mullens Street.
- Support for visitor permit reform

The proposed changes included a short term proposal to expand the Resident Parking Scheme (RPS) for R1 and B1 zones to generally include all streets within the study area that were not currently part of the scheme. The R1 Zone area is generally bounded by Victoria Road, Crescent Street, Parsons Street, Mullens Street, Reynolds Street, George Street, Clare

Street, Beattie Street, Wise Street, Wellington Street and Nagurra Place as detailed in the Attachment 1. The B1 Zone area is generally bounded by Mullens Street, Mansfield Street, Batty Street, Reynolds Street, Wortley Street, Valley Street and Beattie Street.

Note that whilst the expansion of the RPS details the extent of the proposed areas that will be able to participate in the scheme, not every parking space will be subject to resident parking scheme restrictions. Some sections may remain unsignposted e.g. along park frontages, non-residential land uses and along frontages along sites not eligible to participate in the scheme so as to allow parking or those that are not eligible for a permit.

The proposed R1 and B1 Zones will function as follows;

- All existing parking permit areas within the proposed R1 Zone will operate under existing rules. Only new properties would be captured by the R1 Zone. This means that existing R5, R4, R3 and R2 Zone will remain unchanged.
- All areas within the proposed B1 Zone will operate under existing B1 residential parking eligibility requirements and rules. In the new B1 Zone any existing RPS zones will be replaced with the B1 permit so all properties in the area have only one type of permit. The existing time limit restrictions and hours of operation of current streets in the B1 Zone that have an existing RPS will be retained, however the restriction will convert to a B1 zone.

The majority of the participants (78% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no') support this short-term proposal to extend the RPS, agreeing that the current resident parking scheme should be expanded. It is recommended that the scheme operate from 8am-6pm Mon-Fri as per the standard hours for these schemes. The hours that the schemes operates can be extended at a later date should the need arise.

The short-term proposal to install short-term parking restrictions (2P 6am-4pm Mon-Fri) for 8 parking spaces in Robert Street was supported by the majority of the participants (81% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no') hence it has been included in the recommendations.

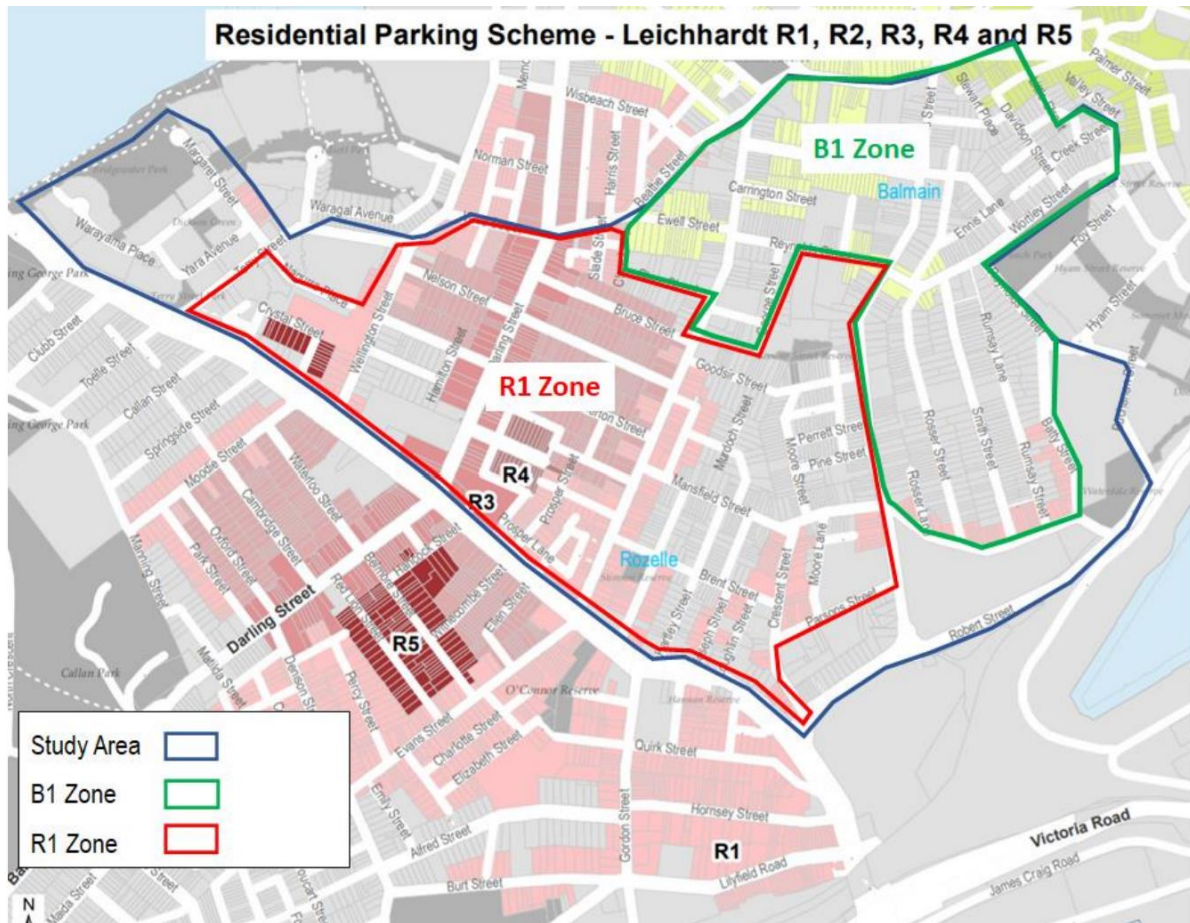
The long-term proposal to investigate reform into visitor parking permits had majority of participants support the proposal (60% support including 'yes' and 'yes with changes') hence it has been included in the recommendations.

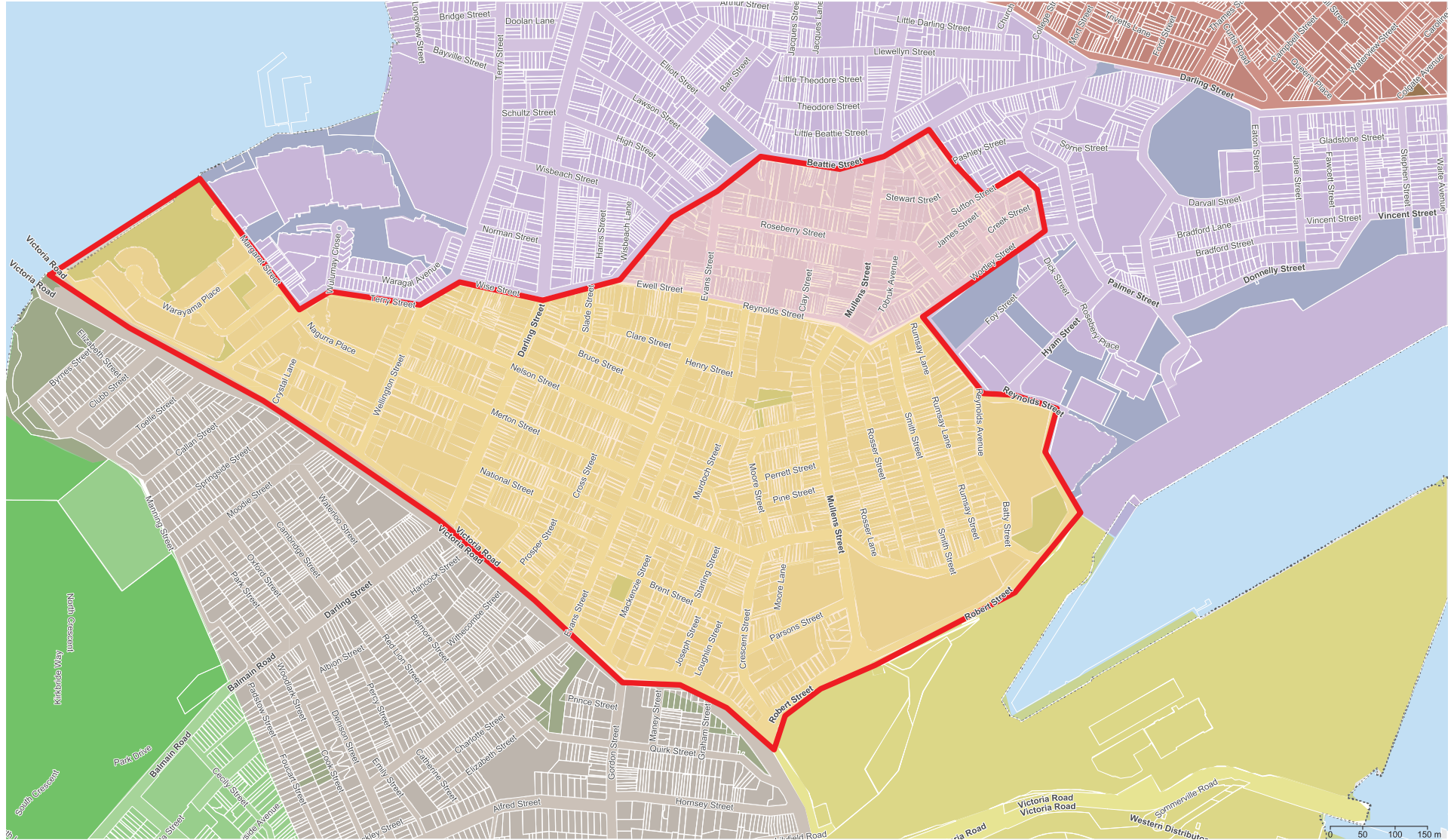
The proposal to introduce pricing for a second residential permit had majority of the participants (51% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no') support this long-term proposal however more participants answered 'no' as opposed to 'yes' in regards to introducing pricing on second residential permits hence it has not been included in the recommendations of this report.

## ATTACHMENTS

1. [ATTACHMENT 1 - PROPOSED RPS EXPANSION](#)
2. [ATTACHMENT 2- STUDY AREA](#)
3. [ATTACHMENT 3 ROZELLE NORTH PRECINCT PARKING STUDY FINAL REPORT](#)









# Rozelle North Precinct Parking Study

Inner West Council  
Final Report



Prepared by: GTA Consultants (Group) Pty Ltd for Inner West Council  
on 09/03/2022  
Reference: N199000  
Issue #: A



now



## Rozelle North Precinct Parking Study

### Inner West Council Final Report

Client: Inner West Council

on 9/03/2022

Reference: N199000

Issue #: A

#### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
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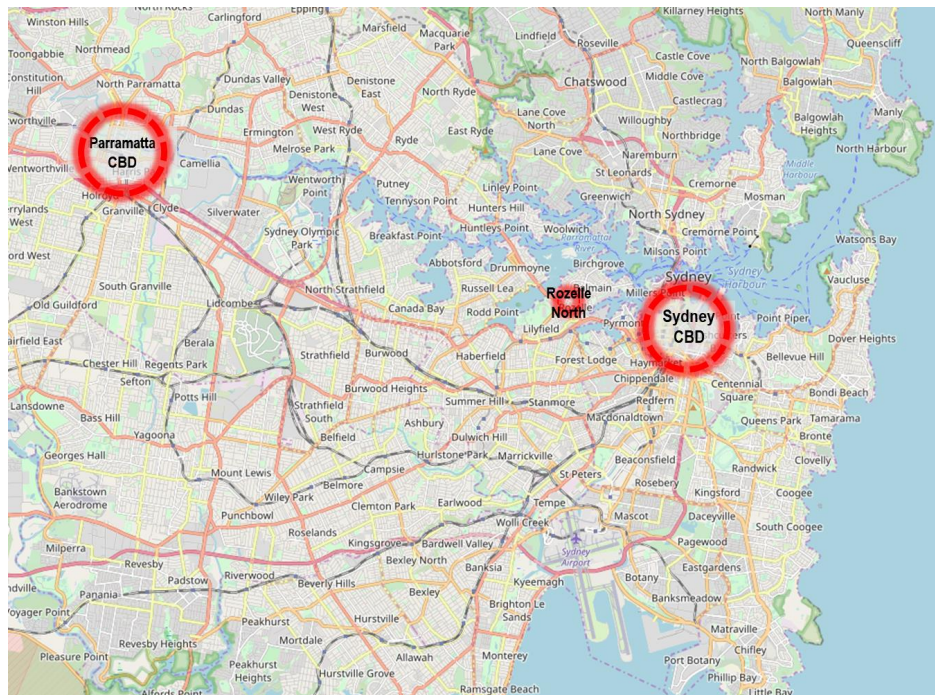
## 1. INTRODUCTION

### 1.1. Project Background

Rozelle North is a precinct in the Inner West Local Government Area of the Sydney Metropolitan Area and is approximately 3.5 kilometres west of the Sydney CBD and 17 kilometres east of Parramatta CBD. The precinct is situated on the central part of the Balmain peninsula in Sydney Harbour and shares a boundary with the suburb of Balmain to the east

Rozelle North is predominantly a residential suburb with a mix of single dwellings and low-density multi-storey unit blocks, with a main shopping street on Darling Street and foreshore areas which have been redeveloped into open domains. The study area mainly consists of residential streets with Darling Street and Mullens Street the main thoroughfares going in and out of the peninsula. Public transport options comprise bus services along Darling Street, Victoria Road and Mullens Street.

Figure 1.1: Rozelle North within the Sydney Metropolitan Area



Basemap Source: OpenStreetMap

The Rozelle North precinct incorporates a range of developments, consisting of residential areas, commercial areas, public infrastructure and foreshore land uses.

The trip generators for the precinct include:

- Residential dwellings
- Darling Street shopping village
- Terry Street shopping village
- Industrial businesses near White Bay
- Parks and informal sports facilities.

Inner West Council has requested a review of the overall parking situation within the Rozelle North Precinct as a basis for determining a parking management strategy. Council has commissioned GTA Consultants (GTA) to undertake a review of parking within the Rozelle North precinct and to develop a strategy that sets forward how parking will be provided and managed in the future.

## 1.2. Purpose of the Study

The objectives of the project are:

- To review parking within Rozelle North precinct, looking at location, supply, demand and distribution of both long-stay residential and short-stay commercial parking as the basis for determining future car parking requirements. This includes considering on-street and private off-street parking and undertaking community consultation and working with stakeholders to understand community views in relation to parking in the study area.
- To review state and local parking strategies and policies including Council's Development Control Plan parking rates for Rozelle North associated with new development.
- To undertake a parking supply and demand assessment and report of parking in Rozelle North. Develop an inventory of existing on-street and off-street parking identifying the parking regulations associated with this parking. Survey the parking demand of on-street and off-street parking areas to identify long and short-stay parking requirements.
- To develop a Rozelle North Parking Management Strategy considering Council's strategies and plans, community views, parking demand and supply, existing active transport (walking and cycling) and public transport (bus and ferry), to improve ease of access to parking.
- To identify any discrepancies in parking policies and restrictions within Rozelle North under Inner West Council and identify opportunities for standardisation.

## 1.3. What is Parking?

Before developing a set of parking strategy principles and objectives, and how these integrate with overall transport objectives, we must have a comprehensive understanding of what parking is.

As a general rule, land uses generate and attract visitors, customers, staff and/or residents resulting in economic activity. A by-product of access to these land uses is, in its simplest form, a "trip". Trips can be made by a variety of methods including, but not limited to, walking, cycling, public transport and/or the private motor vehicle.

Where does car parking enter this equation? Car parking provides an end-of-trip facility for the private motor vehicle mode.



## 1.4. Types of Parking

The type of land use has differing levels of attractiveness (i.e. trip generation) and therefore has different requirements for car parking. Different uses also have different user bases and in turn different needs in regard to their required length of stay. Accordingly, different types of car parking are required (for example, pick-up/drop-off parking requires 5 to 15 minutes, short-stay parking requires one to three hours and long-stay parking is required over three hours or all day to satisfy differing needs. In a setting such as the local centre in Rozelle North, a parking event can serve a number of trip purposes and a single space can be shared between a number of users over the course of the day due to the different temporal patterns of land uses. While in residential areas, a single space can only be shared between a limited number of vehicles as long-stay parking is prevalent among residents.

With consideration of the above, it is important to prioritise the demands of short-stay commercial user groups within the commercial village environments in Rozelle North while managing demand for long-stay parking in residential area. In the residential area, it is important to have a sufficient amount and prioritisation of car parking relative to resident demands and needs in the area.

## 1.5. The Rozelle North Context

In this context then, it is important that car parking within Rozelle North be managed to:

- Recognise that the parking space does not attract people; it is the destination that attracts people and parking is only a by-product.
- Prioritisation of demand from different user-groups, specifically the parking demand from residents, commuters and workers on residential streets and commercial user-groups within the local commercial core.
- Standardise the previous different parking permits format applied to the study area as a result of amalgamation of different council jurisdictions.

## 2. EXISTING CONDITIONS

### 2.1. Planning Context

In preparing this report, relevant policies and guidelines applicable to the Rozelle North precinct were explored, which include the *'Draft Inner West Local Environmental Plan 2020'* (LEP 2020) and *Inner West Integrated Transport Strategy* (ITS) published by Inner West Council, and the *2013 Development Control Plan* (DCP 2013), developed by the former Leichhardt Council. In addition, the *Permit Parking Guidelines* (October 2018) developed by Roads and Maritimes Services (now Transport for NSW (TfNSW)) are referenced as the official guidelines in permit parking designs to better understand the context and design parameters of permit parking schemes and how it can be utilised in a parking management strategy. This guideline is discussed further in sub-section 2.1.1.

Inner West Council also recently adopted a *'Public Domain Parking Policy'*, although aspects related to residential parking schemes do not yet apply to the former Leichhardt Municipal Council area, which includes Rozelle North<sup>1</sup>. A summary of the policy is discussed in sub-section 2.1.2, which examines how public parking is managed throughout the Inner West LGA and seeks to bring together the different management approaches adopted by the former constituent councils of Inner West Council.

#### 2.1.1. Permit Parking Guidelines - Road and Maritime Services

The *Permit Parking Guidelines* is a document that sets out criteria and guidelines for designing, implementing and administering permit parking schemes in NSW from the former Roads and Maritime Services and was last updated in October 2018.

Permit parking schemes help to improve amenity for particular classes of road users in locations where there is insufficient off-street parking and where on-street parking is limited. Permit parking also helps to balance the needs of the local community with those of the broader community in high demand areas.

There are six classes of permit parking scheme prescribed in clause 95 of the Road Transport (General) Regulation 2013, including:

- business
- commuter
- resident
- resident's visitor
- special event
- declared organisation.

According to the guideline, if local councils propose to establish a permit parking scheme, it must comply with the Regulation and this mandatory guideline. In the case of Rozelle North, a key part of this study will be to investigate whether existing schemes need to be amended and whether other types of permits are warranted (e.g. commuter permits).

<sup>1</sup> Item 6, Minutes of Ordinary Council Meeting held remotely and livestreamed on Council's website on 9 June 2020 - [http://innerwest.infocouncil.biz/Open/2020/06/C\\_09062020\\_MIN\\_3752.htm](http://innerwest.infocouncil.biz/Open/2020/06/C_09062020_MIN_3752.htm)

The guideline expresses the eligibility criteria for all permit schemes and the six classes of parking permits, with the relevant general criteria and specific criteria for the context of Rozelle North summarised below.

## Eligibility criteria and other features common to all permit parking schemes

- high demand for parking in the area
- inadequate off-street parking and no potential to modify premises or create off-street parking
- little or no unrestricted on-street parking close by
- vehicle is not a truck, bus, or trailer (boat or caravan)
- parking authorities have discretion over the total number of permits issued in their area of operations and how they will distribute these permits across the relevant classes of permit parking schemes.

## Resident parking permits

- the number of permits issued for an area should not exceed the number of available on-street parking spaces in the area
- a maximum of one permit per bedroom in a boarding house, or two permits per household. In exceptional circumstances, the number of permits may be increased
- when issuing permits to eligible residents who have off-street parking, the number of permits which may be issued is the difference between the maximum number per household in the scheme and the number of off-street spaces available to the household
- where the number of requests for permits exceeds the number of available on-street parking spaces, only residents who do not have access to unrestricted parking along their kerbside are eligible to apply for a resident parking permit. Applications should be prioritised as follows:
  - no off-street parking space
  - one off-street car space
  - two or more off-street car spaces.

## Commuter parking permits

Commuter parking schemes are established to encourage people to use public transport. They can only be established after a 12-month commuter parking trial.

Commuter parking permits may be issued as follows:

- one permit per commuter
- the parking authority should ensure there is a reasonable chance the commuter will find a parking space within the commuter permit parking area.

## Resident's visitor parking permits

Residents may apply for visitor parking permits so their visitors can park within the permit area without time or fee restrictions.

- there is no off-street visitor parking at the resident's address
- there are no unrestricted on-street parking spaces in front of the residence or along the kerbside
- the parking authority may offer long-term and/or short-term visitor parking permits.

## 2.1.2. Public Domain Parking Policy

On-street parking and Council managed car parks across Inner West Council recently operated under different policies from the former Leichhardt, Marrickville and Ashfield Councils. To unify parking management throughout the LGA, Inner West Council prepared the *Public Domain Parking Policy*, which sets out a governing framework for the investigation, development, implementation and ongoing management of parking schemes and controls in the public domain including on-street parking and council managed car parks. The Public Domain Parking Policy comprises one consistent approach across all the Inner West. However, the residential permit parking scheme element of this policy does not yet apply to the former Leichhardt Municipal Council area, which includes Rozelle North.<sup>2</sup>

The Policy covers several areas of parking management including permits for residential and commercial areas, timed parking restrictions in commercial areas, exceptions (such as Mobility Parking Scheme Permits), paid parking, authorised vehicle zones, taxi zones, and more. While the policies on residential parking permits do not strictly apply to Rozelle North, their principles and content can still be explored to inform how residential parking permits might function in the study area.

### Resident Parking Permits

Resident parking permits enable eligible residents, who do not have sufficient on-site parking, to park on-street and avoid time limits and parking fees.

A resident parking permit is issued for a vehicle of an eligible resident provided the property does not have on-site parking available for that vehicle.

The maximum number of permits issued to any one rateable property will not exceed the following limits:

#### Zone Type A

- A household in Zone Type A, without any on-site parking spaces, is eligible for one parking permit.
- The one permit will be transferable for use on up to three nominated vehicles registered to that address.
- Each room of an eligible boarding house will be treated as a separate dwelling eligible for one resident parking permit.
- No permits will be issued to households with one or more on-site parking spaces.

#### Zone Type B

- A household in Zone Type B, without any on-site parking spaces, is eligible for up to two parking permits.
- Each room of an eligible boarding house will be treated as a separate dwelling eligible for one resident parking permit.
- A household with one on-site parking space is eligible for one parking permit for a second vehicle.
- No permits will be issued to households with two or more on-site parking spaces.

### Visitor Parking Permits

Visitor parking permits enable residents' visitors to park on-street and avoid time limits and parking fees for the period of operation of the permit. Visitor permits are issued for residential properties only.

Such visitor permits will be single use, one-day permits. The annual allocation of visitor permits for eligible households will be up to 30 one-day permits.

<sup>2</sup> *Ibid* at 1

## 2.1.3. Relationship between *Permit Parking Guidelines* and *Public Domain Parking Policy*

Both the Roads and Maritime guideline and Inner West Council policy follow a similar philosophy of prioritising distribution to households with no available off-street parking. The Roads and Maritime guideline is more standardised with a fixed allocation of one per bedroom or two per household, capped by the maximum available on-street parking space.

The Inner West Council provision is varied with permits allowance based zonally, where Zone Type A has stricter criteria while also providing fewer on-street parking spaces per household. These Zones have not yet been defined by the policy. Council also has specific rules regarding different types of development of which specific types will be excluded from the schedule depending on the area of the LGA. There are no clauses within the policy on limiting total number of permits issued in regard to the quantum of available parking spaces on a street. Accordingly, as the policy is silent on this limit, it is expected that the issuance of resident parking permits should not exceed the cap set by the Roads and Maritime guideline, that is, the maximum available on-street parking spaces on a street.

## 2.1.4. Pay parking guidelines – Roads and Maritime Services

The former Roads and Maritime Services (now TfNSW) published the *Pay parking guidelines* document in 2019 to provide advice to local governments on how to administer paid parking schemes, the responsibilities of local government and TfNSW as well as high-level principles that paid parking should seek to adopt. The principles for paid parking from this guideline include:

- Provision of equitable access to parking spaces by increasing parking turnover
- Management of travel demand or influencing travel mode choices through pricing mechanisms
- Pricing is based on the principles above, the NSW Government's overall transport objectives, financial feasibility of operating a paid parking scheme, the parking supply and demand conditions in the local area and surrounding areas and general traffic conditions.
- Simple and easy-to-use, easy to enforce, cost effective and administratively simple

These principles have relevance to the operation of the existing paid parking scheme in the Darling Street shopping area of Rozelle North.

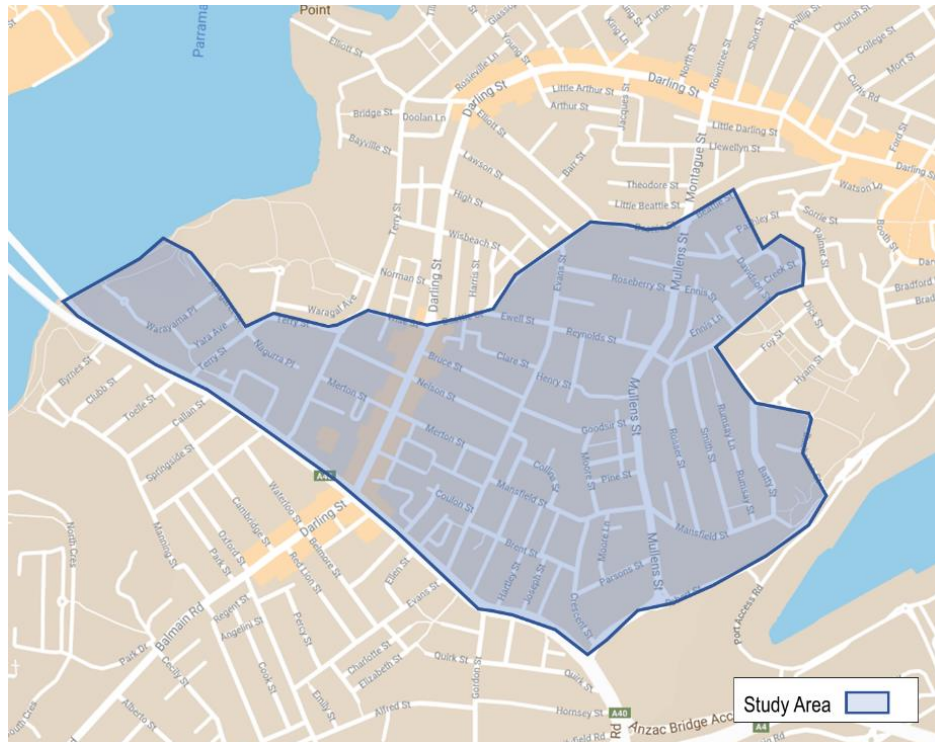
## 2.2. Study Area

### 2.2.1. The Study Area

The Rozelle North Parking Study area is positioned at the north eastern end of the recently formed Inner West Council, which merged from the three councils of Ashfield, Leichhardt and Marrickville in 2016; Rozelle North having been within the jurisdiction of former Leichhardt Council. The area generally comprises of a combination of residential units and homes, a shopping strip on Darling Street and some commercial/ industrial sites at the eastern part of the suburb. This parking study area is bounded within the Balmain Peninsula north of Victoria Road and south of Beattie Street as shown in Figure 2.1.



Figure 2.1: Rozelle North study area



## 2.2.2. Key Streets and Sites

The study area comprises a few key streets and sites that greatly affect the dynamics of the precinct and how the area functions. Figure 2.2 identifies three major streets and three key places of interest that play a vital role in the study area and these are further detailed in Table 2.1.

Figure 2.2: Key streets and sites within the Rozelle North Precinct



Table 2.1: Key streets and sites within the Rozelle North Precinct

Reference	Key Street / Site	Description
A	Darling Street	Rozelle's main thoroughfare aligned northeast-southwest, and a commercial, retail, and café and restaurant strip
B	Victoria Road	A major road with three lanes in each direction on the edge of the Rozelle North Precinct. Bounded by Anzac Bridge Access Road to southeast and Iron Cove Bridge to northwest. A large number of bus routes travel along Victoria Road with peak hour bus lanes available.
C	Mullens Street	This main local collector road is aligned north-south with commercial and residential uses.
1	Rozelle Public School	Located at Darling Street, currently enrolling 630 students per year. The school time is from 9am to 3pm.
2	Union (Residential apartments)	Medium density residential apartments located along Terry Street.
3	Bridgewater Park	Located to southwest of Margaret Street. A small local park with view of Parramatta River and Iron Cove Bridge and encircled by residential apartments. It is open 24 hours.

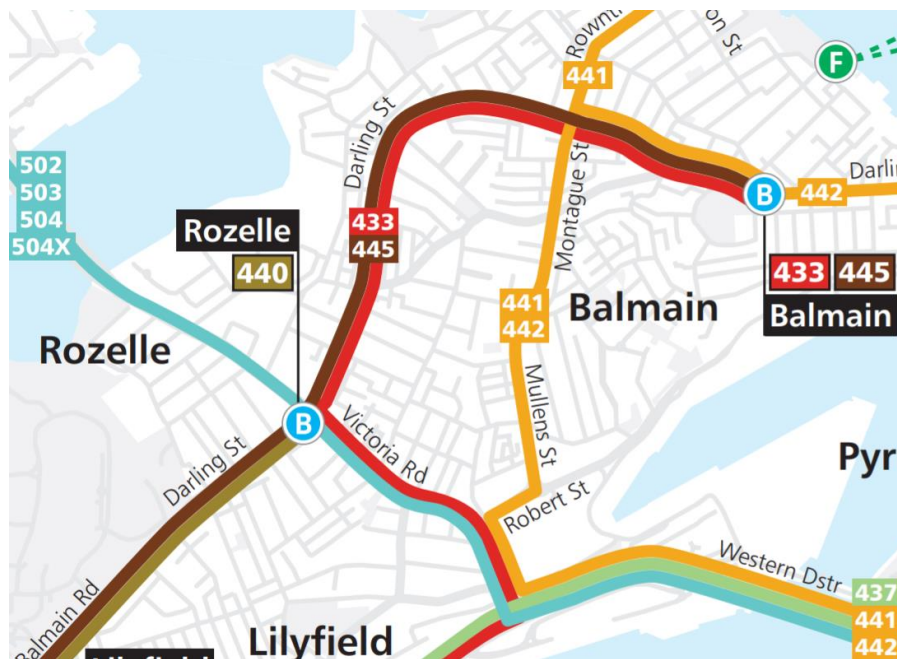
Reference	Key Street / Site	Description
4	Inner Sydney Montessori School	It is an independent early learning and primary school. The campus located at Balmain includes three pre-primary classes catering for 3 to 6-year-olds, and seven primary school classes, for children aged 6 to 12. It also hosts the Infant Community programs for parents with young babies, toddlers and their carers.
5	Light industrial area	The light industrial area bounded by Mansfield Street, Mullens Street and Robert Street includes warehouses, car repair services and light industry stores.

### 2.2.3. Public Transport

The precinct is well covered by several bus routes providing access mainly to the Sydney CBD, Central and Balmain East Wharf, as shown in Figure 2.3.

Several bus services are passing through Rozelle North, including Route 442, which is a frequent bus corridor between the study area and the Queen Victoria Building in the Sydney city centre. In addition, there are frequent bus services along Victoria Road towards the city centre. The details and frequency of each service have been summarised in Table 2.2.

Figure 2.3: Public Transport Map within the Precinct



Source: <https://transportnsw.info/>

Table 2.2: Bus services within the Precinct

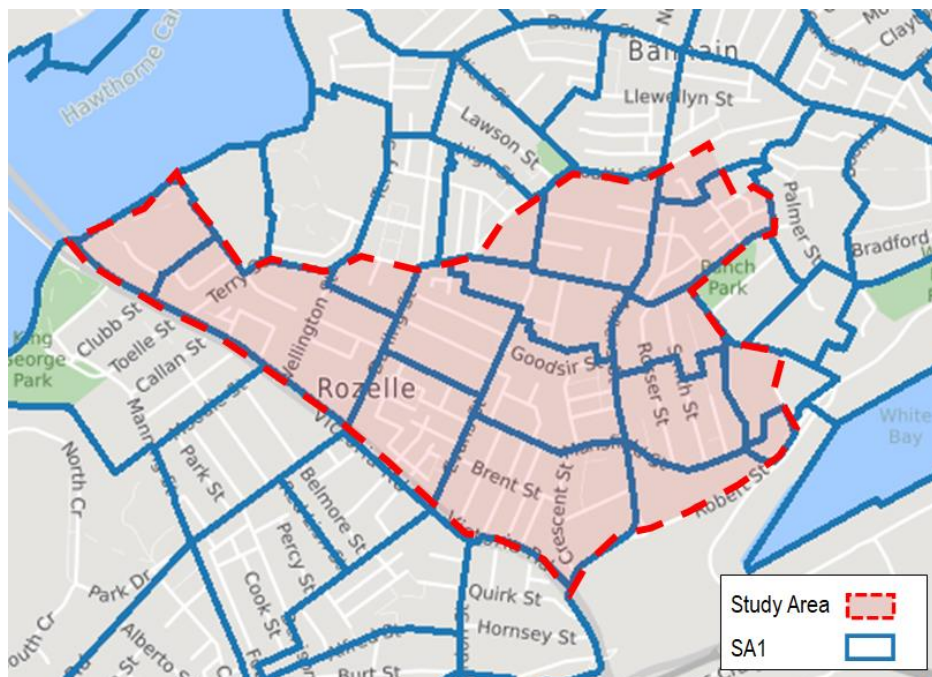
Route Number	Route Description	Frequency On/Off-Peak
441	City Art Gallery to Birchgrove via QVB (Loop Service)	3 per hour peak/ 3 per hour off-peak
442	City QVB to Balmain East Wharf (Loop Service)	6 per hour peak/ 6 per hour off-peak
433	Balmain Gladstone Park to Central Pitt St	4 per hour peak/ 4 per hour off-peak
445	Campsie to Balmain via Leichhardt Marketplace	4 per hour peak/ 4 per hour off-peak
502	Cabarita Wharf to Drummoyne and City Town Hall	4 per hour peak/ 2 per hour off-peak
503	City Town Hall to Drummoyne (Loop Service)	4 per hour peak/ 3 per hour off-peak
504	Chiswick to City Domain	4 per hour peak/ 4 per hour off-peak

## 2.3. Existing Travel Behaviour

### 2.3.1. Journey to Work

The 2016 Census Statistical Areas 1 (SA1) covering the study area for the purpose of a journey to work mode share analysis are shown in Figure 2.4.

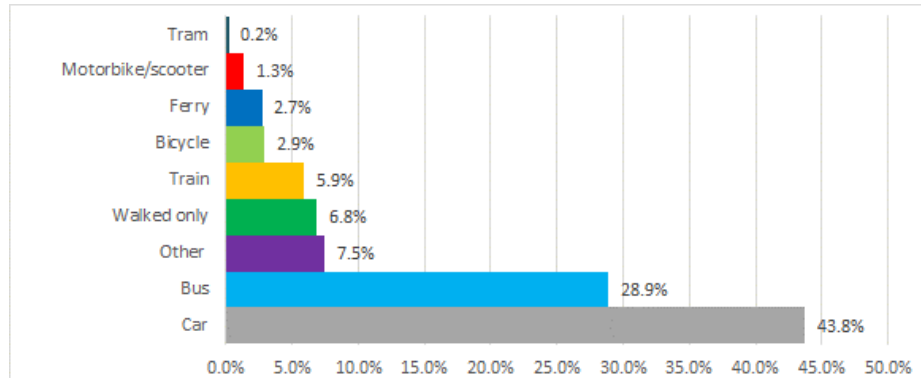
Figure 2.4: Boundary of the relevant SA1s in the study area



Source: <https://itt.abs.gov.au/itt/r.jsp?ABSMAPS>

As indicated in Figure 2.5, residents in the relevant SA1s have a high non-car journey to work mode share of 56 per cent. This high non-car mode share is likely a result of the SA1s' close proximity to the Balmain East Wharf and frequent bus routes providing reliable and convenient access to the major employment centre in Sydney CBD.

Figure 2.5: Journey to work mode share for residents in the relevant SA1s



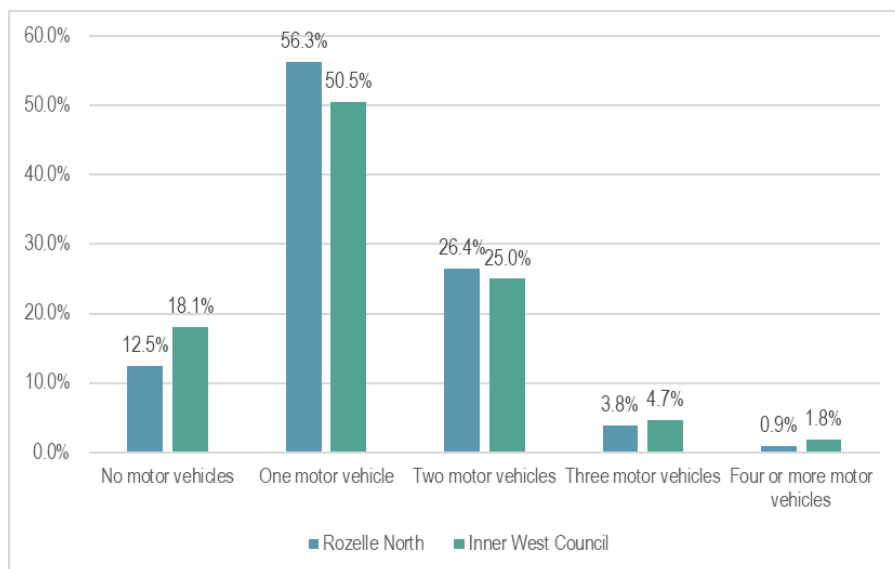
Source: ABS Census 2016

### 2.3.2. Car Ownership

Based on the 2016 Census for car ownership (shown in Figure 2.6), the Rozelle North Precinct has 12.5 per cent of households not owning a motor vehicle as opposed to 18.1 per cent of households in the entire Inner West LGA. This, together with 56.3 per cent of households having one motor vehicle (50.5 per cent in the Inner West), indicates that residents in Rozelle are more dependent on private vehicles as a method of travel compared to entire Inner West population. This statistic is also reflected in a slightly higher average car ownership rate of 1.3 vehicles per household in Rozelle North Precinct compared to 1.2 vehicles per household in the entire Inner West LGA.



Figure 2.6: Percentage of vehicle ownership



Source: <https://quickstats.censusdata.abs.gov.au/>

## 2.4. Sydney Metro West

Sydney Metro West will service the key precincts of Greater Parramatta, Sydney Olympic Park, The Bays Precinct and the Sydney CBD.

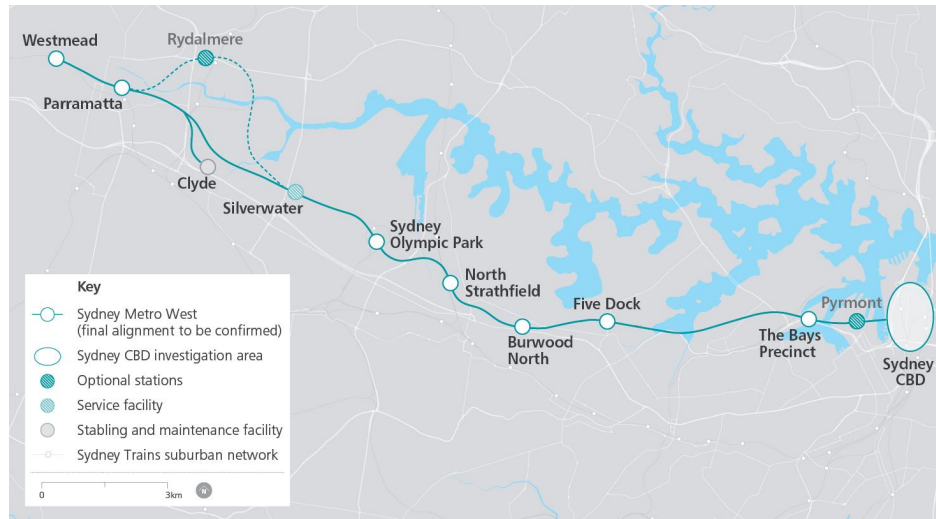
The Sydney Metro West scope of works has been expanded and refined in the past few years. The project now includes:

- eight proposed Metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays Precinct and Pyrmont
- the new Metro station at North Strathfield allows for faster connections for customers from the Central Coast and Sydney's north to Parramatta and Sydney through a quick and easy interchange between suburban and Metro services.

The location of The Bays Precinct Metro station is identified to the southeast of Rozelle North as shown in Figure 2.8. Without intervention, this station will likely increase the demand for commuter parking on streets within the study area that are near the proposed the station.



Figure 2.7: Sydney Metro West- Location of The Bays Precinct Station



Source: sydneymetro.info

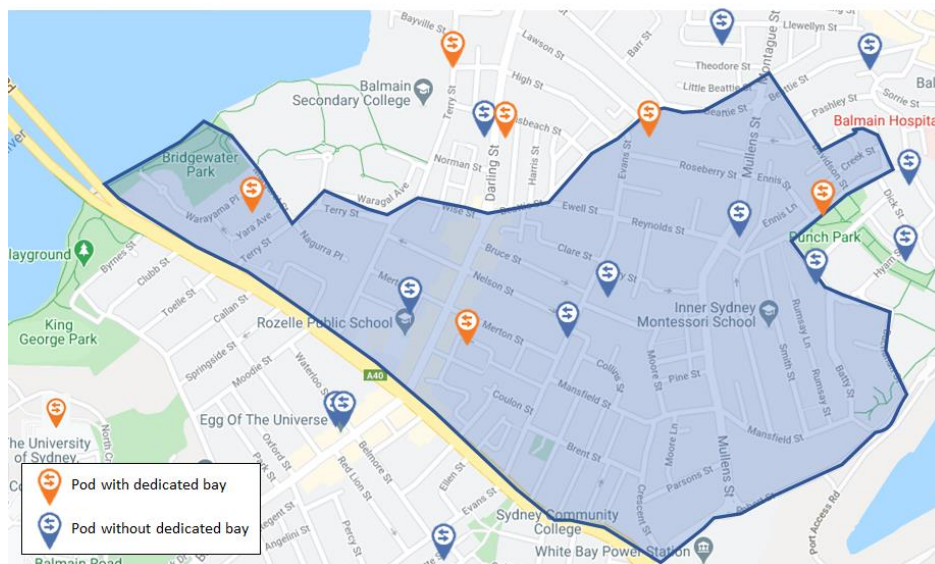
## 2.5. Local Car Sharing Initiatives

Car share schemes have become increasingly common throughout Sydney and are now recognised as a viable transport option for drivers. They offer an alternative to the private car and are of benefit to the residents of the area. Car share forms an integral part of the ongoing transformation of the Inner West to reduce vehicle ownership of existing and future residents, especially as a second vehicle. This is crucial for areas gravitating towards high-density living where on-site car parking typically does not support ownership of more than one vehicle.

GoGet car share has nine car share pods within the Rozelle North area as shown in Figure 2.8 and this amount is comparable to other suburbs in the Inner West LGA as the area has a number of employment activities and low to medium density residential developments that support the viability of car share.

Car Next Door is a peer-to-peer car sharing businesses where car owners are able to rent out their car when it is not being used at a time-based rate. Given its crowdsourcing nature, there is no permanent fleet established in Sydney in the same manner as GoGet. However, the Car Next Door website indicates there are vehicles available for hire in the Rozelle North study area.

Figure 2.8: Go-Get car share pods in the Rozelle North Precinct



Source: Go-Get Cars ([www.goget.com.au](http://www.goget.com.au))

## 2.6. Parking Supply and Conditions

### 2.6.1. Parking Supply within Rozelle North

Parking in Rozelle North comprises a variety of on-street restricted and unrestricted parking spaces. The unrestricted spaces are located along residential streets while time-restricted parking is mainly located nearby shopping areas especially such as Terry Street, Nagurra Place, Margaret Street and Wellington Street. There are also paid parking spaces along Darling Street in the Rozelle town centre and perpendicular streets off Darling Street. Additionally, there are a number of isolated disabled parking spaces distributed across the precinct. The parking restrictions for each street in the study area are documented in Figure 2.2. It is noted that there is currently a wide range of parking restrictions for very short-stay parking such as P5, P10 and P15. The purpose for this variety is unclear and may cause confusion for drivers.

Figure 2.9: Rozelle North Parking Restrictions Map



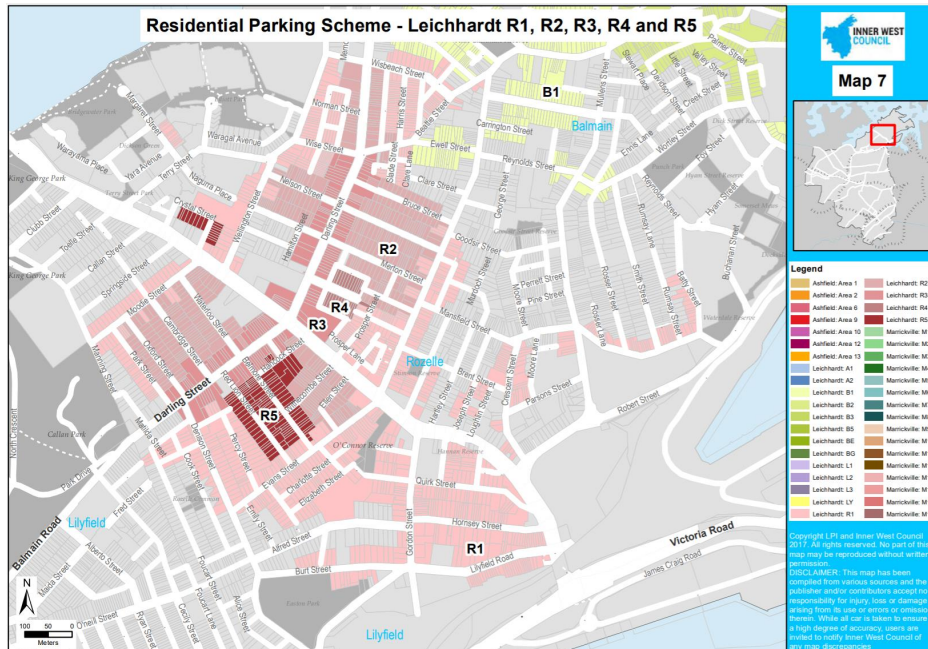
## 2.7. Residential Parking Scheme

### 2.7.1. Residential Parking Scheme

The study area comprises different permit parking zones including R1, R2, R3, R4, R5 and B1 which are depicted in Figure 2.10. These zones allow holders of a resident parking permit to be exempt from the prevailing timed or paid restrictions. Resident parking permits are currently issued to residents living in the properties shown in Figure 2.10, with a maximum of two permits issued to a household if there is no off-street parking and two or more vehicles are registered to a property. These permits are free of charge to eligible residents. While the zones nominally vary in the study area, the numbers of permits that can be issued and their conditions are the same for all zones.

Based on the parking surveys and site visit, it was observed that although Figure 2.10 shows the specific zones for different residential areas, the permit holders of R1 and B1 zones are able to park their car within some streets that allows for both zones. An example is Rosser Street where the parking sign includes "Permit Holders Exempt R1 and B1".

Figure 2.10: Residential Parking Scheme – Rozelle North



Source: Inner West Council (<https://www.innerwest.nsw.gov.au/live/information-for-residents/parking/permit-parking>) (February 2021)

Furthermore, it is noted that visitor parking permits issued to eligible residents in Rozelle North are not the 'one-day use only' permits issued to residents in the former Ashfield and Marrickville Council areas, which require a visitor to scratch off the day of use on the permit for validation. Rather, the visitor permits in Rozelle North (and the former Leichhardt Municipal Council area at-large) can be used limitlessly, meaning such permits have the effect of a permanent resident parking permit. Such a system lends itself to abuse through residents using their visitor permits in addition to their resident permit allocation.

### 2.7.2. Permit Allocation

The number of permits allocated in comparison to the parking capacity of a street subject to a residential parking permit zone reveals the proportion of the capacity that has been set aside for residential permit parking. The *Permit Parking Guidelines* from the former Roads and Maritime Services stipulate that the number of permits issued for an area should not exceed the number of available on-street parking spaces in that area.

In the case of Rozelle North and based on data provided by Inner West Council, there are 597 resident permits, 522 visitor permits, and 135 business permits issued for the zones in the study area – a total of 1254. Meanwhile, across the entire permit parking zones, there are 1227 total permit parking spaces available, indicating the total quantum of permits issued is 2.5 per cent more than the available parking capacity. As indicated above, visitor permits have the same function and effect as a resident parking permit in Rozelle North, so should be treated as a permanent permit in the calculation.

Table 2.3 provides a detailed breakdown of the number of permits issued per street in relation to the total capacity of parking spaces on a street subject to the R1, R2, R3, R4, R5 and B1 permit zones, which provide an insight into which streets exhibit localised overallocation. Streets with overallocation are highlighted in red in the table. As shown in Table 2.3, there is significant permit overallocation on streets such as Darling Street and Roseberry Street as well as marginal permit overallocation on other streets.

**Table 2.3: Number of permits issued per street in relation to the total capacity of parking spaces subject to the residential parking permit zones**

Location	Number of residential permits	Number of visitor permits	Number of business permits	Total permits issued	Total capacity of permit parking spaces
Batty Street	4	5	0	9	19
Beattie Street	15	11	3	29	71
Bruce Street	20	16	0	36	53
Carrington Street	17	18	0	35	28
Coulon Street	8	7	0	15	14
Crescent Street	18	14	0	32	43
Cross Street	2	1	0	3	7
Crystal Street	19	0	0	19	17
Darling Street	38	38	112	188	49
Ellen Street	7	6	0	13	7
Evans Street	49	35	3	87	63
Ewell Street	30	25	0	55	37
Hanover Street	5	5	0	10	17
Hartley Street	0	0	0	0	22
Joseph Street	4	2	0	6	14
Loughlin Street	6	0	0	6	8
MacKenzie Street	12	10	0	22	34
Mansfield Street	18	14	0	32	32
Margaret Street	6	7	0	13	9
Merton Street	43	35	1	79	126
Moore Ln	1	1	0	2	3
Mullens Street	8	6	5	19	8
Napoleon Street	17	13	0	30	32
National Street	17	17	7	41	36
Nelson Street	60	49	2	111	111
Parsons Street	8	6	0	14	8
Pashley Street	0	0	0	0	16
Prosper Street	20	19	0	39	24



Location	Number of residential permits	Number of visitor permits	Number of business permits	Total permits issued	Total capacity of permit parking spaces
Reynolds Avenue / Batty Street	0	0	0	0	15
Reynolds Street	18	15	0	33	31
Roseberry Street	59	52	1	112	58
Rosser Street	33	65	1	99	106
Slade Street	3	3	0	6	25
Starling Street	4	2	0	6	12
Wellington Street	14	12	0	26	42
Wise Street	11	9	0	20	21
York Pl	3	4	0	7	9
<b>Grand Total</b>	<b>597</b>	<b>522</b>	<b>135</b>	<b>1254</b>	<b>1227</b>

The number of permits issued is slightly higher than number of available permit parking spaces. Although half of the issued permits are visitors permits and it is unlikely that all visitor permits would be used on the same day and create more demand for parking than available supply, visitor permits are liable to be abused due to their reusability, so should be treated as a permanent type of permit that contributes to parking demand. Additionally, the significant imbalance between permits issued and permit parking capacity on Darling Street and Roseberry Street will generate discernible flow-on parking overspill effects, whereby residents, visitors or businesses of these streets holding a permit will need to park on other streets, which displaces the available permit parking capacity for permitholders in the other streets.

## 2.8. Parking Demand

### 2.8.1. Parking Surveys

The on-site parking surveys were conducted on Thursday, 26 November and Saturday, 28 November 2020. The overall survey extent is the same as the study area as shown earlier in Figure 2.1. The parking survey included all Council-controlled on-street and off-street parking available to the public and involved the following tasks:

- Parking inventory collection
  - inventory of parking capacity and restrictions
  - parking signage audit comprising photographs and GPS coordinates of all signs.



- Parking Occupancy and duration of stay/turnover rate surveys
  - two-hourly interval (Wednesday, 8:00am to 8:00pm)
  - two-hourly interval (Saturday, 10:00am to 2:00pm).

## 2.8.2. Survey Analysis

### Occupancy

The reported 'average peak' parking occupancy rate in this study is expressed as the mean of the four highest hourly occupancies, irrespective of when those highest occupancies occurred. This metric is known as 'average peak occupancy' and GTA uses this method to offset any outliers of extremely high demand as well as avoiding being solely focused on the peak hour of occupancy. This method is a more realistic measure of an occupancy rate that road users can expect throughout the day rather than at one specific hour.

The Saturday parking data, having only three observations, was compiled and calculated as an average instead.

The occupancy rates are subsequently grouped into three different categories, they are as below:

- **0%-69%**, these parking spaces are regarded as low usage, where car parks are sparsely occupied, and customers are expected to find a parking spot at first instance.
- **70%-89%**, these parking spaces are at an optimal utilisation level where it has a high degree of utilisation indicating the kerbside space or land allocated to parking are not underused but there are enough spaces available for drivers to be able to find a parking space without circling around.
- **90%+**, these car parks are almost if not already at full capacity and drivers will struggle to find any available spaces in the first instance, leading to localised cruising for parking and consequent congestion.

The weekday average peak and weekend average parking occupancies from the parking surveys are shown in Figure 2.11 and Figure 2.12.

Figure 2.11: Weekday average peak occupancy



Source: GTA Consultants

As shown in Figure 2.11, there is evidence of high average peak occupancies on the surveyed weekday on selected streets, reaching or exceeding 90 per cent along streets such as Smith Street, Moore Street and Goodsir Street. These streets are largely unrestricted without permit parking and are located within the residential area. This high level of average peak occupancy may be caused by residents parking their car during the week and commuting to work with other modes of transport, commuters taking advantage of the unrestricted parking to park their car and then catch the bus on Mullens Street towards the city centre and local staff parking. The average peak occupancy declines to an optimal range of between 70 to 90 per cent on selected streets across the study area, including along the Darling Street shopping area, with evidence of low occupancy (under 70 per cent) on other streets as well.

Figure 2.12: Weekend average occupancy



Source: GTA Consultants

As shown in Figure 2.12, weekend average peak occupancies are discernibly lower than those of the surveyed weekday with only selected street segments exhibiting average occupancies of or over 90 per cent.

A potential explanation between the differences in the weekday and weekend average peak occupancies in the residential areas is that on the weekday, there is greater demand from residents leaving their cars parked on-street while they go to work using other transport modes as well as from commuters and staff taking advantage of parking on unrestricted streets, while on the weekend more residents take their cars out for weekend excursions which reduces the average occupancy.

It is noted that weekend average peak parking occupancy declines along the Darling Street shopping area to below 70 per cent compared to the weekday, indicating a lower level of visitation.

### Duration of Stay

Duration of stay is evaluated by recording the total dwell time of all surveyed parked vehicles. Over the entire survey period, the durations of stay for all individual vehicles surveyed are averaged to derive an average duration of stay calculation for every street. The average duration of stay metric is useful for understanding the characteristics of the intended parking purpose of users. Short-stay parking is defined as a parking duration of less than three hours while any duration of three hours or more is long-stay parking. Short-stay parking could encompass people visiting residents or the local shops while long-stay parking could comprise residents' parking, commuter parking or staff parking from nearby places of employment. The weekday and weekend average durations of stay are displayed in Figure 2.13 and Figure 2.14.

Figure 2.13: Weekday average duration of stay



Source: GTA Consultants

Figure 2.14: Weekend average duration of stay



Source: GTA Consultants

As most of the Rozelle North study area comprises unrestricted parking or residential permit parking within residential streets, the average durations of stay observed for the surveyed weekday and weekend are principally greater than three hours with some streets exhibiting average durations of stay greater than eight hours also observed on the weekday, both of which constitute long-stay parking. It is not known whether there were average durations of stay greater than eight hours on the surveyed weekend since the survey period only lasted four hours.

Notwithstanding the predominance of long-stay parking as shown in Figure 2.13 and Figure 2.14, short-stay parking was observed primarily in both weekday and weekend near the shops on Darling Street as well as Nagurra Place, as is expected in a shopping area which attracts visitors parking for short durations.

### Turnover Ratio

Turnover is the total number of individual cars occupying a certain parking space or street of parking spaces over a defined survey period. High turnover indicates more parking activity at a location (e.g. more customers accessing on-street parking to go to the shops) while low turnover indicates very few individual cars parking at a location during a survey period due to an absence of attractors that generate visitation.

Relying on turnover data alone will induce biases due to spatial variances in parking capacity where streets with a high capacity could result in higher turnover despite having a relatively low occupancy rate. To address this bias, GTA uses the turnover ratio metric to appraise how frequent a street is used by parking users during a survey period in relation to that street's parking capacity. This ratio is calculated by dividing the number of individual cars parked on a street on the survey day by the parking capacity. This figure is then



divided by the total number of survey hours to produce a turnover ratio per hour rate, which accounts for differences in survey hours between the weekday and weekend.

The weekday and weekend turnover ratios per hour are displayed in Figure 2.15 and Figure 2.16.

Figure 2.15: Weekday turnover ratio per hour



Source: GTA Consultants



Figure 2.16: Weekend turnover ratio



Source: GTA Consultants

The turnover ratios per hour observed in Figure 2.15 and Figure 2.16 are generally higher during the weekend compared to the weekday in the residential areas as people park their cars during the week for longer hours, which provides less opportunity for new vehicles to park.

Turnover is highest in the weekend and weekday near shopping areas such as Darling Street, streets near Darling Street, Terry Street and Nagurra Place. This is expected as the presence of retail activity typically generates a churn of visitors visiting for shorter durations, allowing an opportunity for other customers to park.

### 2.8.3. Disabled Parking Spaces

As observed in Figure 2.9, disabled parking spaces are sporadically spread across study area and a total of 30 parking spaces comprising both on-street and off-street spaces were counted during the survey. The average peak occupancy for these parking spaces was 63 per cent during the weekday and 56 per cent for the weekend. Based on the analysis provided in sub-section 2.8.2, occupancy rates for disabled parking in the study area are considered to be low with a high degree of availability.

An average duration of stay of 6 hours and 34 minutes was observed for vehicles parked within the disabled parking spaces during the weekday survey, which is considered as long-stay parking and is supported by an average turnover ratio of 0.06 per hour. Consequently, disabled parking use in Rozelle North is characterised by long-stay and low turnover parking, albeit at a level that does not cause high parking occupancy levels.

## 2.8.4. Demand Implications

Based on the results of the preceding occupancy, duration of stay and turnover analysis, the following conclusions can be made about parking demand characteristics in Rozelle North:

- The number of permit parking issued are slightly higher than available permit parking spaces in the study area, although there are significant differences on Darling Street and Roseberry Street, which means permit holders on these streets may have difficulty finding a parking space on the same street
- The study area comprises several different permit zones despite the same conditions applying to all, which may be confusing for permit holders as well cause administrative issues for Council
- There is no clear rationale for the variation in very short-stay parking restrictions (P5, P10 and P15) used in the study area, which creates more confusion for drivers and difficulties in enforcement
- Average peak parking occupancies in Rozelle North are higher on the weekday (at or over 90 per cent) in residential areas, especially on selected residential streets without permit parking restrictions such as Smith Street, Goodsir Street and Moore Street. This is explained by residents taking public transport to work and leaving their cars behind (greater than 50 per cent non-car journey to work mode share in the 2016 Census) and the presence of commuters and staff taking advantage of residential streets without permit parking restrictions
- On the weekend, average peak occupancies taper off in the residential streets compared to the weekday, suggesting more residents are taking their cars out for excursions as well as the absence of commuter and staff parking, leaving more on-street parking capacity available.
- The average durations of stay and turnover ratios observed on both the weekday and weekend are consistent with that of a predominantly residential setting; principally long-stay parking greater than three hours was the most widespread parking duration observed and supported by turnover ratios of less than 1 per hour.
- Notwithstanding the predominant average duration of stay and turnover ratio trends, pockets of higher turnover and lower durations of stay were observed in areas such as the shopping strip on Darling Street and near Nagurra Place.

## 2.9. Parking Signage Check

A product of the amalgamation of the former constituent councils of Inner West Council is an amalgam of different signage types that regulate parking throughout the LGA. Many of these signs have been used historically but no longer represent standard practice as stipulated by TfNSW, and many of the signs that regulate the same aspect of parking (e.g. a 1/4P restriction) may look different depending on the location within the LGA.

Accordingly, as part of this study, GTA was tasked with identifying general inconsistencies in signage and recommend standardisation where appropriate. GTA used the TfNSW standards on signage as the source of truth for what is the correct parking signage<sup>3</sup> to be used throughout the LGA moving forward.




To ensure consistency with the current TfNSW parking signage standards, GTA reviewed all photographed signs captured as part of the parking survey in Rozelle North and identified that outdated and/or irregularly dimensioned signs are present within the study area. All non-compliant signs, examples of their locations and the recommended TfNSW signs are identified in Table 2.4 below.







<sup>3</sup> <https://www.rms.nsw.gov.au/cgi-bin/index.cgi?action=searchtrafficsigns.form>







Another observation is the common sighting of discoloured or damaged signs that might potentially render them legally void. GTA recommends that Council replace such signs promptly to avoid enforcement complications from illegible signs.

The detailed locations of the non-compliant signs are available from the repository of sign photographs and geographical location IDs provided to Council by GTA via email and electronic file transfer on 29 January 2021





Table 2.4: Non-compliant signs and recommended sign

Locations	Current sign and issue	Recommended TfNSW sign example
Parsons Street	 <p>The word 'everyday' is not necessary</p>	 <p>R5-41 (with the days removed)</p>
Nelson Street, Robert Street; Merton Street	 <p>'Motorbikes Only' was not found in the list of standard signs from TfNSW</p>	<p>Although not found in the standard list, the sign is sufficiently clear and due to the lack of any alternative, the sign should be retained.</p>

Locations	Current sign and issue	Recommended TfNSW sign example
Robert Street	 <p>'P 90° Angle Parking' sign is non-standard</p>	 <p>R5-500</p>
Mullens Street; Rosser Lane	 <p>'No Parking' sign is non-standard</p>	 <p>R5-41</p>
Mullens Street	 <p>'Bus Zone' sign is non-standard</p>	 <p>R5-20</p>

Locations	Current sign and issue	Recommended TfNSW sign example
Reynolds Avenue/ Batty Street; Rumsay Lane/ Rumsay Street; Stewart Place	 Faded 'No Standing' sign is non-standard	 R5-400
Mansfield Street	 'P15 minute' sign is non-standard	 R5-15
Prosper Street; Coulon Street; Hamilton Street Car Park; Margaret Street; Terry Street; Nagurra Place	 The word 'everyday', '7 days' or 'Mon to Sun' under the 2P sign is not necessary	 R5-2



Locations	Current sign and issue	Recommended TfNSW sign example
York Place	 <p>'2 Hour Parking' sign is non-standard</p>	 <p>R5-2</p>
Darling Street	 <p>The sign states a ticket is required for 1/2 P parking but another sign also states the 1/2 P parking is free with a ticket. These signs make the need for a ticket redundant, as a standard 1/2 P sign would have the same effect</p>	 <p>R5-16</p>

## 2.10. Community Survey

In order to understand the day-to-day community views on the current parking situation, Council has directly engaged with the local community including residents, business owners and shopkeepers. An extensive questionnaire letter "Make parking fairer" detailing this parking study was advertised via social media and the Council website. Anyone member of the public could also request a physical copy of the questionnaire.

## 2.10.1. Survey Statistics

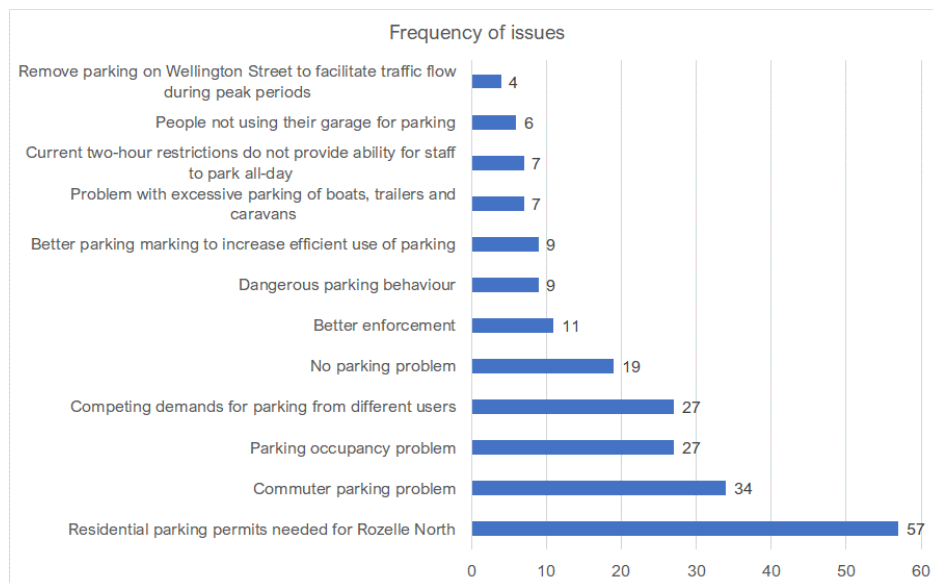
After a consultation period of one month during November to December 2020, Council received 334 questionnaire responses; the key insights to the responses are as follows:

- 94 per cent of the respondents responded “Yes” to living in Rozelle North
- 87 per cent of the respondents live in a house
- 40 per cent of the respondents usually park less than 100 metres away from their place of residence
- 31 per cent of the respondents responded “Yes” to having off-street parking at their residence, 19 per cent of whom have more than one off-street parking space
- 64 per cent of the respondents responded having trouble finding parking daily in their area
- throughout the week, evenings/nights are the most chosen timeframe for issues finding a parking spot near the respondents’ residence

## 2.10.2. Survey Result on the Parking Situation in Rozelle North

The 334 submissions received included a diverse range of views on the parking situation in Rozelle North. The most common comment themes are shown in the graph below.

Figure 2.17: Frequency of issues based on respondents



Source: Council survey result, November to December 2020

As shown in Figure 2.17, there is strong support for a residential permit parking scheme for the entire Rozelle North study area. Other common themes in the comments include a problem with commuter parking, a general parking occupancy problem or a parking occupancy problem arising from different users (e.g. workers, commuters, school, residents), or there being no problem with parking. Other highlighted problems include a lack of enforcement of current parking restrictions, dangerous parking behaviour (e.g. parking too close to intersections or blocking driveways), lack of parking markings, and the inability for workers to park beyond existing two-hour parking restrictions.

## 3. SWOT ANALYSIS

### 3.1. SWOT Analysis

In developing the parking study, a SWOT (strength, weaknesses, opportunities and threats) analysis of parking within Rozelle North was undertaken. The results of the SWOT analysis for Rozelle North within the context of parking is presented in Table 3.1.

Table 3.1: SWOT Analysis for Rozelle North Precinct Parking Study

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Low residential density and low capacity for redevelopment, resulting in low growth in parking demand from residents in the future.</li> <li>Low turnover and higher durations of stay mean that visitor parking demand for the residential streets outside of the main Darling Street is low.</li> <li>Healthy parking occupancy (70-90%) and turnover (0.5 to 1 ratio) along Darling Street shops during the weekday, indicating good visitation rate</li> </ul>	<ul style="list-style-type: none"> <li>Different type of parking zones and restrictions across the study area is confusing despite the same conditions applying to all zones</li> <li>Most properties in Rozelle North do not have off-street parking, meaning demand for parking cannot be internalised.</li> <li>High (≥90 per cent) parking occupancy on some residential streets, especially with commuters and workers taking advantage of streets without permit parking restrictions, mean this occurrence may persist.</li> <li>Free availability of permits can contribute to overallocation of permits</li> <li>Significant overallocation of permits on Roseberry Street and Darling Street lead to flow-on parking overspill to other streets, displacing parking availability for those residents</li> <li>Lack of one-day only visitor permits means these permits can be abused by eligible households</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>Reform residential parking permit allocation to ensure there is no overallocation and is allocated better according to parking needs.</li> <li>Explore opportunities to expand the coverage and quantum of car share pods to increase its convenience to residents as a means to reduce car ownership rates and on-street parking demand.</li> </ul>	<ul style="list-style-type: none"> <li>Although overallocation of residential parking permits is presently marginal across the entire study area, a lack of intervention may lead to greater overallocation in the future, meaning residents, visitors and businesses will adopt the perception that anyone eligible for a permit can get a parking space, despite capacity constraints.</li> <li>Commuter parking demand might be increased due to opening of future Sydney Metro West Station (The Bays Precinct).</li> </ul>

## 4. PARKING MANAGEMENT CASE STUDIES

### 4.1. Introduction

The purpose of this section is to run through relevant examples of how parking issues similar to those found in Rozelle North have been dealt with to inform this parking study's recommendations contained in Section 5 of this report. In particular, management approaches to parking on residential streets will be explored.

### 4.2. Parking Management on Residential Streets

Parking hierarchies are a common policy approach used by local governments across Australia and New Zealand to address issues of competing demand for kerbside space on residential streets as well as other street types among differing user groups. Such hierarchies serve as a guideline to accommodate and prioritise various user groups within a local place context.

#### 4.2.1. Parking hierarchies in other cities

##### Austrroads

According to the *Austrroads Guide to Traffic Management Part 11* on parking, a robust parking hierarchy should take into account the following:

- safety and convenience of all road users
- encourage moving shift from private vehicle usage
- equitable and transparent parking space allocation
- enable a consistent vision for parking infrastructure.

The guide presents an example parking hierarchy that sets out a recommended hierarchy across different place contexts, as shown in Figure 4.1.

Figure 4.1: Example parking hierarchy from Austrroads

Priority	Inner core of commercial centre		Outer area	
	On-street	Off-street	On-street	Off-street
Essential ↓	Loading	Disability permit holders	Public transport	Long-stay/ commuter
	Public transport	Short to medium-stay	Residents	Short to medium-stay
	Drop-off/pick-up	Drop-off/pick-up	Short to medium-stay	Drop-off/pick-up
	Short to medium-stay	Loading	Disability permit holders	Park and ride
	Motorcycle/ scooter and cyclists	Motorcycle/ scooter	Loading	Residents
Least important	Motorcycle/ scooter and cyclists	Long-stay/ commuter & residents	Long-stay/ commuter	Motorcycle/ scooter
	Disability permit holders	Cyclists	Drop-off/pick-up and motorcycle/ scooter and cyclists	Disability permit holders and loading and cyclists
Not allowed in this zone	Long-stay/ commuter and Park and ride	Park & ride		Public transport
	Residents	Public transport		

Source: Austrroads Guide to Traffic Management Part 11 (2017) based on Glenorchy City Council (2007)

As shown in Figure 4.1, it recommends kerbside space be allocated for public transport and residents as the highest priority for 'outer areas' (which could include residential streets such as those in Rozelle North), while commuter parking is a low priority. On commercial streets such as those found in the shopping strip on Darling Street, kerbside uses that support businesses such as loading, public transport and short-stay parking for customers are a high priority while long-stay parking and parking for residents is discouraged.

It is noted that Figure 4.1 is only an example guide and councils have the discretion to set out their own parking management hierarchies. For instance, the current version of Council's *Public Domain Parking Policy* does not include a parking management hierarchy.

The subsequent sub-sections detail examples of parking management hierarchies put into practice by cities in other jurisdictions.

## Christchurch, New Zealand

Figure 4.2: Parking management hierarchy in Christchurch

	Commercial Areas	Residential Areas	Other Areas (such as Industrial)
1st priority	Safety	Safety	Safety
2nd priority*	Movement and Amenity	Movement and Amenity	Movement and Amenity
3rd priority	Mobility Parking	Mobility Parking	Mobility Parking
4th priority	Bus stops/ Cycle parks/Bike corrals Shared parking (bike share or car share)/ Micromobility parking (e.g. scooters)	Bus Stops	Bus stops/ Cycle parks/ Bike corrals Shared parking (bike share or car share)/ Micromobility parking (e.g. scooters)
5th priority	Taxi Ranks (special passenger vehicle stands)	Residents Parking	Short Stay Parking
6th priority	Loading Zones	Cycle parks/ Bike corrals Shared parking (bike share or car share)/ Micromobility parking (e.g. scooters)	Residents Parking
7th priority	Short Stay Parking	Short Stay Parking	Commuter Parking
8th priority	Residents Parking	Commuter Parking	
9th priority	Commuter Parking		

Christchurch City Council in New Zealand has adopted a parking management hierarchy to manage kerbside parking in its suburbs (Figure 4.2). The hierarchy is broadly consistent with the Austroads guideline where public transport and disability parking are prioritised in residential areas followed by parking for residents. Short-stay parking is more prioritised in commercial areas to generate more visitors.

It is worth noting commuter parking is consistently of the least importance across all place contexts; this is in agreement with the sentiments reflected from public consultation.



## Kingston, VIC

Figure 4.3: Parking management hierarchy in Kingston, VIC

Residential Areas			Activity / Commercial Areas		
A	B	C	A	B	C
Residents	Traders	Loading Zones	Disabled	Traders	Residents
Bus and Taxi stops	Commuters	Short Term Parking	Short-term Parking	Commuters	Schools
	Foreshore	School	Bus and Taxi stops	Foreshore	
	Disabled			Loading Zones	

Source: Parking Management Strategy, City of Kingston Victoria (2019)

The City of Kingston, VIC acknowledges the current demand for parking often exceeds the available supply in their municipality and has established a framework for parking user priorities across different areas (e.g. residential and commercial areas). The priorities (with A being the most important and C the least important) are used to provide a clear hierarchy in establishing future traffic and parking regulations.

In residential areas, priority for kerbside space is given to parking for residents and public transport over other user groups such as commuters and school pick up and drop off, while short-stay parking is prioritised in commercial areas.

### 4.2.2. Residential parking permit cap

Since the Roads and Maritime permit parking guideline sets out a residential parking permit cap of no more than 100 per cent of the parking capacity of the permit zone, discretion is available to councils to set this cap at below 100 per cent of capacity for residential parking permits. While this has not been practised in Rozelle North, Auckland in New Zealand is one city which has implemented a residential parking permit cap of 85 per cent of the total number of parking spaces in a residential permit parking zone<sup>4</sup>. The rationale behind this reduced cap is that it ensures a greater availability of parking for residents and visitors at all times and avoids permit overallocation problems altogether. Such a system has now been rolled out to selected inner city historic suburbs in Auckland where residential off-street parking is scarce, which is a similar environment to Rozelle North.

## 4.3. Summary

By leaning on the findings from the above case studies on parking management for residential streets, there are aspects that could be incorporated by Council across Rozelle North and the wider Inner West area. The most relevant lessons transferrable to the Rozelle North and Inner West context include understanding the local place context and allocating valuable kerbside space to the different user groups accordingly, which could include parking for residents as well as other uses such as short-stay parking in commercial areas or space for public transport.

<sup>4</sup> <https://at.govt.nz/driving-parking/parking-permits/residential-parking-zone-permits-coupons/>

## 5. RECOMMENDATIONS

### 5.1. Introduction

The following details the development of a set of car parking strategy recommendations for the Rozelle North study area. These recommendations have been developed following the SWOT analysis in Section 3 and the review of case studies in Section 4. The primary aim of these recommendations is to managing existing car parking provision and demands in a balanced manner which considers the needs of all stakeholders.

### 5.2. Key Strategic Objectives

The review of existing conditions and the parking surveys undertaken in November 2020 showed that overall, average peak parking occupancies in Rozelle North are high on the weekday (at or over 90 per cent) on some residential streets (especially those without permit parking restrictions). In addition, pockets of higher turnover and lower durations of stay were observed in areas such as the small shopping strip on Darling Street as well as Nagurra Place. Taking into account these characteristics, a number of recommendations have been developed to achieve the following:

- Prioritisation of long-stay residential parking on residential streets over the provision for non-residential long-stay user groups (i.e. commuters or employees).
- Consistent parking policies and planning across the Inner West LGA.

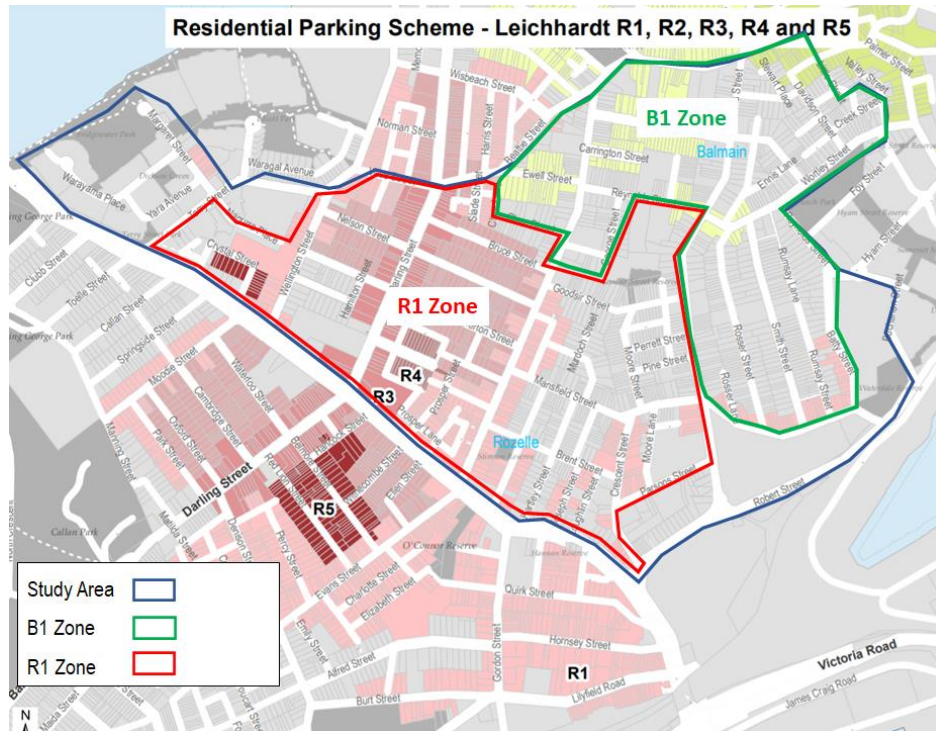
### 5.3. Initial Recommendations

#### 5.3.1. Residential Parking in Rozelle North

##### Extension of residential parking permit area

Due to the demand for residential parking permits across a greater extent of the study area expressed through community consultation as well as a high average peak parking occupancy rate on selected residential streets that do not have permit parking restrictions, an extension of the residential parking permit zones within the study area is proposed. The extension would also manage the existing impacts from commuter parking as well as future commuter parking impacts from the future Metro station at The Bays Precinct. The indicative area for the extension of the residential parking scheme in relation to the existing parking permit areas is shown in Figure 5.1.

Figure 5.1: Extension of residential parking permit area



The proposed B1 and R1 zones would function as follows:

- All existing parking permit areas within the R1 Zone operate under existing rules. Only new properties would be captured by the R1 Zone.
- All areas within the B1 Zone indicated in Figure 5.1 will operate under existing B1 residential parking permit eligibility requirements and rules. In the new B1 Zone any existing zones will be replaced with the B1 zone so all properties in the area have only one type of zone.

### Permit Allocation Arrangements

Based on the review and analysis of the parking surveys undertaken in November 2020, the high occupancy rate along with longer average durations of stay in some residential streets may be a function of high demand as well as the overallocation of residential parking permits on streets where this occurs.

In fact, it is contrary to the mandatory Roads and Maritime permit parking guideline to issue more residential parking permits than total parking capacity. It is therefore recommended that the aim is to have the overall number of R1 and B1 resident parking permits in Rozelle North study area not exceed the Total R1 and B1 parking capacity within the Rozelle North study.

### 5.3.2. Parking Signage Update

Given the inconsistencies in selected parking signs in the study area as identified in Section 2.9 of this report, it is recommended that such signage be replaced with the standard signage is identified in Table 2.4.

### 5.3.3. Optional recommendations for future consideration

The following recommendations are optional and are available for Inner West Council's consideration in the long-term. These recommendations are long-term and optional due to the fact such measures were previously canvassed in the public consultation process for the *Public Domain Parking Policy* and were not widely supported by submitters, which in turn contributed to this policy not applying to the former Leichhardt Municipal Council area. As such, these recommendations can be subject to further deliberation should Council choose to revisit the policy in the future.

#### Permit Scheme Pricing

It is recommended Council explore priced parking permits (as currently exist in the former Ashfield Council area of the Inner West LGA) to better balance the allocation of residential parking permits to those with a genuine need for on-street permit parking and a willingness to pay (i.e. those residents without off-street parking but own a car have more willingness to pay). Hence, the pricing will be able to offset some of the demand for parking permits. If Council chooses to adopt a regime similar to Type B of the *Public Domain Parking Policy* in the long-term, pricing could apply to the second permit and not the first.

#### Reform to Visitor Permits

The current visitor permit system is liable to abuse due to their ability to be used limitlessly, which means they can function as an additional permanent permit for residents. It is recommended visitor permits transition to the one-day use only permits that require validation through the scratching of the day of use, similar to the system employed in other parts of the Inner West LGA. Eligible households can continue to receive up to 30 one-day visitor permits as is practised in other parts of LGA.

## 5.3.4. Implementation Timeframe

In terms of the implementation of the recommendations, these have been categorised into short-term and long-term recommendations which reflect their relative priority and requisite timeframe required for implementation.

Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	Aim to have the overall number of R1 and B1 resident parking permits in Rozelle North study area not exceed the Total R1 and B1 parking capacity within Rozelle North study area study	Area-wide	High
2	Extension of residential parking permit area (refer to sub-section 5.3.1)	Streets identified in Figure 5.1.	High
3	Work with carshare operators to introduce additional fixed car share spaces in Rozelle North	n/a	Medium
4	Replacement of redundant, faded, damaged signs	Streets identified in the signage audit within study area.	Medium
5	Additional short term parking restrictions (for eight spaces) in Robert Street 2P 6am-4pm Mon-Fri	Southern side immediately east of Mullens Street	High

Long term (5+ years)			
Item no.	Description	Streets affected	Priority
6	Permit scheme pricing on second residential permit (subject to Council approving the fee in a future Fees and Charges Schedule)	Area-wide	Medium
7	Investigation to reform visitor parking permits	Area-wide	Medium

## 5.4. Community Consultation

The initial recommendations from Section 5.3 were placed on Public Exhibition in from 6 September and 15 October 2021. A total of 4,456 letters were mailed out with a colour map of the study area and a link to provide comments online through Your Say Inner West. Paper questionnaires were also provided on request.

The Rozelle North project page had 543 visits and 146 submissions were received. A further 9 submissions were received via email, customer service enquiry, and post. This represents a response rate of 3.4%.

The feedback can be summarised into the following themes:

- Mixed opinions about introduction of pricing on second residential parking permit in Rozelle North.
- Support for expansion of the current resident parking schemes R1 and B1 to include more streets. This will prioritise resident parking over commuters.
- Support for introduction of 8 x 2 hour parking spaces 6am-4pm Monday to Friday on the southern side of Robert Street immediately east of Mullens Street Robert Street.
- Support for visitor permit reform
- Mixed opinions about increasing car share parking spaces

The complete Community Engagement Outcomes Report can be found in Appendix A.

## 5.5. Final Recommendations

Following the feedback from the community consultation, the recommendations for the Rozelle North precinct were reviewed and revised.

The recommendation for exploring priced parking permits to better balance the allocation of residential parking permits to those with a genuine need for on-street permit parking and a willingness to pay was removed from the recommendations.

The recommendation to work with carshare operators to introduce additional fixed car share spaces in Rozelle North was removed.

The final recommendations include:

- Extension of the residential parking permit area as shown in Figure 5.1 and discussed in Section 5.3.1
- The parking signage update as identified in Section 2.9 and discussed in Section 5.3.2.
- The reform to Visitor Permits as discussed in Section 5.3.3

The updated implementation timeframe is shown below.

Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	Aim to have the overall number of R1 and B1 resident parking permits in Rozelle North study area not exceed the Total R1 and B1 parking capacity within Rozelle North study area study	Area-wide	High
2	Extension of residential parking permit area (refer to sub-section 5.3.1)	Streets identified in Figure 5.1.	High
3	Replacement of redundant, faded, damaged signs	Streets identified in the signage audit within study area.	Medium
4	Additional short term parking restrictions (for eight spaces) in Robert Street 2P 6am-4pm Mon-Fri	Southern side immediately east of Mullens Street	High

Long term (5+ years)			
Item no.	Description	Streets affected	Priority
5	Investigation to reform visitor parking permits	Area-wide	Medium



## A.COMMUNITY ENGAGEMENT OUTCOMES REPORT



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N199000 // 09/03/2022  
Final Report // Issue: A  
Rozelle North Precinct Parking Study, Inner West Council

A-1

# INNER WEST



## Rozelle North Precinct Parking Study Engagement outcomes report

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## Summary

This Engagement Outcomes Report outlines the feedback received during two stages of community engagement: the day-to-day survey with the community and public exhibition of the draft Rozelle North Precinct Parking Study.

The initial survey was conducted between 20 November and 21 December 2020. Overall, 334 people participated. Of these 94% lived in Rozelle North, with other responses contributed from neighbouring areas. Seventy two percent (64%) of the respondents indicated that they had trouble finding parking daily in their area.

This information was used to inform the draft study, which was placed on Public Exhibition in from 3 September and 12 October 2021. A total of 4,456 letters were mailed out with a colour map of the study area and a link to provide comments online through Your Say Inner West. Paper questionnaires were also provided on request.

The Rozelle North project page had 543 visits and 146 submissions were received. A further 9 submissions were received via email, customer service enquiry, and post. This represents a response rate of 3.4%.

The feedback can be summarised into the following themes:

- Mixed opinions about introduction of pricing on second residential parking permit in Rozelle North.
- Support for expansion of the current resident parking schemes R1 and B1 to include more streets. This will prioritise resident parking over commuters.
- Support for introduction of 8 x 2 hour parking spaces 6am–4pm Monday to Friday on the southern side of Robert Street immediately east of Mullens Street Robert Street.
- Support for visitor permit reform.
- Mixed opinions about increasing car share parking spaces.

## Background

The Rozelle North Precinct Parking Study reviews how parking is managed and investigates opportunities for improvement. This includes reviewing current

parking strategies and policies, including the existing Resident Parking Scheme and potential to extend the scheme.

The review combines community sentiment and technical studies, including:

- Current parking management, supply and demand of parking, distribution of residential and commercial parking including long-stay and short stay parking.
- A review of current parking strategies and policies, including permit allocation in the Resident Parking Scheme.

## Stage 1 – Initial Community Insights

In order to understand the day-to-day community views on the current parking situation, Council directly engaged with the local community including residents, business owners and shopkeepers.

### Overview

The initial survey was conducted from November to December 2020. Council posted 3,886 letters to residents, business, organisations and institutions. Overall, 334 people participated. Of these 94% lived in Rozelle North, with other responses contributed from neighbouring areas. Responses indicated 64% of the respondents indicated that they had trouble finding parking daily in their area.

### Engagement Methods

The community could provide feedback online via Your Say Inner West or request a paper copy of the questionnaire. Paper responses could be submitted via email or post.

### Promotion

The opportunity to participate was promoted via:

- Council's social media
- Your Say Inner West E-news and homepage
- Letters to residents and businesses

- Council website

## Who did we hear from?

- Overall, 94% of respondents living in the Rozelle North area. Other responses came from neighbouring suburbs.
- The majority of participants (87%) were received from people living in a house and 40% usually are able to park less than 100 metres away from their place of residence.
- 31% have access to off-street parking at their residence

## What did they say?

The questionnaire asked participants about their views on different aspects of parking management in Rozelle North, especially concerning ways to manage residential parking and commuter parking. The results and commentary are provided below.

- 94% of the respondents responded "Yes" to living in Rozelle North
- 87% of the respondents live in a house
- 40% of the respondents usually park less than 100 metres away from their place of residence
- 31% of the respondents responded "Yes" to having off-street parking at their residence, 19 per cent of whom have more than one off-street parking space
- 64% of the respondents responded having trouble finding parking daily in their area
- throughout the week, evenings/nights are the most chosen timeframe for issues finding a parking spot near the respondents' residence

The 334 submissions received included a diverse range of views on the parking situation in Rozelle North. The most common comment themes are shown in the graph below.





Figure 2.17: Respondents' perceptions of key parking issues in Rozelle North

As shown in Figure 2.17, there is strong support for a residential permit parking scheme for the entire Rozelle North study area.

Other common themes in the comments include:

- a problem with commuter parking
- a general parking occupancy problem
- a parking occupancy problem arising from different users (e.g. workers, commuters, school, residents)
- there being no problem with parking.
- a lack of enforcement of current parking restrictions
- dangerous parking behaviour (e.g. parking too close to intersections or blocking driveways),
- lack of parking markings
- the inability for workers to park beyond existing two-hour parking restrictions.

## Stage 2- Engagement outcomes of draft Rozelle North Precinct Parking Study public exhibition

### Overview

A total of 4,456 letters were mailed out with a colour map of the study area and a link to provide comments online through Your Say Inner West. Paper questionnaires were available on request.

The Rozelle North parking study project page had 543 visits and 146 submissions were received. A further nine submissions were received via email, customer service enquiry, and post. This represents a response rate of 3.4%.

### Engagement Methods

During the public exhibition, the community provided feedback via:

- Online feedback form on Your Say Inner West
- email
- post

### Promotion

The engagement was promoted via:

- Letters mailed to 4,456 addresses, including residents and businesses, with a colour map of study area and link to yoursay online engagement form
- Your Say Inner West E-News
- Council Website

### Who did we hear from?

Those who provided feedback comprised mainly of residents from Rozelle North, with smaller groups of business operators, visitors and others.

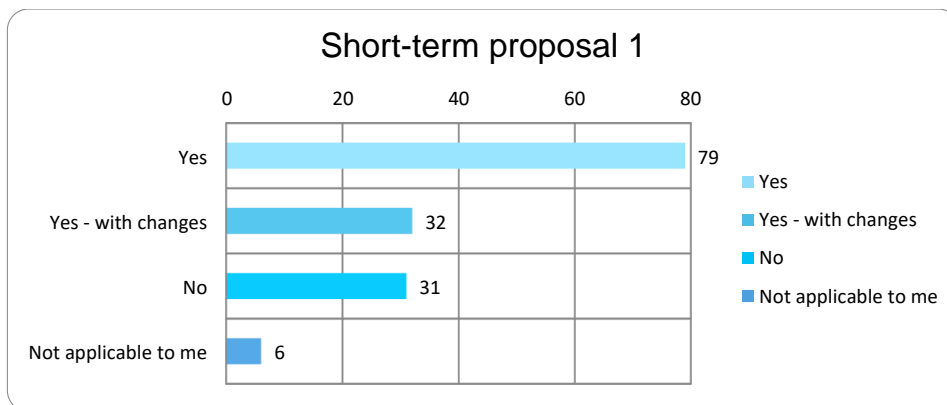
## What did they say?

The online results of the various questions that formed part of the online survey are graphed and detailed below.

- 1) **Short-term proposal 1 (Parking Schemes):** Expand the current resident parking schemes to include more streets. This will prioritise resident parking over commuters. Do you support this proposal for B1 and R1 parking zones?

Responses were as follows:

- Yes – 79 responses
- Yes – with changes – 32 responses
- No – 31 responses
- Not applicable to me – 6 responses



An analysis of the results for this short-term proposal is as follows:

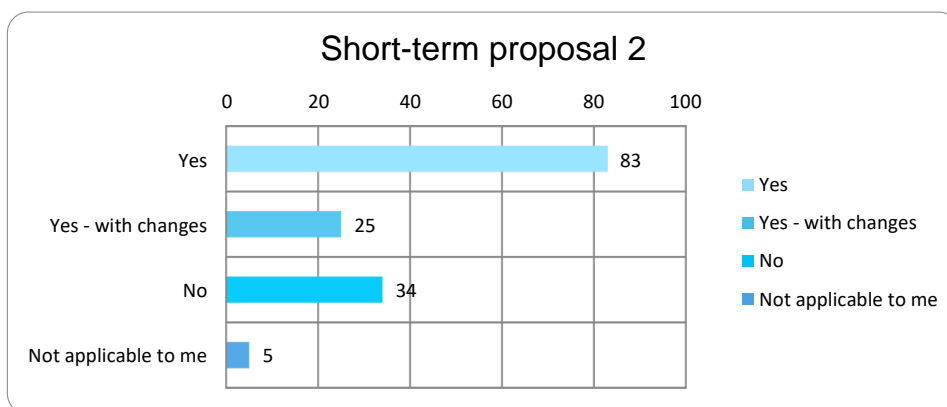
- Majority of the participants (78% including those that answered 'Yes' and 'Yes - with changes' as opposed to those that answered 'No') support this short-term proposal, agreeing that the current resident parking scheme should be expanded.
- Of those who opposed, majority had no issues with existing arrangement.
- Of those who chose 'Yes - with changes', the following comments were noted:
  - The B1 and R1 zones should be a combined into a single zone.

- The BI zone should be extended. There is less parking availability in this zone compared to the R1 zone.

**2) Short-term proposal 2 (Parking permits):** Aim to have the overall number of R1 and BI resident parking permits not exceed the total parking capacity within the Rozelle North Study Area. Streets affected: whole study area. Do you support this proposal?

Responses were as follows:

- Yes - 83 responses
- Yes - with changes - 25 responses
- No - 34 responses
- Not applicable to me - 5 responses



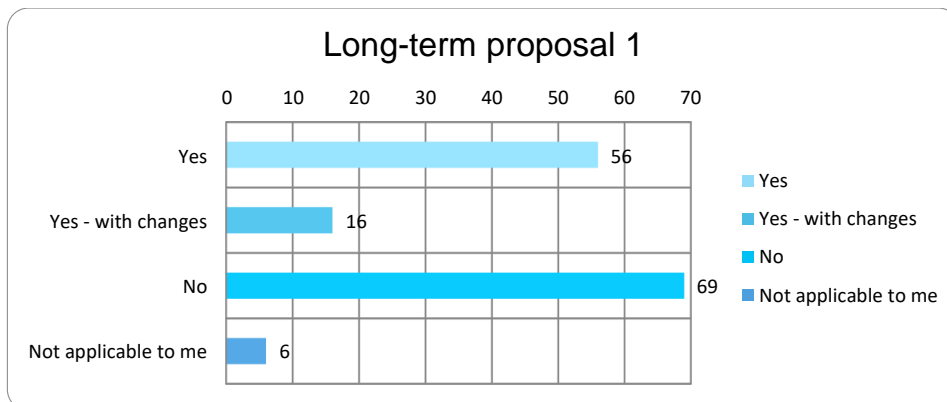
An analysis of the results for this short-term proposal is as follows:

- Majority of the participants (76% including those that answered 'Yes' and 'Yes - with changes' as opposed to those that answered 'No') support this short-term proposal.
- Of those who opposed, majority had no issues with existing permit arrangement.
- Of those who chose "Yes - with changes", it was commented that:
  - Each property should have right to at least 1 parking permit
  - Residents should have priority over visitors/commuters.

**3) Long-term proposal 1 (Pricing on second permits):** Introduce pricing on second residential parking permits. This would require Council approval in a future Fees and Charges schedule. Do you support this proposal?

Responses were as follows:

- Yes – 56 responses
- Yes – with changes – 16 responses
- No – 69 responses
- Not applicable to me – 6 responses



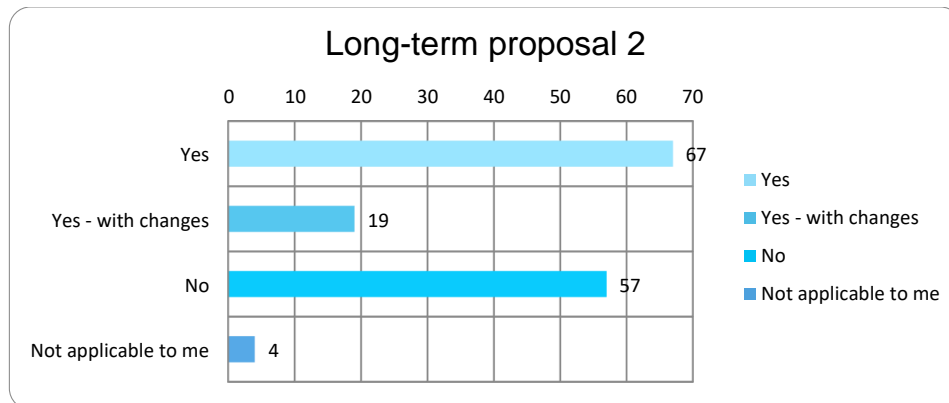
An analysis of the results for this long-term proposal is as follows:

- Majority of the participants (51% including those that answered 'Yes' and 'Yes - with changes' as opposed to those that answered 'No') support this long-term proposal however more participants answered 'No' as opposed to 'yes' in regards to introducing pricing on second residential permits.
- Of those who opposed, the following were noted:
  - This proposal benefits households with higher incomes and higher spending power. It is noted that there are lower income households that will still require a second permit for the additional vehicle.
  - Residents should be eligible to two parking spaces per household. Fees on a third permit or fees on a second permit where the house has off-street parking is more reasonable.
- Of those who chose 'Yes - with changes', it was commented that their support is dependent on the cost of the second permit and that there is a cap at three permits for any household.

**4) Long-term proposal 2 (Visitor parking permits):** Investigate reform of visitor parking permits and consider if one-day-only permits are appropriate. Other parts of the Inner West have up to 30 one-day use permits. Streets affected: current and future RPS streets. Do you support this proposal?

Responses were as follows:

- Yes - 67 responses
- Yes - with changes - 19 responses
- No - 57 responses
- Not applicable to me - 4 responses



An analysis of the results for this long term proposal is as follows:

- Majority of the participants (60% including those that answered 'Yes' and 'Yes - with changes' as opposed to those that answered 'No') support this long-term proposal. Of those who opposed, the following concerns were noted:
  - Not confident that this will work as it seems like a "one size fits all" type solution and is not expected to work.
  - 30 days is limited, especially for households with visitors frequently staying overnight.
  - 30 days is not sufficient for carers of vulnerable people, cleaners, babysitters etc.
- Of those who chose "Yes - with changes", the following concerns were noted:
  - Paid carers of vulnerable people should be able to park near their clients without payment or penalty.
  - 30 one-day use visitor permits could be used up quickly by tradesmen needed to maintain/repair properties.

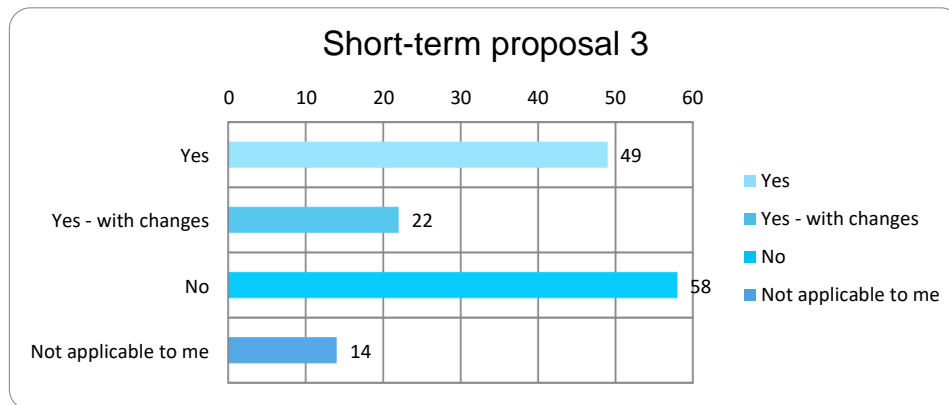
5) **Short-term proposal 3 (Car share parking spaces):** To increase the number of car share parking spaces in the area. This will involve negotiations with



carshare operators and further community engagement. Streets affected: to be determined. Do you support the proposal?

Responses were as follows:

- Yes – 49 responses
- Yes – with changes – 22 responses
- No – 58 responses
- Not applicable to me – 14 responses



An analysis of the results for this short term proposal is as follows:

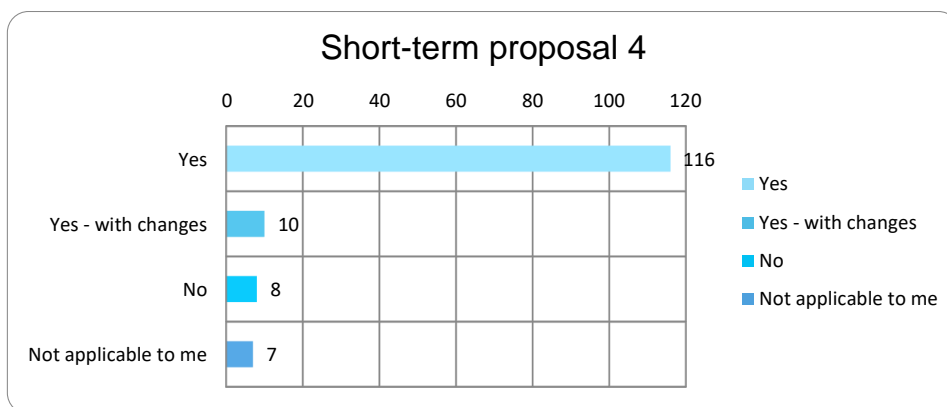
- Majority of the participants (55% including those that answered 'Yes' and 'Yes – with changes' as opposed to those that answered 'No') support this long-term proposal however more participants answered 'no' as opposed to 'yes' in regards to increasing the number of car share spaces. Of those who opposed, the following concerns were noted:
- Their concerns are mainly around the lack of demand for these spaces and commented that these spaces are generally underutilised.
- Of those who chose "Yes – with changes", the following concerns were noted:
  - Car share spaces should not result in decrease in parking spaces or impact parking availability.
  - Supportive as long as there is a demand/need.

**6) Short-term proposal 4 (Signage):** Inconsistent, damaged and faded signs were documented throughout the study area. We will update all signs identified in the Signage Audit. Do you support updates to parking signage?

Responses were as follows:

- Yes – 116 responses

- Yes, with changes – 10 responses
- No – 8 responses
- Not applicable to me – 7 responses



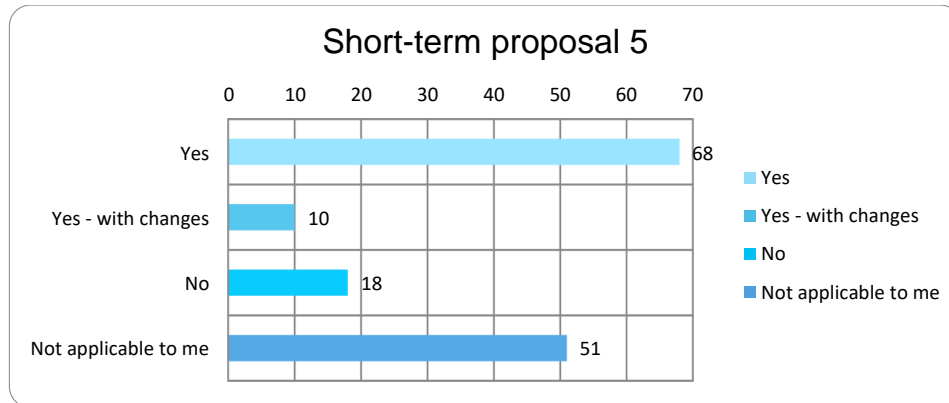
An analysis of the results for this short term proposal is as follows:

- Majority of the participants (94% including those that answered 'Yes' and 'Yes - with changes' as opposed to those that answered 'No') support this short-term proposal
- Of those who chose "Yes-with changes", it was commented for signage to be changed only if it is required.
- Of those who opposed, it was commented that the costs are considered unnecessary.

**7) Short-term proposal 5 (Parking restrictions):** Apply short-term parking restrictions to eight spaces in Robert Street. The restriction will be (2P 6am-4pm Mon-Fri). Streets affected: eight unrestricted parking spaces on the southern side of Robert Street immediately east of Mullens Street. Do you support this proposal?

Responses were as follows:

- Yes – 68 responses
- Yes – with changes – 10 responses
- No – 18 responses
- Not applicable to me – 51 responses



An analysis of the results for this short term proposal is as follows:

- Majority of the participants (81% including those that answered 'Yes' and 'Yes with - changes' as opposed to those that answered 'No') support this short-term proposal
- Of those who chose "Yes-with changes", the following were proposed:
  - For the surrounding streets to also have restricted parking.
  - For the number of restricted spaces to be increased,
- Of those who opposed to this proposal, the following comments were noted:
  - The restrictions impact the businesses that rely on those spaces.
  - Robert Street has no residential developments and some low-density warehouses. It is ideal for commuter parking, restricting this area will push commuters away to the other residential streets.

• **Other responses from individuals**

**Issues observed relating to parking provision:**

- It was observed that employees of business in Mansfield Street and Mullens Street park in Perrett Street on a daily basis.
- Residents in Moore Lane do not have parking spaces and therefore also use Parson Street as their parking spots.
- There is no off-street parking provided for Regus hub (with over 45 businesses) and this has likely resulted in neighbouring streets being occupied by non-residents.

**Issues observed relating to parking demand:**

- High parking demand around **Coulon Street, Evans Street, Brent Street, Perrett Street.**
- High parking demand in **Mansfield Street** by commuters.

- It is also indicated that section of **Mansfield Street** is becoming a retail area which will bring more cars to the area, this resulted in increased difficulty in finding parking spaces.
- No parking restrictions along **Mullens Street** have resulted in commuters and backpackers parking.
- Bunnings development is expected to come with high parking demand.
- As there is no time restriction or residential parking permits requirements on **Clare Street**, it attracts commuters and others.

## General comments relating to parking restrictions and enforcement:

- Proposed for Smith Street to be parked by residents only, as it is often parked by trucks and commuters, creating parking difficulties for residents.
- Proposed Parking restrictions for boats and trailers as they occupy large areas for an extended period of time.
- The 2 hour zones need to be enforced regularly by the rangers to make them work
- In general, the community supports having parking restrictions in place.

## Others

- Proposed for pedestrian footpaths to be installed along Robert Street.
- Removing parking spaces would be preferable if it makes it safer for people to walk and discourages people from bringing more cars into the area
- The amount of available parking needs to be maximised by painting allocated spaces on the road to prevent people from parking in a careless manner and taking up more than one space with their vehicle.

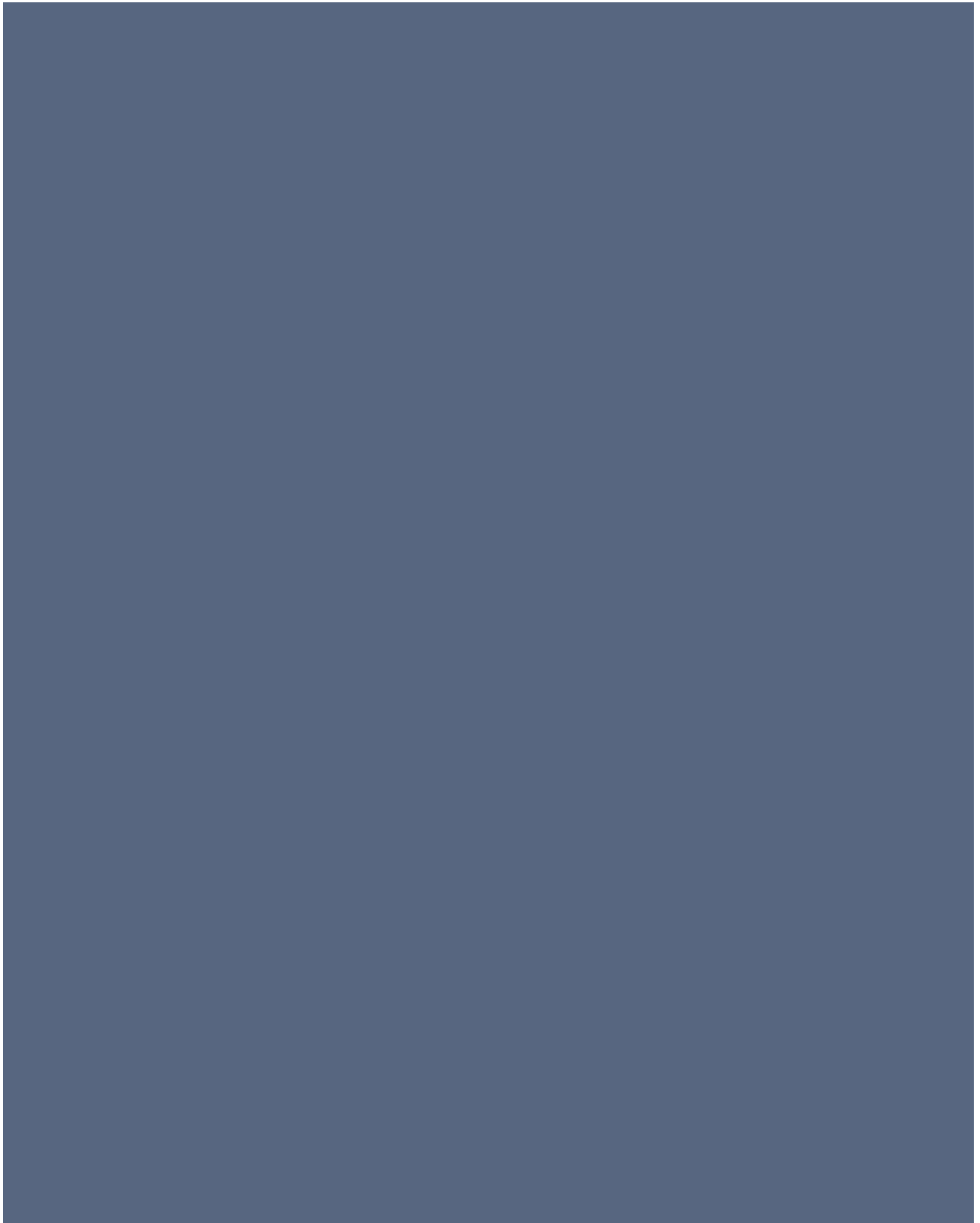
## Officer comments in response to public exhibition

<i>Issue</i>	<i>Response</i>
Expand the current resident parking schemes to include more streets by extending the B1 and R1 parking zones.	Supported by community hence included in final recommendations
Manage how we approve residential parking permits based on parking capacity within the study area. Aim to have the overall number of R1 and B1 resident parking permits not exceed the total parking capacity within the Rozelle North Study Area	Supported by community hence included in final recommendations
Introduce pricing on second residential parking permits.	Not supported by community hence removed from final recommendations
Apply short-term parking restrictions to eight spaces in Robert Street. The restriction will be (2P 6am-4pm Mon-Fri).	Supported by community hence included in final recommendations.
High parking demand in Mansfield Street by commuters.	The proposal includes the introduction of a Resident Parking Scheme in Mansfield Street that will alleviate this concern.
Replace redundant, faded and damaged signs that were identified in the signage audit.	Supported by community hence included in final recommendations

<p>Members of community suggested the B1 and R1 zones should be a combined into a single zone.</p> <p>The B1 zone should be extended. There is less parking availability in this zone compared to the R1 zone.</p>	<p>Not supported as it will result in residents making short internal vehicular trips to park in residential streets to access transport nodes.</p>
<p>Members of community suggested proposed parking restrictions for boats and trailers as they occupy large areas for an extended period of time.</p>	<p>Not supported as previous assessment has revealed that installing prohibiting signs for these vehicles resulted in some infiltration of boat-trailer parking into residential areas</p>
<p>Members of community suggested the amount of available parking needs to be maximised by painting allocated spaces on the road to prevent people from parking in a careless manner and taking up more than one space with their vehicle.</p>	<p>Not supported as it can reduce parking capacity when motorbikes, small vehicles are parked or between driveways</p>
<p>Members of community suggested that installing 2 hour parking in Robert Street will displace commuters.</p>	<p>Given that only 8 spaces are to be converted to 2 hour parking this should not impact local roads, in particular given they will form part of the expanded RPS</p>
<p>Investigate reform of visitor parking permits and consider if one-day-only permits are appropriate.</p>	<p>Supported by community hence included in final recommendations</p>



<p>Paid carers of vulnerable people should be able to park near their clients without payment or penalty.</p> <p>30 one-day use visitor permits could be used up quickly by tradesmen needed to maintain/repair properties</p>	<p>If reform to visitor parking occurs additional permit types such as personal carers permits, trades permits and support workers permits will be considered for allocation.</p>
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**Item No:** LTC0322(1) Item 15

**Subject:** TRAFFIC COMMITTEE SCHEDULE UPDATE 2022

**Prepared By:** David Yu - Engineer - Traffic and Parking Services

**Authorised By:** Sunny Jo - Coordinator Traffic Engineering Services (North)

## SUMMARY

The proposed schedule of the Local Traffic Committee meetings has been updated for the 2022 calendar year. It is recommended that the proposed meeting schedule be received and noted.

## RECOMMENDATION

**THAT the proposed updated schedule of meetings of the Local Traffic Committee for the 2022 calendar year be received and noted.**

## BACKGROUND

A schedule for the 2022 Local Traffic Committee meetings was reported at the 6 December 2021 meeting.

Since that time, Council has amended its meeting schedule and so it is proposed that the Local Traffic Committee meeting dates be amended to better align the Council meeting date changes. To assist Committee members with forward planning, the updated schedule of meetings of the Local Traffic Committee for 2022 is detailed below.

The meeting start time has also been updated to 11am.

## OTHER STAFF COMMENTS

All meetings will be held on the 3rd Monday of each month, excluding April during which has been moved to avoid Easter Day and December which has been brought forward due to the Christmas and New Year's break. The meetings will commence at 10.00am, with the revised meeting dates for 2022 as follows:

Date	Time
Monday, 21 March 2022	11.00am
Tuesday, 19 April 2022	11.00am
Monday, 16 May 2022	11.00am
Monday, 20 June 2022	11.00am
Monday, 18 July 2022	11.00am
Monday, 15 August 2022	11.00am
Monday, 19 September 2022	11.00am
Monday, 17 October 2022	11.00am
Monday, 21 November 2022	11.00am
Monday, 5 December 2022	11.00am

## ATTACHMENTS

Nil.

**Item No:** LTC0322(1) Item 16

**Subject:** HOLBEACH AVENUE, TEMPE – TEMPORARY FULL ROAD CLOSURES FOR MS SYDNEY TO THE GONG BIKE RIDE ON SUNDAY 1 MAY 2022 – (MIDJUBURI - MARRICKVILLE WARD/HEFFRON ELECTORATE/NEWTOWN LAC)

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 1 May 2022. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe between the hours 0400 to 1000 hours on Sunday 1 May 2022.

It is recommended that the comments of the Local Traffic Committee be referred to Council's Development Assessment Section for consideration in determining the Development Application.

## RECOMMENDATION

**THAT the report be received and noted.**

## BACKGROUND

Council has received an application (S68201800006) under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday, 1 May 2022.

The application is required to be referred to the Local Traffic Committee for consideration under State Environmental Planning Policy (Infrastructure) 2007.

The S68201900006 approval dated 27 September 2019 approves the holding of the MS Sydney to Gong bike ride event at Tempe Recreation Reserve annually on every first Sunday of November from 2019 – 2023 between 5.00am to 9.00am. Due to Covid the event was cancelled in 2020 and 2021 and this year the event has been brought forward to May 2022.

This year's course will mostly follow that of previous years with the 82Km start location in Tempe Recreation Reserve Tempe, and the 58Km start location in Cooper Reserve Engadine. The riders then join the 82Km riders on Princes Highway following the traditional course through the Royal National Park, traveling south along the coast to Thirroul, riding over Sea Cliff Bridge then following Sandon Point Reserve, at the end of the cycle way through Woonona, East Corrimal, Towradgi, Fairy Meadow, North Wollongong to Finish in W. A. Lang Park, Wollongong.

The number of participant registrations for the 2022 Gong Bike Ride will remain capped at 10,000.

## FINANCIAL IMPLICATIONS

Nil.

## OFFICER COMMENTS

MS Australia will utilise the IKEA car park as a drop off zone and riders will ride down Princes Highway (southbound) to the starting location at Tempe Recreation Reserve. The traffic management company will put in an access lane along Princes Highway to keep riders safe while entering the event at Tempe Recreation Reserve where this location will be the start of the cycling course.

The event will start at Tempe Recreation Reserve, Tempe (see Figure below). On departing, cyclists will ride west on Holbeach Avenue and then turn left onto Princes Highway. Cyclists will then ride along the southbound lanes on Princes Highway as they make their way south over the Cooks River Bridge and beyond.



The applicant advised that support of the NSW Police and RMS will be sought and a detailed Traffic Management Plan has been forwarded to the RMS, NSW Police and relevant Councils and authorities.

NSW Police and the MS Australia Course Marshals will be at critical locations to ensure that participants and motorists follow all proposed traffic management measures. The event will be held on a Sunday morning where traffic volumes are expected to be lower than average.

It is proposed that the traffic control measures would be in place between 4:00am and no later than 10:00am as the event commences at 6:00am and is expected to be concluded by 9:00am. Affected residents and businesses will be allowed access at Police discretion.

## PUBLIC CONSULTATION

The applicant advised that the traffic control management on the day of the event will be controlled by NSW Police and MS Australia Course Marshals. The Traffic Control Plans for relevant Inner West locations are reproduced at the end of this report.

A Traffic Management Plan will be submitted to Transport for New South Wales (TfNSW) for consideration and approval as well as a Road Occupancy License application will be submitted to the Transport Management Centre.

## CONCLUSION

It is proposed that the following traffic related comments be forwarded to Council's Development Assessment section.

Based on the information presented in the applicant's submission to Council with regards to the proposed cycling event on Sunday 1 May 2022 with the inclusion of a temporary full road closure of Holbeach Avenue, Tempe, it is acknowledged that the event will be controlled by NSW Police and the MS Australia Course Marshals. Therefore, Council supports the temporary full road closure of Holbeach Avenue, Tempe during the course of the event subject to:

- the applicant submitting a Traffic Management Plan to TfNSW for consideration and approval;
- a Road Occupancy License be obtained from the Transport Management Centre; and
- advice of the proposed event being forwarded all affected properties and to the appropriate authorities including emergency services.

### Location of start and relevant Traffic Control Plans (TCPs) and sections of TMP







## The 40th MS Gong Ride 1st MAY 2022 TRAFFIC CONTROL PLANS

### SECTOR A

- TCP 001 Princes Highway & IKEA Car Park TEMPE
- TCP 002 IKEA Car Park TEMPE
- TCP 003 Princes Highway & Smith St TEMPE
- TCP 004 Princes Highway & Gannon St TEMPE
- TCP 005 Princes Highway & Holbeach Ave TEMPE
- TCP 006 A Holbeach Ave roundabout TEMPE
- TCP 006 B Holbeach Ave roundabout TEMPE
- TCP 007 South St & Station St TEMPE
- TCP 008 South St to Golf Driving Range TEMPE
- TCP 009 Tempe Reserve Car Park TEMPE
- TCP 10 Tempe Station to Tempe Reserve TEMPE
- TCP 11 Princes Highway & Brodie Spook Dr WOLLI CREEK
- TCP 12 Princes Highway & Gertrude St WOLLI CREEK
- TCP 13 Princes Highway & West Botany St WOLLI CREEK
- TCP 14 West Botany St & Marsh St ARNCLIFFE
- TCP 15 West Botany St & Wickham St ARNCLIFFE
- TCP 16 A West Botany St & Beale St ROCKDALE
- TCP 16 B West Botany St & Beale St ROCKDALE
- TCP 16 C West Botany St & Beale St ROCKDALE
- TCP 17 Beale St & Franks Ave KYEEMAGH
- TCP 18 Beale St & Occupation Rd KYEEMAGH
- \* TCP 19 Beale St & General Holmes Dr KYEEMAGH
- TCP 20 General Holmes Dr & The Grand Parade BRIGHTON LE SANDS
- TCP 21 The Grand Parade & Bay St BRIGHTON LE SANDS
- TCP 22 The Grand Parade & President Ave MONTEREY
- TCP 23 The Grand Parade & Barton St MONTEREY
- \* TCP 23.1 The Grand Parade & Emmaline St MONTEREY Cut Off 6990
- TCP 24 The Grand Parade & Ramsgate Rd RAMSGATE BEACH

### SECTOR B

- TCP 25 The Grand Parade & Sandringham St DOLLS POINT
- TCP 26 Sandringham St & Napoleon St SANS SOUCI
- TCP 27 Sandringham St & Rocky Point Rd SANS SOUCI
- TCP 28 Rocky Point Rd & Russell Ave SANS SOUCI
- TCP 29 Rocky Point Rd & Fontainebleau St SANS SOUCI
- TCP 30 Rocky Point Rd & Frasers Ave SANS SOUCI
- TCP 31 Taren Point Rd & Toorak Ave TAREN POINT
- TCP 32 Taren Point Rd & Box Rd CARINGBAH
- TCP 33 Taren Point Rd & Parramatta Rd CARINGBAH
- TCP 34 Taren Point Rd & Koorua Col CARINGBAH
- TCP 35 Taren Point Rd & Captain Cook Dr CARINGBAH
- TCP 36 Taren Point Rd & Kingsway CARINGBAH
- TCP 37 Kingsway & Port Hacking Rd MIRANDA
- TCP 38 Kingsway & Jackson Ave MIRANDA
- TCP 39 Kingsway & Kiora Rd MIRANDA
- TCP 40 Kingsway & Wandella Rd MIRANDA
- TCP 41 Kingsway & Sylvania Rd MIRANDA
- TCP 42 Kingsway & Manchester Rd GYMEA
- TCP 43 Kingsway & Gympie Bay Rd GYMEA
- TCP 44 Kingsway & Hotham Rd GYMEA
- TCP 45 Kingsway & Princes Highway KIRRAWEE
- TCP 45.1 Princes Highway & South Village endy KIRRAWEE
- TCP 46 Princes Highway & Oak Rd KIRRAWEE
- TCP 47 Princes Highway & Acacia Rd KIRRAWEE
- TCP 48 Acacia Rd & President Ave KIRRAWEE
- TCP 49 Acacia Rd & Minerva St KIRRAWEE

### SECTOR C

- TCP 50 Princes Highway & Rawson Ave SUTHERLAND
- TCP 51 Princes Highway at Loftus Oval Rest Area LOFTUS
- TCP 52 A Princes Highway & Farnell Ave LOFTUS
- TCP 52 B Princes Highway & Farnell Ave LOFTUS
- TCP 53 Princes Highway & Old Bush Rd ENGADINE
- TCP 54 Princes Highway & Old Princes Highway ENGADINE
- TCP 55 Old Princes Highway & Cooper St ENGADINE
- TCP 56 Old Princes Highway & Princes Highway ENGADINE
- TCP 57 Princes Highway & Heathcote Rd HEATHCOTE
- TCP 58 Princes Highway & Oliver St HEATHCOTE
- TCP 59 Princes Highway & Jennings Rd HEATHCOTE

Cut Off 1015

Cut Off 1045

### SECTOR D

- TCP 60 Princes Highway & Waterfall Off Ramp WATERFALL
- TCP 61 A Waterfall Off Ramp & McKell Ave WATERFALL
- \* TCP 61 B Waterfall Off Ramp & McKell Ave WATERFALL
- \* TCP 62 McKell Ave outside Waterfall Public School WATERFALL
- TCP 63 Sir Bertram Stevens Dr & Garie Road ROYAL NP
- \* TCP 64 A McKell Ave & Lady Wakehurst Dr RNP
- TCP 64 B McKell Ave & Lady Wakehurst Dr RNP

Cut Off 1115

Cut Off 1130

### SECTOR E

- TCP 65 Lady Wakehurst Dr & Donville Ave OTFORD
- TCP 66 Donville Rd & Otford Rd OTFORD
- TCP 67 Lady Wakehurst Dr & Otford Rd OTFORD
- \* TCP 68 Lady Wakehurst Dr at Lawrence Hargrave Lookout STANWELL TOPS C/O 1330
- TCP 69 Lawrence Hargrave Dr & Stonehaven Rd STANWELL TOPS
- TCP 70 Lawrence Hargrave Dr & Otford Rd STANWELL TOPS
- TCP 71 Lawrence Hargrave Dr & Chelms Dene Ave STANWELL PARK
- TCP 72 Lawrence Hargrave Dr & Station St STANWELL PARK
- TCP 73 Lawrence Hargrave Dr & The Grove AUSTINMER
- TCP 74 Lawrence Hargrave Dr & Henley Rd THIRROUL
- TCP 75 Lawrence Hargrave Dr & The Esplanade THIRROUL
- TCP 76 The Esplanade & Cliff Pde THIRROUL
- TCP 77 Surfers Pde, Craig St & Hamilton Rd THIRROUL
- TCP 78 Hamilton Rd and Bike Path THIRROUL

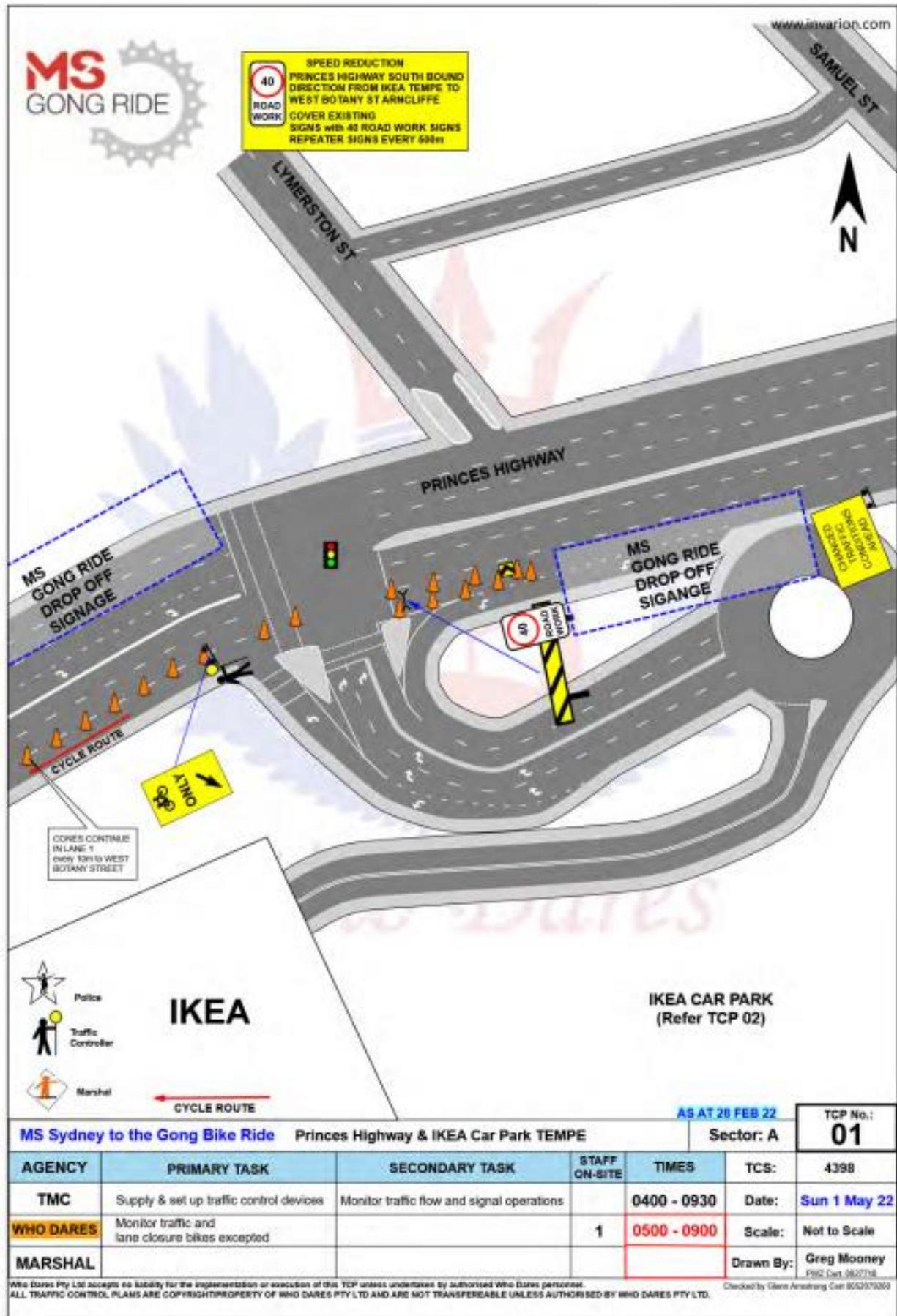
### SECTOR F

- TCP 79 Bike Path & Blackall St BULLI
- TCP 80 Trinity Row & Godolphin St BULLI
- TCP 81 Farnell Rd & Carrington St BULLI
- TCP 82 Carrington St & Campbell St WOONONA
- \* TCP 83 Carrington St & Park Rd WOONONA
- TCP 84 Beach Rd & Dorrigo Ave WOONONA
- TCP 85 Dorrigo Ave & Railway Pde WOONONA
- TCP 86 Railway Pde & Harriet Sparring Dr WOONONA
- TCP 87 Pioneer Dr & Charlotte Harrison Dr WOONONA
- TCP 88 Pioneer Dr & Belambi La BELLAMBI
- TCP 89 Pioneer Rd & Rothery St BELLAMBI
- TCP 90 Pioneer Rd, Railway St & Murray St EAST CORRIMAL
- TCP 91 Pioneer Rd & Towradgi Rd TOWRADGI
- TCP 92 Carters Lane & Thomas Dalton Park Car Park FAIRY MEADOW
- TCP 93 A Carters La & Elliotts Rd FAIRY MEADOWS
- TCP 93 B Carters La & Elliotts Rd FAIRY MEADOWS
- \* TCP 94 Elliotts Rd and Surf Club Car Park FAIRY MEADOW
- TCP 95 Elliotts Rd & Cooper St FAIRY MEADOW
- TCP 96 Bourke St & Montague St FAIRY MEADOW
- TCP 97 Montague St & Fairy Meadow Station FAIRY MEADOW



NSW AMBULANCE STAGING AREA

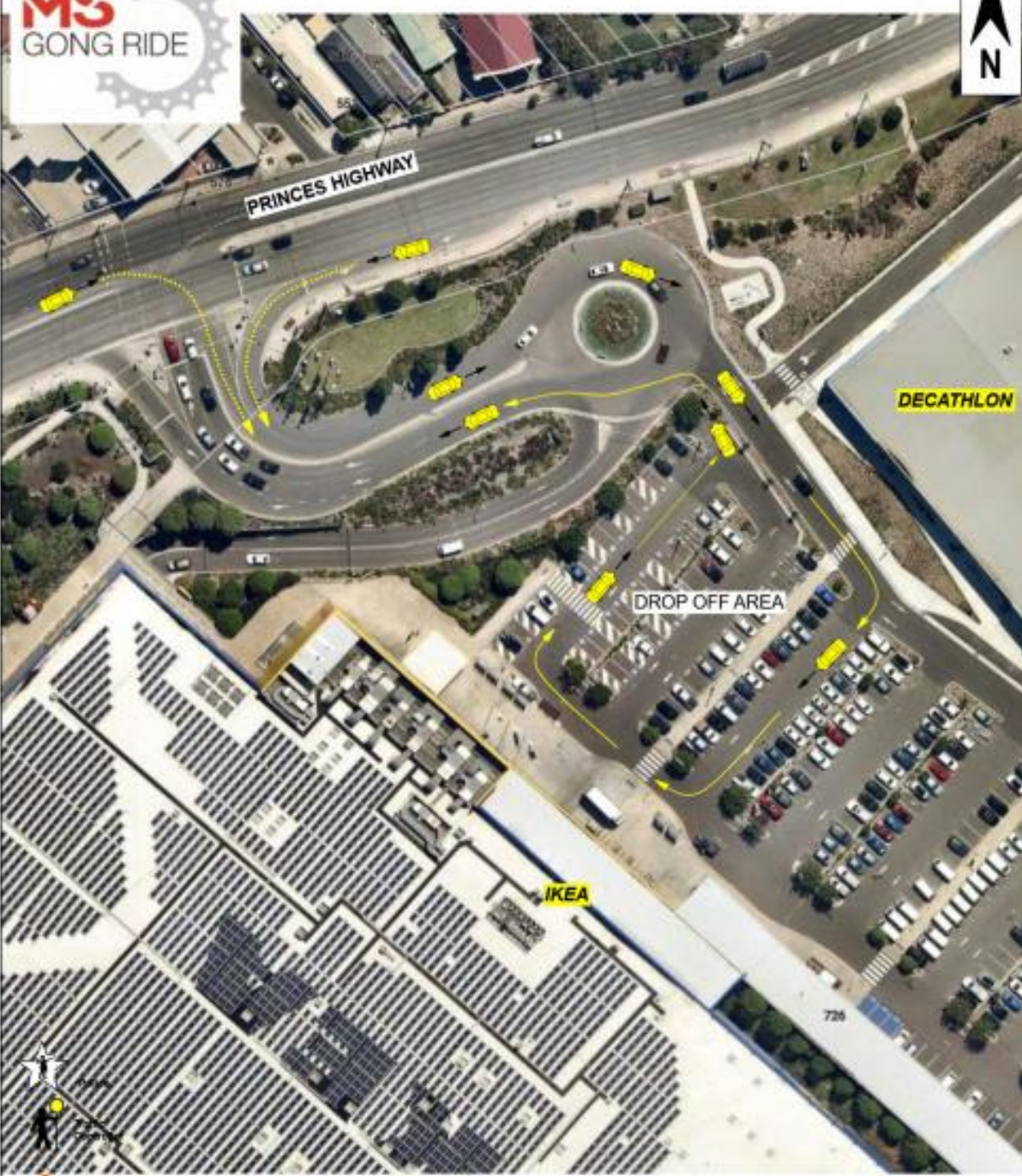
AS AT 28 FEB 22








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Marshal

← CYCLE ROUTE →

AS AT 20 FEB 22

<b>MS Sydney to the Gong Bike Ride</b>					<b>KEA Car Park TEMPE</b>		<b>Sector: A</b>		<b>TCP No.: 02</b>	
<b>AGENCY</b>	<b>PRIMARY TASK</b>	<b>SECONDARY TASK</b>	<b>STAFF ON-SITE</b>	<b>TIMES</b>	<b>TCS:</b>	<b>n/a</b>				
<b>TMC</b>					<b>Date:</b>	<b>Sun 1 May 22</b>				
<b>WHO DARES</b>					<b>Scale:</b>	<b>Not to Scale</b>				
<b>MARSHAL</b>	TBC		TBC	<b>0430 - 0900</b>	<b>Drawn By:</b>	<b>Greg Mooney</b> <small>P192, Cert. 98/2718</small>				

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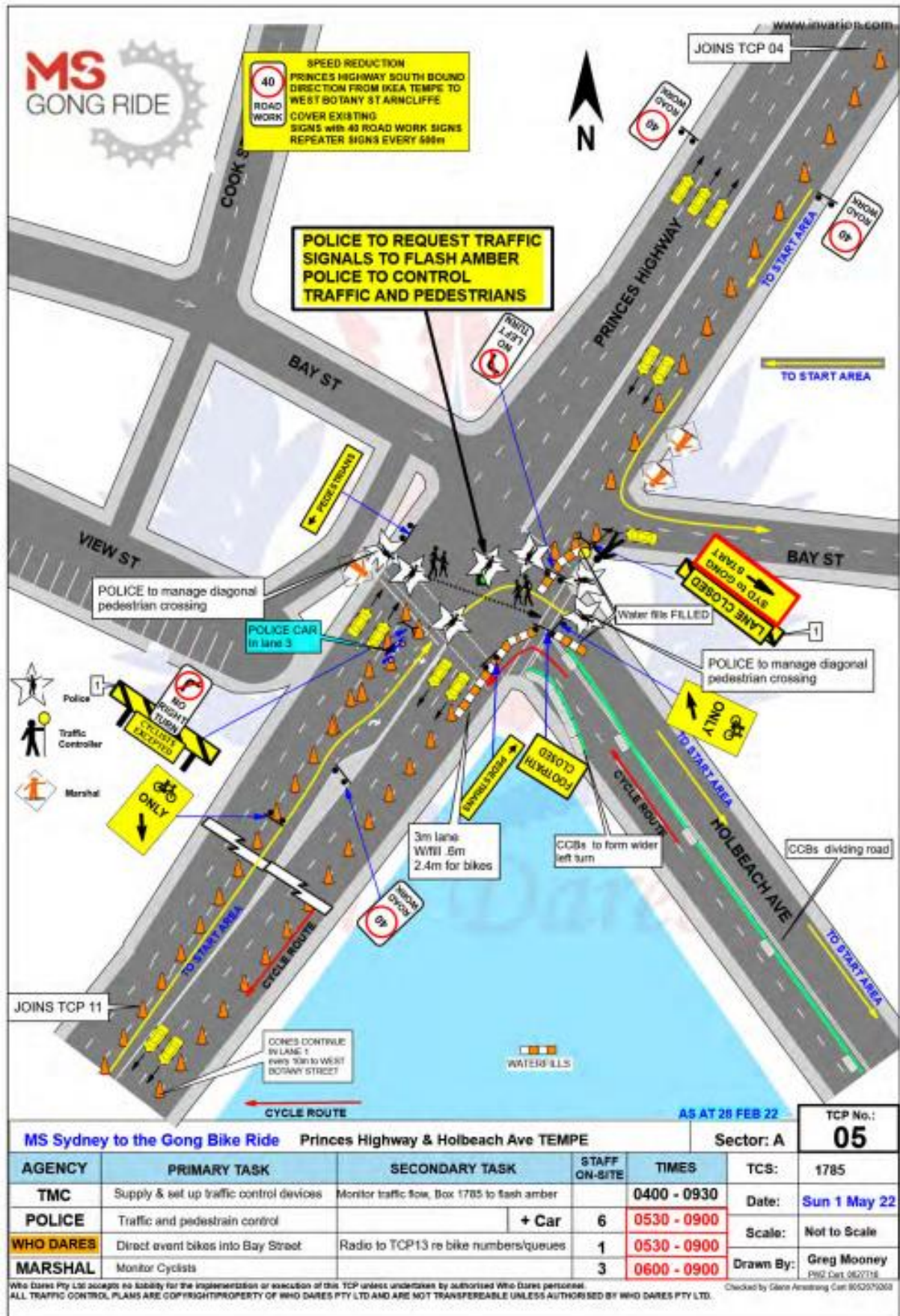
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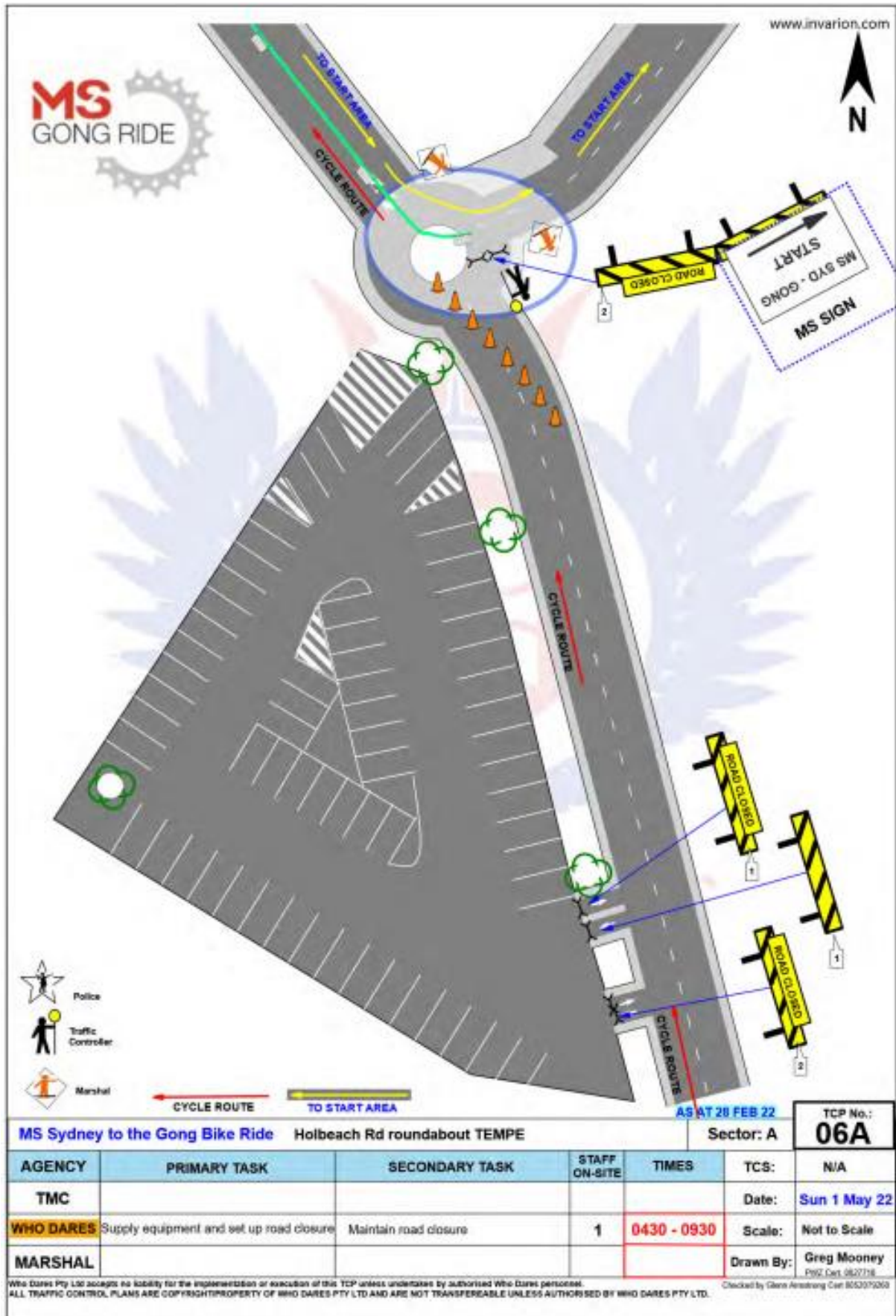


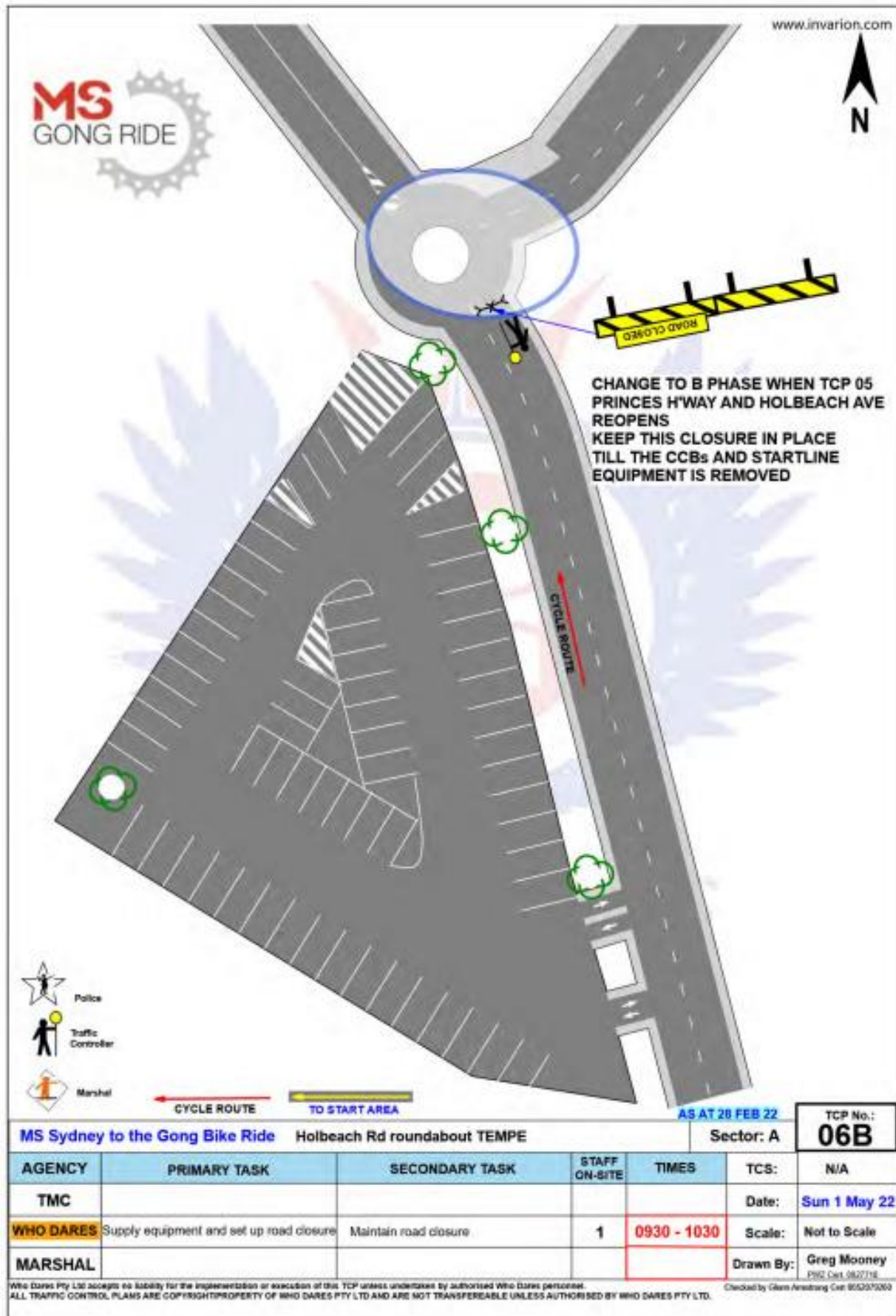




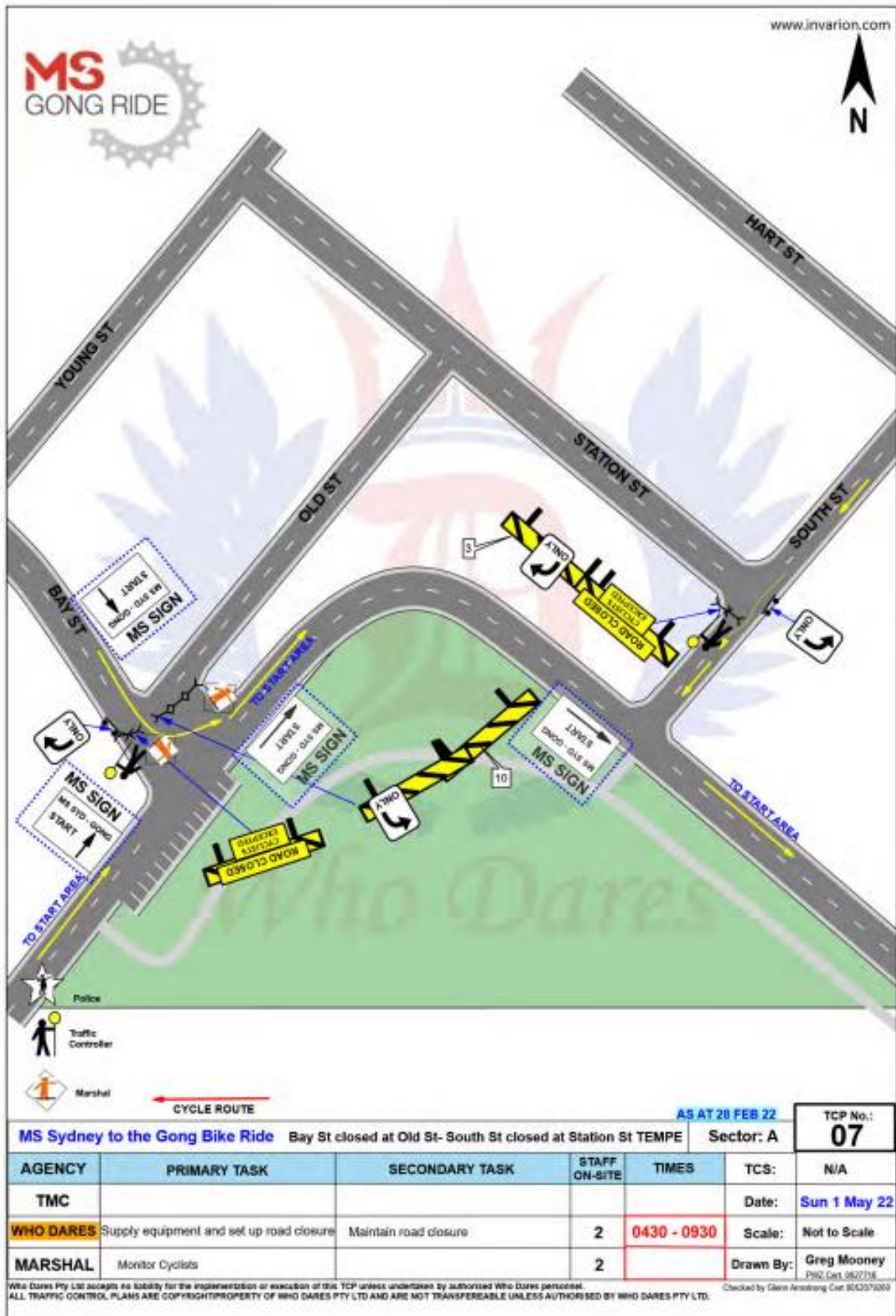




















## START SITE LAYOUT (TBC)

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**MS Sydney to the Gong Bike Ride**

**AGENCY**

**TMC**

**WHO DARES**

**MARSHAL**

**PRIMARY TASK**

Monitor traffic and lane closure bikes excepted

**SECONDARY TASK**

**STAFF ON-SITE**

1

**TIMES**

0430 - 0930

**TCS:**

Date: Sun 1 May 22

Scale: Not to Scale

Drawn By: Greg Mooney

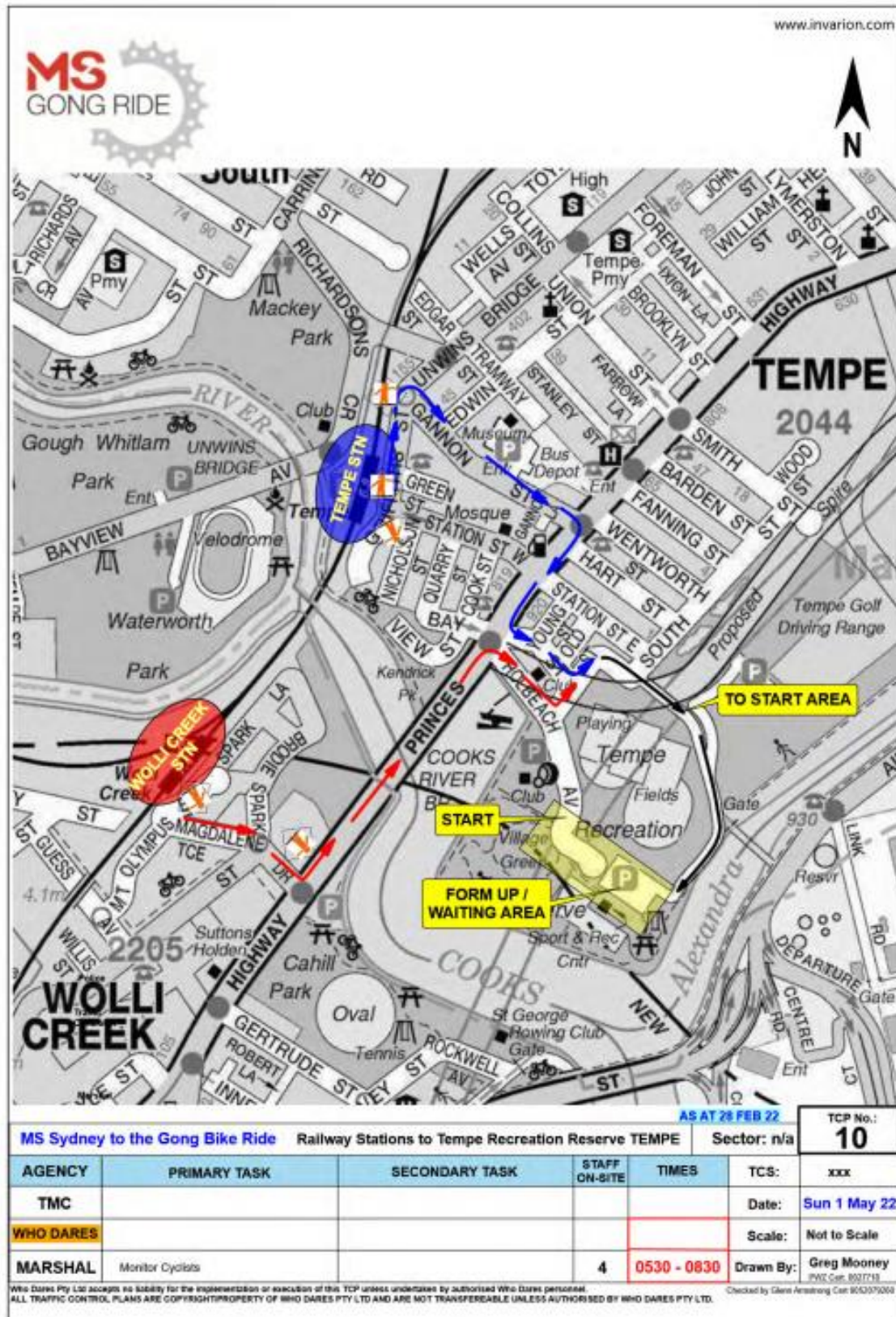
**TCP No.:**

**09**

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Checked by: Glenn Armstrong Cont 9052070203



## ATTACHMENTS

Nil.



**Item No:** LTC0322(1) Item 17

**Subject:** JOHNSTON STREET, ANNANDALE - PROPOSED KERB BLISTERS  
(GULGADYA-LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

**Prepared By:** David Yu - Engineer - Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has received concerns from the Annandale North Public School P&C regarding the safety of school children and parents at the signalised pedestrian crossing located on Johnston Street, north of Piper Street, Annandale. Johnston Street is a state road under the jurisdiction of TfNSW and this report outlines a proposal for kerb extensions that will be submitted for TfNSW consideration.

## RECOMMENDATION

**That:**

1. **This report be received and noted and the proposed concept design for two (2) kerb extensions at Johnston Street, Annandale (Option 1) be submitted for consideration by Transport for NSW;**
2. **Council continue advocating for pedestrian safety at this location with Transport for NSW, and request that they undertake further assessment, design and construction.**

## BACKGROUND

Concerns have been raised regarding the safety of school children crossing at the signalised pedestrian crossing located on Johnston Street, north of Piper Street, Annandale.

A site inspection was held between Council officers and representatives of the school P&C in December 2021 to review the operation of the existing signalised pedestrian crossing, the following concerns of the school community were noted:

- Speeding concerns on Johnston Street
- Car travelling through red lights at the signalised pedestrian crossing
- Illegal parking in the existing 'No Stopping' zone
- Long crossing distance for pedestrians across Johnston Street
- Pedestrians crossing on a diagonal rather than in the marked pedestrian crossing area
- Trees obstructing sight-distance to pedestrians and traffic lights
- Insufficient area for storage in the existing concrete median island located at the signalised pedestrian crossing

This matter was also considered by Council at its meeting held on 28 September 2021 where it was resolved that Council:

1. *Writes to the Transport Minister requesting that Transport for NSW install risk mitigation measures to reduce the danger to children crossing Johnston Street, Annandale, in front of Annandale North Public School. This will also include a request for Transport for NSW to employ a Crossing Supervisor at the site to increase visibility and correct crossing behavior;*

2. Investigates what road calming measures Council can install near the crossing to increase the safety for people crossing Johnston Street in front of Annandale North Public School with the results of the investigation to be reported to an ordinary Council meeting; and
3. Refer this item to the next Local Traffic Committee and the committee commence immediate assessment and investigation.

## OTHER STAFF COMMENTS

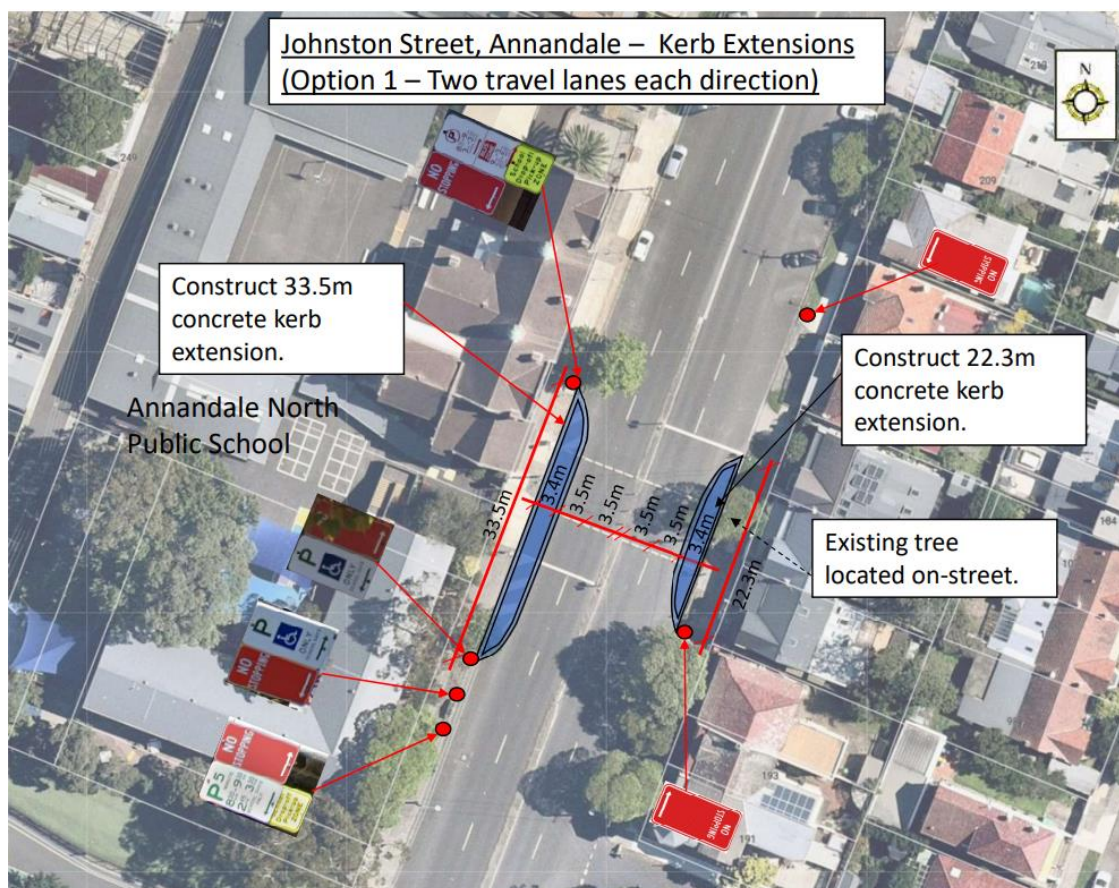
In 2017, Council prepared the Annandale North Neighbourhood Movement Plan and one of its recommendations included a pedestrian crossing facility across Johnston Street at Piper Street. The concept included a contrasting road pavement, a relocation of the existing signalised pedestrian crossing outside of Annandale North Public School, and full road closure at Piper Street, including additional changes to cycle path and footpaths. It is understood that upon review, TfNSW was not supportive of the proposed pedestrian crossing facility at Piper Street as outlined in the Annandale North Neighbourhood Movement Plan.

It has been identified that improvements at the existing signalised pedestrian crossing north of Piper Street and outside of Annandale North Public School is a suitable alternative.

There are two (2) potential options:

**Option 1:** Kerb extensions on both sides of the crossing on Johnston Street while maintaining the existing two travel lanes in each direction.

**Option 2:** Kerb extensions on both sides of the crossing with cycle ways on both sides of Johnston Street with one travel lane in each direction.







There will be no loss of on-street parking with the proposals.

These proposals would improve pedestrian and motorists' safety on Johnston Street by:

- Reducing the crossing distance for pedestrian movements (this would also reduce the time needed for the pedestrian crossing phase)
- Reducing speeds by narrowing the carriageway
- Preventing illegal parking in the 'No Stopping' zones
- Allowing for low planting in kerb extensions to prevent diagonal pedestrian crossing movements
- Making pedestrians more prominent by bringing them forward beyond the mature street trees and angle parking on Johnston Street
- Allowing for a pedestrian gutter bridge to be constructed to prevent pedestrians traversing through stormwater moving along the kerb and gutter (subject to design)
- Incorporating a potential future cycleway on Johnston Street, Annandale (option 2)

## ANALYSIS

In order to consider the impact of these options, Johnston Street was modelled using SIDRA Intersection to assess delays and level of service for Johnston Street at the existing signalised pedestrian crossing north of Piper Street.

Noting that traffic volumes Johnston Street will change when WestConnex is completed, the future traffic volumes for Johnston Street was considered using the WestConnex Stage 3 current and future traffic volumes from the WestConnex Environmental Impact Statement (EIS).

This data was also compared with the transport modelling from Council's Local Area Traffic Improvement Strategy (LAIS) which examined traffic flow in Johnston Street during different stages of the WestConnex project.

Data collection for existing pedestrian and motorist volumes was also undertaken in February 2022.

The existing traffic and pedestrian volumes for Johnston Street are shown in the tables below:

## Traffic Volumes

	Traffic Volumes (peak Hour)
AM	
Northbound	609
Southbound	393
PM	
Northbound	595
Southbound	496

## Pedestrian Volumes

	Pedestrian Volumes (peak Hour)
AM	280
PM	228

The SIDRA Intersection Modelling results show that the pedestrian signalised crossing at Johnston Street, Annandale will operate at a satisfactory with a Level of Service (LoS) of A during the AM and PM peak periods for Option 1 and 2.

The pedestrian signalised crossing was also modelled in the future 2033 scenario with the proposed Sydney Metro forecasted traffic in Johnstone Street. The results showed that this intersection will operate at a satisfactory level of service A in the AM and PM peak periods for both Option 1 and 2.

## SIDRA Intersection Modelling Results

	Option 1: Two travel lanes each direction			Option 2: One travel lane each direction & cycle lanes		
	Deg sat (v/c)	Delay (s)	LoS	Deg sat (v/c)	Delay (s)	LoS
<b>2021</b>						
AM Peak	0.516	12.0	A	0.789	12.5	A
PM Peak	0.380	10.9	A	0.797	13.2	A
<b>2033</b>						
AM Peak	0.516	12.0	A	0.789	12.5	A
PM Peak	0.380	10.9	A	0.797	13.2	A

## CONCLUSION

Based on the initial analysis undertaken by Council, it is considered that both options are feasible. Therefore it is recommended that the concept designs for two (2) kerb extensions at Johnston Street, Annandale (north of Piper Street) be submitted for consideration by Transport for NSW.

## ATTACHMENTS

Nil.