

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MARCH 2021

The March 2021 meeting of the Inner West Local Traffic Committee will be held electronically with the Agenda emailed to Members for review. All comments are requested to be returned to Council by 5.00pm Monday 15 March 2021.

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.

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Nil at time of printing.

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Nil at the time of printing.

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Minutes of Local Traffic Committee Meeting

Held electronically in February 2021

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

Clr Victor Macri	Councillor – Midjumburi-Marrickville Ward (Chair)
SC Tony Kenny	NSW Police - Inner West Police Area Command
Tanmila Samin Islam	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
Clr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward (Alternative Chair)
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
Joe di Cesare	IWC's Design Services Coordinator
Christina Ip	IWC's Business Administration Officer

VISITORS

Nil.

APOLOGIES:

Nil.

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee Meeting held in December 2020 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held in December 2020 were adopted at Council's meeting held on 9 February 2021 with the following amendment:

- Deferring Item 4 Minor Traffic Facilities to obtain consent from the neighbouring property.

EMAIL CONFIRMATION OF OFFICER'S RECOMMENDATION

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

LTC0221 Item 1 182-198 Victoria Road and 28-30 Faversham Street, Marrickville – DA 201900096 – Consent Conditions 30 and 31 – Signs and Line Markings Plan (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Detailed line marking and signage plans and results of public consultation have been submitted by TOGA Wicks Park Development as part of development consent conditions for DA201900096 for the proposed mixed-use development at 182-198 Victoria Road and 28-30 Faversham Street, Marrickville. The proposal involves changes to on-street parking restrictions and the installation of new regulatory signage. It is recommended that the submitted plans be supported in principle subject to a TMP being submitted by the applicant to TfNSW for approval.

Officer's Recommendation

THAT:

1. The detailed plan of the 'No Stopping' restrictions corner of Faversham Street at Sydenham Road and at Hans Place at Fitzroy Street, Marrickville (as per the attached Plan B – N156271-06-02) be approved;
2. The detailed plan of the 'No Stopping' restrictions on the western side of Victoria Road, Marrickville south of Mitchell Street and time limited 'No Right Turn' restriction for northbound traffic into the new private road of the proposed development on the eastern side of Victoria Road opposite Mitchell Street (as per the attached signage and line marking plan (Plan C – N156271-08-01) be supported subject to a TMP being forwarded for the right turn restrictions and approved by TfNSW; and
3. The costs of the supply and installation of the associated parking signage are to be borne by the applicant in accordance with Council's Fees and Charges.

DISCUSSION

The TfNSW representative advised that a TMP approval for the right turn restriction into the proposed development is not required as the restriction does not apply to a road related area. The recommendation was amended to reflect this.

COMMITTEE RECOMMENDATION

THAT:

1. The detailed plan of the 'No Stopping' restrictions corner of Faversham Street at Sydenham Road and at Hans Place at Fitzroy Street, Marrickville (as per the attached Plan B – N156271-06-02) be approved;
2. The detailed plan of the 'No Stopping' restrictions on the western side of Victoria Road, Marrickville south of Mitchell Street and time limited 'No Right Turn' restriction for northbound traffic into the new private road of the proposed development on the eastern side of Victoria Road opposite Mitchell Street (as per

the attached signage and line marking plan (Plan C – N156271-08-01) be supported; and

3. The costs of the supply and installation of the associated parking signage are to be borne by the applicant in accordance with Council's Fees and Charges.

For motion: Unanimous

LTC0221 Item 2 Marrickville Road, Marrickville – Reinstatement of Part Time Limited ½ Hour Parking Within Bus Zone Outside 145-147 Marrickville Road (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

TfNSW has provided in-principle support to the reinstatement of an 8 metre length of part time limited ½ hour parking restrictions between 10am – 3pm Monday-Friday within of the existing 'Bus Zone' on the northern side of Marrickville Road, Marrickville outside No.145-147 to allow for deliveries to local businesses during weekdays.

Officer's Recommendation

THAT an 8 metre length of limited ½ hour parking restrictions be reinstated within the western end of the existing bus zone ('Bus Zone 6am – 10am & 3pm – 7pm Mon - Fri; 1/2P 10am – 3pm Mon – Fri') on the northern side of Marrickville Road, Marrickville outside No.145-147 be approved to allow for deliveries to local businesses during weekdays.

DISCUSSION

The TfNSW representative recommended that the restrictions, including parking and bus zone, be applied on all days of the week. The recommendation was amended to reflect this.

COMMITTEE RECOMMENDATION

THAT an 8 metre length of limited ½ hour parking restrictions be reinstated within the western end of the existing bus zone ('Bus Zone 6am – 10am & 3pm – 7pm; 1/2P 10am – 3pm') on the northern side of Marrickville Road, Marrickville outside No.145-147 be approved to allow for deliveries to local businesses.

For motion: Unanimous

LTC0221 Item 3 Way Street, St Peters – Request for 'No Parking' Restrictions (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council has received representations from Sydenham Maintenance Centre (XPT Maintenance for Sydney Trains) requesting the installation of 'No Parking' restrictions in Way Street, Tempe west of Toyer Street on the southern side approach to the rail overbridge to their Centre. They raised concerns that when cars are parked on both sides of Way Street at the overbridge approach it is very difficult for trucks to enter their facility. An investigation revealed that current parking signage is not in accordance with Council records after recent redevelopment of the adjacent property No.22 Way Street and that if signage is relocated

correctly and inclusive of statutory requirements the requested 'No Parking' restrictions would be unnecessary.

Officer's Recommendation

THAT:

1. The request for 'No Parking' restrictions on the south side of Way Street, between Toyer Street and the rail overbridge not be acceded to;
2. The 'No Parking 8:30am-4pm Mon-Fri' restrictions sign on the north side of Way Street, Tempe outside No22D Way Street be relocated a further 6 metres east (to the driveway of No.22C Way Street);
3. A 'No Stopping' zone on the north side of Way Street 10 metres east of Hillcrest Lane be approved (in accordance with the Road Rules);
4. A statutory 10m 'No Stopping' zone be signposted on the northern side of Way Street west of Hillcrest Lane (to the bridge approach) be approved; and
5. Council Parking Officers be notified of these changes.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The request for 'No Parking' restrictions on the south side of Way Street, between Toyer Street and the rail overbridge not be acceded to;
2. The 'No Parking 8:30am-4pm Mon-Fri' restrictions sign on the north side of Way Street, Tempe outside No22D Way Street be relocated a further 6 metres east (to the driveway of No.22C Way Street);
3. A 'No Stopping' zone on the north side of Way Street 10 metres east of Hillcrest Lane be approved (in accordance with the Road Rules);
4. A statutory 10m 'No Stopping' zone be signposted on the northern side of Way Street west of Hillcrest Lane (to the bridge approach) be approved; and
5. Council Parking Officers be notified of these changes.

For motion: Unanimous

LTC0221 Item 4 Step 1 Public Domain Works. 3-7 & 13-17 Regent Street, RSL Relocation 287-309 Trafalgar Street& 16-20 Fisher Street, Petersham-DA201800173 (Stanmore Ward-Damun/Newton Electorate/Inner West PAC)

SUMMARY

Development is currently being undertaken or will be undertaken under approved DA 201800173 on a comprised 3 site development namely 3-7 Regent Street, 13-17 Regent Street, and 287-309 Trafalgar Street, & 16-20 Fisher Street, Petersham.

The Petersham RSL is being relocated from 3-7 Regent Street to 287-309 Trafalgar Street & 16-20 Fisher Street.

This report deals and details proposed on road tree planter boxing, traffic/parking control measures and kerb-extension in Regent Street as part of Step 1 of the Public Domain Works, as required to be carried out under condition of Development Consent.

Committee approval is sought on the Public Domain Works in Regent Street, Petersham, as shown on plan **Attachments 2** (SK101 version F) and plan **Attachment 3** (SK102 version B).

Officer's Recommendation

THAT:

1. The detailed proposed on road tree planter boxing, traffic/parking control measures and kerb extension in Regent Street, Petersham for the Public Domain works for DA 201800173, as shown on the plans attached SK101 version F and SK102 version B, be APPROVED; and
2. Bay lines be further added to plan SK101 version F in the control of parking between the on-road planter boxes.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The detailed proposed on road tree planter boxing, traffic/parking control measures and kerb extension in Regent Street, Petersham for the Public Domain works for DA 201800173, as shown on the plans attached SK101 version F and SK102 version B, be APPROVED; and
2. Bay lines be further added to plan SK101 version F in the control of parking between the on-road planter boxes.

For motion: Unanimous

LTC0221 Item 5 James Lane, Balmain East - Proposed Truck Ban (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received concerns from residents regarding heavy vehicles using James Lane (north of Darling Street) and subsequently causing property damage in James Lane, Balmain East.

Officer's Recommendation

THAT the proposed truck ban in James Lane, Balmain East be approved.

DISCUSSION

TfNSW sought confirmation regarding the type of damage experienced in James Lane. Council Officers stated that damage was to property and road due to heavy vehicles. TfNSW confirmed that a TMP is not required in this instance, as per the Guide to Delegation to Councils.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed truck ban in James Lane, Balmain East be approved.

For motion: Unanimous

LTC0221 Item 6 Cahill Street, Annandale - Proposed 'No Parking' restrictions (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received concerns from a business on Cahill Street, Annandale regarding vehicles parking on the southern side of Cahill Street and subsequently obstructing driveway access for properties 16-18 Cahill Street, Annandale.

Officer's Recommendation

THAT:

1. A 28.8m 'No Parking' zone be installed on the southern side of Cahill Street, Annandale extending west from the dead-end;
2. A 36.8m 'No Parking' zone be installed on the northern side of Cahill Street, Annandale extending west from the dead-end; and
3. A 9m 'No Parking' zone be installed across the dead-end of Cahill Street, Annandale.

DISCUSSION

Clr Macri asked for clarity regarding community consultation on this proposal. Council Officers advised that following initial discussions with resident/businesses regarding formalising 'No Parking' restrictions in Cahill Street, Annandale, Council received a petition from 7 properties (14 signatures) outlining where 'No Parking' restrictions were required in the street. This feedback was incorporated into the consulted proposal. One response was received from the head petitioner, in support of the proposal.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A 28.8m 'No Parking' zone be installed on the southern side of Cahill Street,

Annandale extending west from the dead-end;

- 2. A 36.8m 'No Parking' zone be installed on the northern side of Cahill Street, Annandale extending west from the dead-end; and**
- 3. A 9m 'No Parking' zone be installed across the dead-end of Cahill Street, Annandale.**

For motion: Unanimous

LTC0221 Item 7 Minor Traffic Facilities (Stanmore-Damun Ward/Inner West PAC)

SUMMARY

This report considers minor traffic facility applications received by Inner West.

Officer's Recommendation

That the 'Disabled Parking' zone be removed in front of No.11 Bruce Street on the eastern side of Bruce Street, Stanmore.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the 'Disabled Parking' zone be removed in front of No.11 Bruce Street on the eastern side of Bruce Street, Stanmore.

For motion: Unanimous

LTC0221 Item 8 Local Traffic Committee Schedule for 2021 - Revised

SUMMARY

The proposed revised schedule of the Local Traffic Committee meetings has been prepared for the 2021 calendar year. It is recommended that the proposed meeting schedule be received and noted.

Officer's Recommendation

THAT the proposed revised schedule of meetings of the Local Traffic Committee for the 2021 calendar year be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed revised schedule of meetings of the Local Traffic Committee for the 2021 calendar year be received and noted.

For motion: Unanimous

LTC0221 Item 9 Unnamed Lane (rear of 168 Norton Street) between Carlisle Street and Macauley Street, Leichhardt - Road Occupancy (Gulgadga - Leichhardt/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has received an application from Growth Built Pty Ltd for approval of a temporary full road closure of the Unnamed Lane (rear of 168 Norton Street), between Carlisle Street and Macauley Street, Leichhardt from 01 May 2021 to 19 May 2021, between 7:00am-5:00pm Monday to Friday and 8:00am-1:00pm Saturday (with a contingency period of two weeks) for public domain works at 168 Norton Street, Leichhardt.

Officer's Recommendation

THAT the proposed temporary full road closure of Unnamed Lane, between Carlisle Street and Macauley Street, Leichhardt from 01 May 2021 to 19 May 2021, between 7:00am-5:00pm Monday to Friday and 8:00am-1:00pm Saturday (with a contingency period of two weeks) be approved for public domain works at 168 Norton Street, Leichhardt subject to, but not limited to, the following conditions:

1. A Traffic Management Plan (TMP) for the attached Traffic Control Plan (TCP) be submitted to TfNSW prior to the start of works;
2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
3. All affected residents and businesses, including the WestConnex, NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Unnamed Lane, between Carlisle Street and Macauley Street, Leichhardt from 01 May 2021 to 19 May 2021, between 7:00am-5:00pm Monday to Friday and 8:00am-1:00pm Saturday (with a contingency period of two weeks) be approved for public domain works at 168 Norton Street, Leichhardt subject to, but not limited to, the following conditions:

1. A Traffic Management Plan (TMP) for the attached Traffic Control Plan (TCP) be submitted to TfNSW prior to the start of works;
2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;

3. All affected residents and businesses, including the WestConnex, NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

LTC0221 Item 10 Proposed Garden Beds and Speed Humps - Catherine Street, Leichhardt (Gulgadya-Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has finalised a design plan for the proposed replacement of two (2) garden beds and three (3) speed humps on Catherine Street, Leichhardt.

Officer's Recommendation

THAT the detailed design plan (Design Plan No.1004) for the proposed installation of garden beds and speed humps on Catherine Street, Leichhardt be approved.

DISCUSSION

The IWBC representative commented on the placement of the speed humps at the centre of the travel lane, stating that a bypass around the speed humps would create a smooth transition for cyclists. The representative stated that a Watts profile speed hump would also create a smoother transition for cyclists. The representative also requested 'Watch for Cyclists' or BMUFL signs and a 40km/h speed limit in Catherine Street.

Council Officers advised that the preference in recent years is to install speed cushions centrally within the travel lanes to limit noise for adjacent residents when vehicles pass over, particularly trucks and buses. Speed cushions are constructed exactly in the centre of the travel lanes to prevent vehicles avoiding the devices entirely. Council Officers also advised that Council is pursuing 40km/h speed limits on local roads such as Catherine Street as per Council's Integrated Transport Strategy.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan (Design Plan No.1004) for the proposed installation of garden beds and speed humps on Catherine Street, Leichhardt be approved.

For motion: Unanimous

LTC0221 Item 11 Darling Street between Mort Street and Curtis Road, Balmain - Road occupancy - ANZAC Day Dawn Service (Baludarri - Balmain Ward/

Balmain Electorate/ Leichhardt PAC)

SUMMARY

In preparation to mark the ANZAC Day Dawn Service 2021 on Sunday, 25 April 2021, Inner West Council is organising the ANZAC Day dawn Service at the Loyalty Square War Memorial, Balmain. To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road between 2:30am and 9:30am.

Officer's Recommendation

THAT the temporary road closure of Darling Street (Mort Street to Curtis Road), Balmain on Sunday, 25 April 2021 between 2.30am – 9.30am be supported, subject to the following conditions:

1. Latest government and health advice on Covid-19 is followed at the time of the event including gatherings and/or social distancing restrictions;
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and
4. The occupation of the road carriageway must not occur until the road has been physically closed; and

DISCUSSION

It was noted that this is a Class 2 Event.

The TfNSW representative requested that the TMP, Public Liability Insurance and Risk Assessment be provided to TfNSW for approval.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the temporary road closure of Darling Street (Mort Street to Curtis Road), Balmain on Sunday, 25 April 2021 between 2.30am – 9.30am be supported, subject to the following conditions:

- 1. Latest government and health advice on Covid-19 is followed at the time of the event including gatherings and/or social distancing restrictions;**
- 2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;**
- 3. That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and**

4. **The occupation of the road carriageway must not occur until the road has been physically closed.**

For motion: Unanimous

General Business

LTC0221 Item 12 One way proposal for Warren Road, Marrickville

Clr Macri communicated the frustration of the Warren Road residents at the delay in progressing the proposed one way movement in the street. Council Officers will follow up on this matter with the TfNSW 'Developer Works' team.

LTC0221 Item 13 Timed parking proposal for Princes Highway

Clr Macri sought clarity on the timing of community consultation regarding the timed parking proposal for Princes Highway. The TfNSW representative stated that they are aiming to have consultation letters issued at the end of March 2021.

LTC0221 Item 14 'No Left Turn' into Victoria Road from Moodie Street, Rozelle

A request was received to retain the 'No Left Turn' restriction into Victoria Road from Moodie Street, Rozelle after the WestConnex stormwater upgrade works are completed. Residents of Moodie Street wish to maintain the benefits brought by the temporary left turn ban which occurred during the stormwater upgrade works, including reduced traffic in the street and improved road safety. Council officers have advised the following:

- The current road closure of Moodie Street is in place temporarily to facilitate work associated with WestConnex and is one of many temporary traffic disruptions being progressively experienced by the local community as these and other State Government works progress.
- Moodie Street is a local collector street which provides an important traffic function for the precinct and as such, consideration of permanent changes to the road environment would be subject to investigation in a Local Area Traffic Management (LATM) Study.
- LATM studies consider traffic volumes, speeds, accessibility needs and accidents in streets within a precinct. This done as traffic devices are not normally installed in isolation but rather installed as part of area wide scheme, as one treatment on one street would result in traffic diverted to other areas. Council has an active schedule of Local Area Traffic Management (LATM) studies and undertakes studies based on priority and funding allocation.
- It is also expected that traffic patterns in the vicinity of Victoria Road will change substantially once the toll-free Iron Cove Link is finalised and as motorists adapt to this new route which bypasses Victoria Road. Due to these changing patterns of traffic and the current important traffic function of Moodie Street, it is premature to consider permanent changes to the local road network.
- Council officers will continue to monitor traffic conditions in the area as works progress.

LTC0221 Item 15 Motorbike parking in Lennox Street, Newtown

A resident has requested up to one car space between 38-84 Lennox Street, Newtown be converted to motorbike parking, preferably for M3 permit holders. The resident stated that dedicated motorbike parking in the street would allow for the available parking space to be used more efficiently, improve road safety and encourage the use of more sustainable transport. Council officers will review this request.

LTC0221 Item 16 Lack of pedestrian crossing facilities on Darley Road, Leichhardt

Residents have made representations to Council regarding concerns with the lack of pedestrian crossing facilities on Darley Road, Leichhardt near the Hawthorne Light Rail Station. The TfNSW representative stated that:

- TfNSW has previously investigated treatments to improve safety and amenity at this location; however, a sufficient crossing facility could not be provided without civil works and significant cost.
- TfNSW (then RMS) has previously placed a submission for funding under multiple programs to design and build a wider refuge outside the Hawthorne Light Rail stop. The refuge as well as some associated works, is intended to improve pedestrian accessibility and amenity, by providing a safer crossing over Darley Road, suitable for prams, wheelchairs and dogs on leashes as well as some other improvements to help slow motorists at the location.
- However, despite multiple nominations, TfNSW has not been successful in gaining funding for this project.
- TfNSW will continue to submit this project for funding consideration under upcoming programs.

LTC0221 Item 17 Traffic calming for Wardell Road, Dulwich Hill

A resident requested traffic calming devices to be installed on Wardell Road, Dulwich Hill to slow traffic travelling north towards Pile Street. The resident has observed vehicles dangerously speeding past parked vehicles as the road bends. Council officers will review this request.

LTC0221 Item 18 Sightlines at the intersection of Junction Road and Prospect Road, Summer Hill

Concerns have been raised that despite a 'No Stopping' zone on Prospect Road, vehicles parked on Prospect Road, near the intersection of Junction Road, obstruct sightlines for vehicles exiting Junction Road. Council officers will review this request.

This concluded the business of the meeting.

Item No: LTC0321(1) Item 1

Subject: **BEDWIN ROAD BRIDGE ST PETERS - SYDNEY METRO – SIGNS AND LINE MARKINGS PLAN FOR TEMPORARY WORKS (MIDJUBURI - MARRICKVILLE AND DAMUN – STANMORE WARD / SUMMER HILL AND NEWTOWN ELECTORATE / INNER WEST PAC)**

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Sydney Metro have submitted to Council detailed line marking and signage plans for temporary road works on Bedwin Road Bridge for a period of approximately 16 weeks beginning mid-March 2021. The works will be staged in two phases to accommodate separately works on either side of the bridge allowing contraflow traffic arrangements to be in place. The proposed works involve the installation of new regulatory signage. Sydney Metro will install the signage and line marking and reinstate original signage and line markings after works are completed. It is recommended that the submitted plans be supported as shown in the submitted 'Sydney Metro City & Southwest Sydenham Station Bedwin Road Bridge Works Contraflow Traffic Management Plan'.

RECOMMENDATION

THAT the temporary contraflow arrangement proposed to accommodate Sydney Metro works on Bedwin Road Bridge, St Peters and associated temporary line marking and signage (as per shown in the submitted 'Sydney Metro City & Southwest Sydenham Station Bedwin Road Bridge Works Contraflow Traffic Management Plan') be approved subject to, but not limited to, the following conditions:

- 1. All works and cost of the supply, installation and removal of the line marking and signage associated with the Bedwin Road Bridge works is to be borne by the applicant: and**
- 2. Council's existing line marking and signage be reinstated in Bedwin Road, St Peters at the end of the works to the satisfaction of Council's Co-ordinator of Traffic and Parking Services, Traffic South.**

BACKGROUND

The Bedwin Road bridge works consist of the following items:

- Partially demolish the bridge deck concrete adjacent to existing kerbs
- Demolish kerbs to 10.0m past abutments of bridge
- Remove asphalt and concrete footpaths
- Construct new concrete barriers and concrete footpaths
- Remove existing handrails and install new handrails.

These works are to be undertaken in two stages, one for the northbound side of the bridge, and one for the southbound side.

Southbound Closure: Mid-February – Late March

- Southbound vehicles to be tapered to Lane 2 of northbound direction (ie. One lane open in each direction)

- To be in operation for 8 weeks
- Concrete D80 barriers or equivalent used to separate work site from road traffic
 - Double barrier BB linemarking to separate directions of travel
- Turn arrow ground linemarking to be blacked out in contraflow area
- Pedestrians to be detoured to footpath on opposite side of the road and will use existing signalised crossings to reach opposite footpath.

Northbound Closure: Late March – Early May

- Northbound vehicles to be tapered to Lane 2 of southbound direction • Otherwise as above.

FINANCIAL IMPLICATIONS

All works and costs of implementation works associated with the proposal will be borne by the applicant.

DISCUSSION

The main impact to traffic due to the works is potential for increased delays due to one lane of vehicle movements instead of the usual two. No modelling has been undertaken for this proposal, however, a similar arrangement with one lane in each direction has previously been undertaken on the Bedwin Road bridge in the SMCSW project.

Traffic Control Plans (TCPs) will set out the specific traffic management arrangements to be implemented during the construction phase.

Reduced speed limits to 40km/h are proposed on Bedwin Road, as well as vehicles that are on approach to the bridge. This will be in place for the duration of the works, 24 hours a day.

The northbound and southbound closures will also close the adjacent footpath. Pedestrians will be detoured to the opposite footpath via signalised crossings at Bedwin Road / Unwins Bridge Road, and Bedwin Road / Edinburgh Road.

No public transport impacts are expected from the proposed works. The existing lane widths utilised by public transport services and will not be narrowed from what is existing.

The Traffic Management Plan (TMP) and associated Traffic Control Plans (TCPs) are provided in **Attachment 1**.

PUBLIC CONSULTATION

The project is being managed by Sydney Metro and they will undertake community consultation.

CONCLUSION

It is recommended that the temporary signage and line marking plans be approved.

ATTACHMENTS

1.  SMCSWSSJ-JHL-WSS-TF-PLN-DRAFT_Rev0_Bedwin Road Contraflow CTMP



Sydney Metro City & Southwest Sydenham Station Bedwin Road Bridge Works Contraflow Traffic Management Plan

SMCSWSSJ-JHL-WSS-TF-PLN-DRAFT

Document and Revision History

Document Details	
Title	Sydenham Station Bedwin Road Bridge Works Contraflow Traffic Management Plan
Client	Sydney Metro City & Southwest
Client reference no.	SMCSWSSJ-JHL-WSS-TF-PLN-DRAFT
JHLOR JV contract no.	RXX

Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	27 January 2021	Draft for JHLOR JV Review	M. Hearne	A. Giyahi
02	03 February 2021	Draft for JHLOR JV Review and issue for formal review	M. Hearne	A. Giyahi

Management reviews

Review date	Details	Reviewed by

Controlled: NO Copy no.: Uncontrolled: YES

Southwest Metro Sydenham Station
Bedwin Road Bridge Closure

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1. General Information

1.1 Purpose

The purpose of this Construction Traffic Management Plan (CTMP) is to ensure the safety of the public and maintain an accessible and efficient road network for all road users during the Bedwin Road Bridge Works.

This document is provided as an addendum to the main report, Sydenham Station and Junction CTMP. As such, details covered in the main report will not be duplicated in this CTMP.

1.2 Objectives

The following traffic management objectives will apply to the construction of the project:

- Minimise disruption to traffic operation, road users, public transport users, bus operators, pedestrians, cyclists, and access to adjoining properties
- Maximise the safety of the workers, by isolating work areas from traffic flows, applying low exposure work methods, education and the installation of appropriate traffic control measures
- Limit obstructions and restrictions, and when required, provide alternatives to maintain access for local community, transport operators, over-size load movements and commercial developments.

Objectives are otherwise as per main CTMP.

1.3 Scope

The Bedwin Road bridge works consist of the following items:

- Partially demolish the bridge deck concrete adjacent to existing kerbs
- Demolish kerbs to 10.0m past abutments of bridge
- Remove asphalt and concrete footpaths
- Construct new concrete barriers and concrete footpaths
- Remove existing handrails and install new handrails.

These works are to be undertaken in two stages, one for the northbound side of the bridge, and one for the southbound side.

This CTMP aims to manage and mitigate the impacts of construction traffic and road works, and sets out the responsibilities and strategies involved in ensuring a safe environment is maintained for drivers, pedestrians, cyclists, and workers.

All workers, employees, subcontractors, employers and the management team, involved in the construction of the project shall adhere to this CTMP.

This CTMP will be in use for approximately 16 weeks total, being 8 weeks for each of the northbound and southbound closures to accommodate the works

The location of the proposed work area is shown in Figure 2 and Note: traffic control measures shown are indicative only. Refer to Appendix 1 – Traffic Control Plans for detailed traffic control measures.

Figure 3..

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1.4 Proposed Works

1.4.1 Works Timing

The proposed timeline for the works outlined in this TMP is shown in Table 1.

Table 1 – Works Timing

Works	Description	Duration	Start Date	End Date
Overall		16 Weeks	Mid-February	Early May
Southbound Closure (City side)	Southbound road closure, vehicles occupying one lane in each direction on western side of bridge	8 Weeks	Mid-February	Late-March
Northbound Closure (Country side)	Northbound road closure, vehicles occupying one lane in each direction on eastern side of bridge	8 Weeks	Late March	Early May

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1.4.2 Work Zone Areas

The proposed work zone areas for the stages are shown in Figure 2 and *Note: traffic control measures shown are indicative only. Refer to Appendix 1 – Traffic Control Plans for detailed traffic control measures.*

Figure 3.

Figure 2 –Work Zone (Southbound Closure)



Note: traffic control measures shown are indicative only. Refer to Appendix 1 – Traffic Control Plans for detailed traffic control measures.

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Figure 3 –Work Zone (Northbound Closure)



Note: traffic control measures shown are indicative only. Refer to Plans for detailed traffic control measures.

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1.4.3 Description of Traffic Management Measures

The Bedwin Road bridge works are separated into two Stages:

- **Southbound Closure: Mid-February – Late March**
 - Southbound vehicles to be tapered to Lane 2 of northbound direction
 - To be in operation for 8 weeks
 - Concrete D80 barriers or equivalent used to separate work site from road traffic
 - Double barrier BB linemarking to separate directions of travel
 - Turn arrow ground linemarking to be blacked out in contraflow area
 - Pedestrians to be detoured to footpath on opposite side of the road and will use existing signalised crossings to reach opposite footpath.
- **Northbound Closure: Late March – Early May**
 - Northbound vehicles to be tapered to Lane 2 of southbound direction
 - Otherwise as above.

1.5 General Requirements

1.5.1 Key Personnel

Table 4 lists the key personnel involved with these works:

Table 4 – Key Personnel

Name	Position	Phone Number
Paul Dalziel	Construction Manager	0437 475 070
Giorgio Iabichella	Senior Project Engineer	0417 098 121
Dane Fox	Project Engineer	0419 923 247
Matthew McKimmie	Interface Manager	0499 075 555
D&D Traffic Management (staff name to be confirmed)	Traffic Controller (Blue Card)	TBC
D&D Traffic Management (staff name to be confirmed)	Implement TCPs (Yellow Card)	TBC
D&D Traffic Management (staff name to be confirmed)	Prepare a Work Zone Traffic Management Plan	TBC

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2. Traffic Management

2.1 Site Access

2.1.1 Access Requirements

To provide a safe entry and exit to the work zone JHLORJV will:

- Ensure that at least one travel lane in each direction on the Bedwin Road bridge is retained for vehicle movements
- Ensure heavy vehicles do not queue on residential streets. Trucks will layover within the worksite boundary only.
- Ensure that vehicles will enter and exit the work area in a forward direction. Should reversing movements be deemed necessary, a traffic control plan must be used.

Pedestrians will be directed to opposite side of the road via signalised crossings during the two stages.

Cyclists are affected in the same manner as light vehicles.

The shared path and cycle paths on Campbell Street will not be affected by these works.

2.1.2 Hoarding and Site Boundaries

No permanent fencing will be used for these works.

Temporary D80 concrete barriers (or equivalent) with TfNSW-approved end treatments are to be used to separate the work site from the vehicle traffic.

A double barrier BB line is to separate both directions of vehicle traffic.

2.2 Traffic Impacts

The main impact to traffic due to the works is potential for increased delays due to one lane of vehicle movements instead of the usual two. No modelling has been undertaken for this proposal, however, a similar arrangement with one lane in each direction has previously been undertaken on the Bedwin Road bridge in the SMCSW project.

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2.2.1 Holding of Traffic

No holding of traffic is necessary for these works. No traffic controllers are used in the traffic control plans.

2.3 Detours

No vehicle detours are required for the proposed works.

Pedestrian detours to opposite footpath will be in place for duration of works. Pedestrians can use signalised intersections to safely cross to opposite footpath.

3. Traffic Management

3.1.1 Truck Haulage Routes

As per main CTMP.

3.1.2 Truck Volumes and Hours of Operation

There will be approximately X standard truck movements per day. Where possible, these movements are to occur outside of peak hours to minimise impact on the road network..

3.1.3 Approvals

A Road Occupancy Licence is required for the lane closures.

An application will be submitted by JHLOR JV prior to implementing this closure.

3.1.4 Traffic Control Plans

Traffic Control Plans (TCPs) will set out the specific traffic management arrangements to be implemented during the construction phase.

Two TCPs have been created for these works and are available in Appendix 1 – Traffic Control Plans.

Reduced speed limits to 40km/h are proposed on Bedwin Road, as well as vehicles that are on approach to the bridge. This will be in place for the duration of the works, 24 hours a day.

TCPs are to be created in line with the requirements of TfNSW Traffic Control at Worksites Manual Version 5. While this version has been superseded, it is still approved for use until 13 May 2021. As previous SSJ documentation has been prepared under Version 5, it is considered appropriate to use the TCWSM Version 5 for these works.

TCPs must be signed off and approved by a person who holds a valid TfNSW "Prepare a Work Zone Traffic Management Plan" qualification.

TCPs must be approved by the relevant authorities before they are used in the project.

Additional TCPs will be created as required and as the project scope is developed in further detail.

**Southwest Metro Sydenham Station
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3.2 Pedestrian Management

3.2.1 Pedestrian Movement Plans

Pedestrian Movement Plans (PMPs) are required for each instance where changes to pedestrian routes are required, such as closing footpaths. PMPs are to be developed in accordance with TfNSW Traffic Control at Worksites Manual Version 5, and CEMF Clause 8.1. Pedestrian management measures are shown in Appendix 1 – Traffic Control Plans.

PMP's have been overlayed on the corresponding Traffic Control Plans for the site.

3.2.2 Pedestrian Considerations

The northbound and southbound closures will also close the adjacent footpath. Pedestrians will be detoured to the opposite footpath via signalised crossings at Bedwin Road / Unwins Bridge Road, and Bedwin Road / Edinburgh Road.

3.3 Cyclist Management

There are not expected to be any cyclist-specific impacts due to the works. Cyclists will experience the same impacts to their routes as per light vehicles.

3.4 Traffic Modelling

Traffic modelling has not been undertaken and is not deemed necessary for this item as similar closures have previously been undertaken at this location and the nature of the impacts is already understood by the approval authorities.

3.5 Temporary Removal of Car Parking Spaces

No parking spaces are affected by these works.

3.6 Public Transport and Bus Operators

No public transport impacts are expected from the proposed works. The existing lane widths utilised by public transport services and will not be narrowed from what is existing.

4. Traffic Signage and Control

As per main CTMP.

5. Delineation at Work Site – Travel Paths

As per main CTMP.

6. Traffic Controllers

As per main CTMP.

7. Work on Footpaths

7.1 Pedestrian Safety Points

As per main CTMP.

7.2 Road Safety Audit

A Road Safety Audit (RSA) has not been undertaken for these works. The TCPs and CTMPs have been approved by a traffic engineer who is an accredited Level 3 Road Safety Auditor and holds a current Prepare A Work Zone Traffic Management Plan certification.

Any RSAs undertaken will be shared with relevant stakeholders (including SCO/TMC).

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8. Reference Documentation

- SM ES-ST-214: G10 Traffic and Transport Management
- SM PS-ST-221: Sydney Metro Principal Contractor Health and Safety Standard
- SM ES-FT-460 ROL Application
- TfNSW Traffic Control at Worksites Manual. Version 5
- Relevant Austroads Guides
- TfNSW Supplements to Austroads and Australian Standards
- TfNSW Traffic Control at Worksite Manual
- AS 1742.3 Manual of uniform traffic control devices Part3: Traffic control devices for works on roads
- Ministers Conditions of Approval
- Revised Environmental Mitigation Measures
- Construction Environmental management Framework
- Staging Report - Sydney Metro City and Southwest

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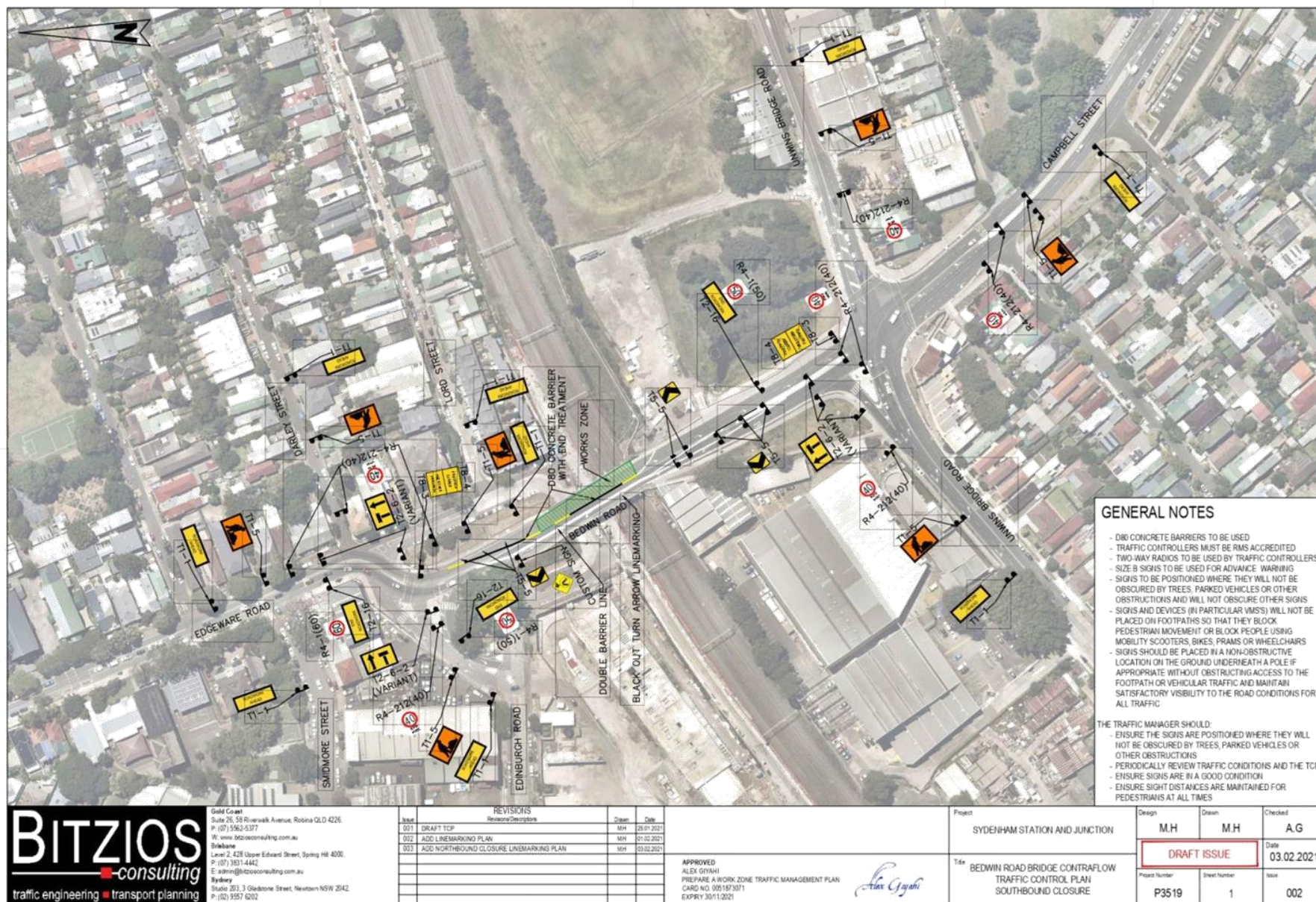
9. Appendices

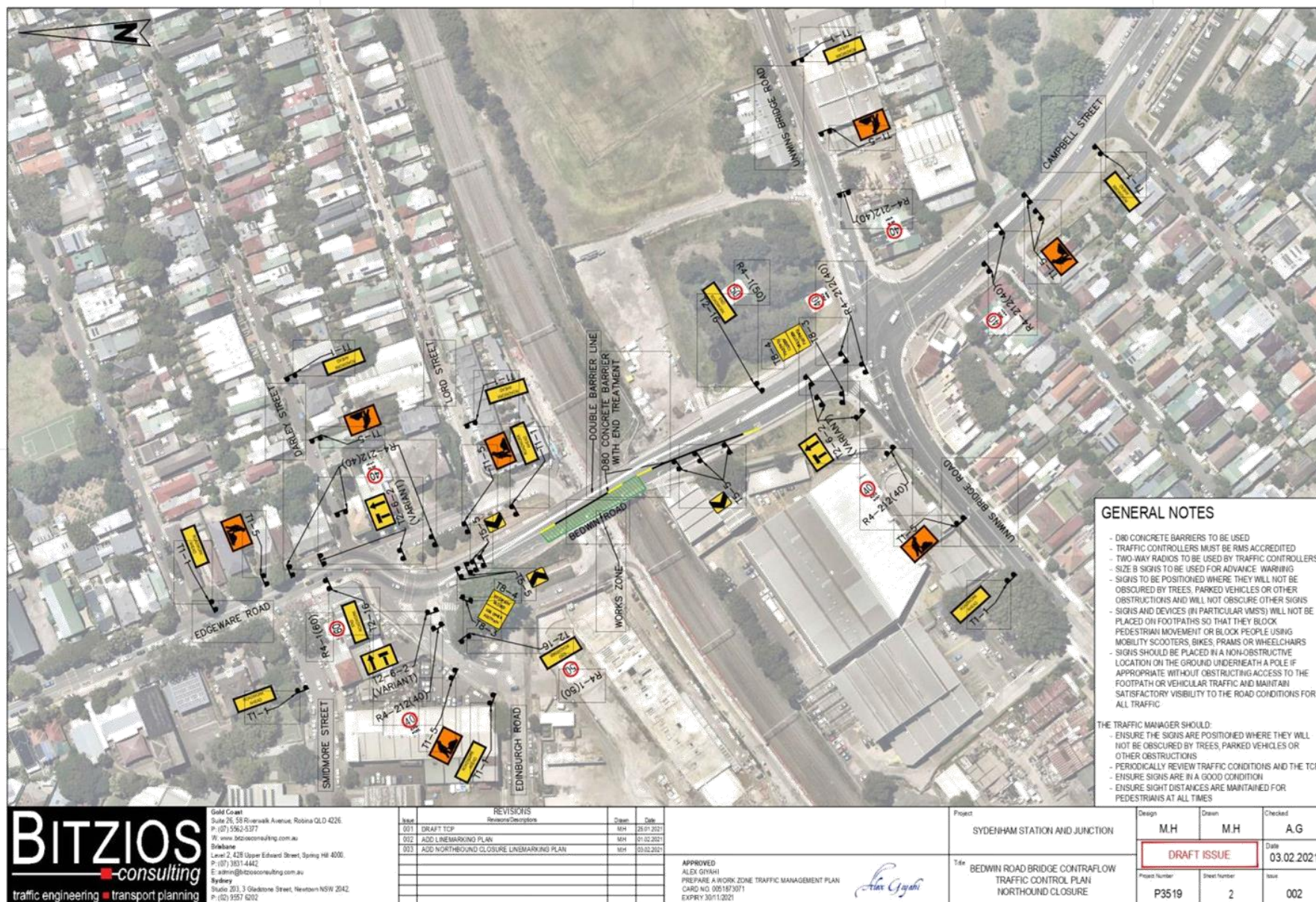
9.1 Appendix 1 – Traffic Control Plans

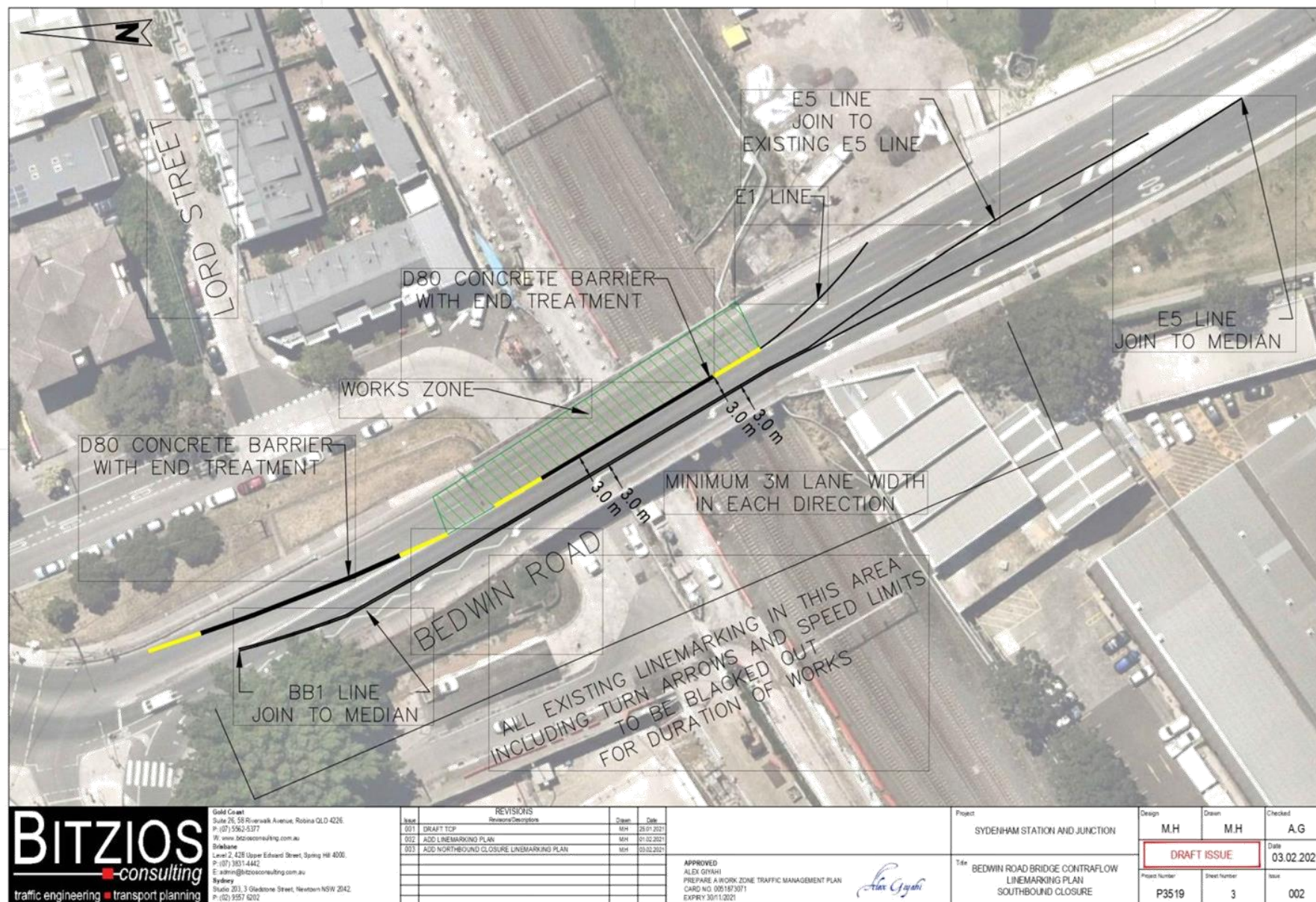
The following Traffic Control Plans (TCPs) are provided. These will be updated with the Traffic Control Supplier if necessary as the works progress and resubmitted if changed, for approval.

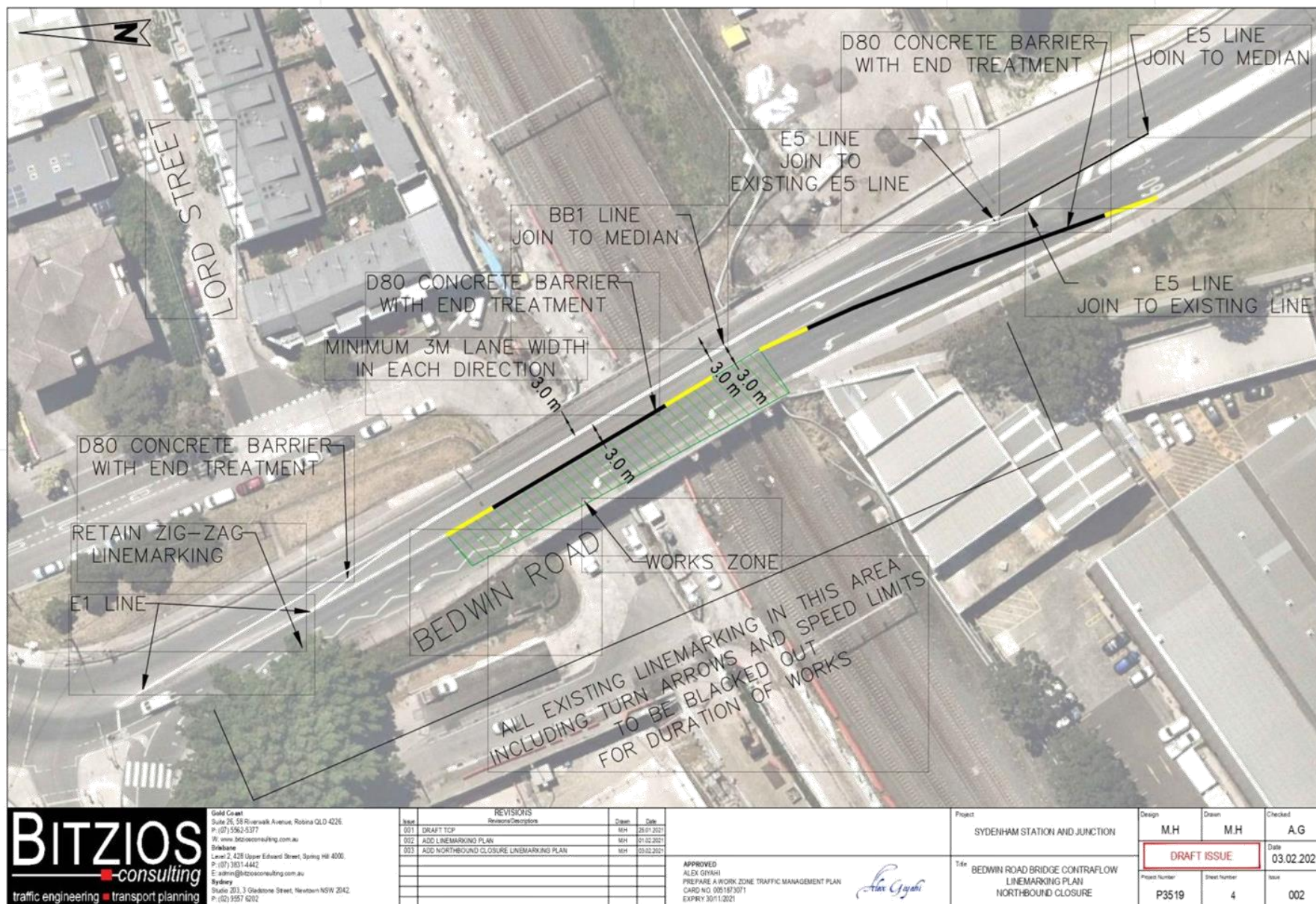
Table 5 – Traffic Control Plans

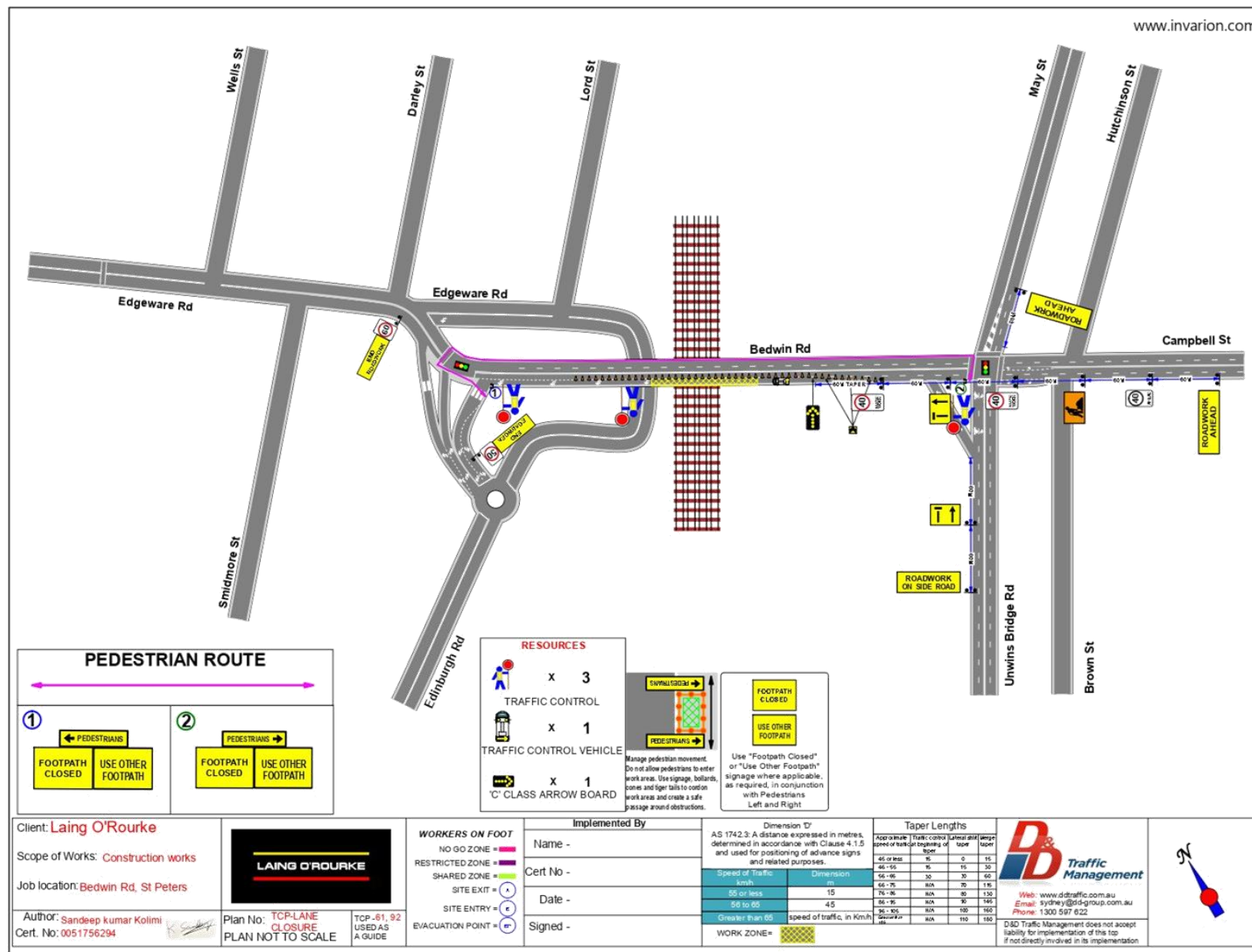
TCP Number	Location	Description of Control
P3519 Sheet 1	Bedwin Road bridge	Northbound Closure
P3519 Sheet 2	Bedwin Road bridge	Southbound Closure
Bedwin Rd, St Peters Pedestrian Works WB 1	Bedwin Road bridge	Concrete coreholes to assess concrete quality
Bedwin Rd, St Peters Pedestrian Works WB 2	Bedwin Road bridge	Concrete coreholes to assess concrete quality

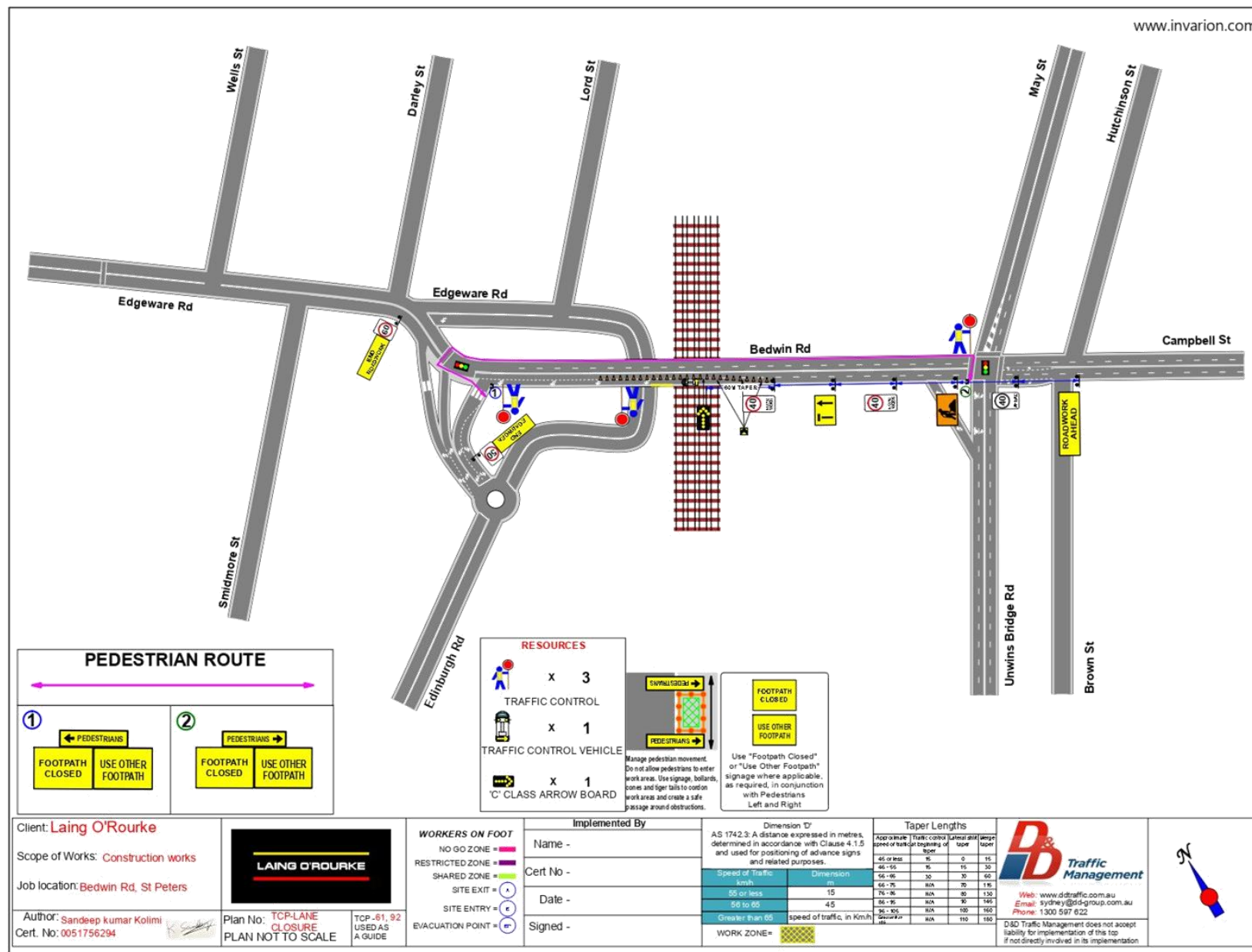












Item No: LTC0321(1) Item 2

Subject: SMIDMORE STREET AND MURRAY STREET, MARRICKVILLE – SHORT TERM TEMPORARY CHANGES TO SMIDMORE STREET SIGNAGE, KERBSIDE PARKING RESTRICTIONS, BUS ROUTES AND NEW TEMPORARY BUS STOP NEAR EDINBURGH ROAD AS PART OF MARRICKVILLE METRO EXPANSION WORKS - (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 Adco Constructions, about proposed short term temporary changes to Smidmore Street signage, kerbside parking restrictions, bus routes and a new temporary bus stop near Edinburgh Road, Marrickville as part of the Marrickville Metro Expansion works. It is recommended that the proposed changes be approved and that all works and costs associated with the signage changes and temporary relocated 'Bus Zone' and reinstatement of Council's original parking restrictions is to be borne by the Applicant.

RECOMMENDATION

THAT the proposed short-term temporary changes to traffic and parking conditions in Smidmore Street and Murray Street, Marrickville as per plans submitted by MLA Transport Planning (TMP 20008r05C-210301, CV-1BPD-02-061) 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 changes and bus relocations 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;
- c) Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'; and
- d) Subject to written concurrence from TfNSW, Sydney Metro TSE Group and Transit Systems / Sydney Buses is provided to Council.

BACKGROUND

A report was submitted to 4 May 2020 LTC meeting which supported a package of civil works on Smidmore Street, Edinburgh Road and Railway Parade associated with the proposed expansion of the Marrickville Metro. Whilst the majority of the works have been completed, the remaining works (generally) includes:

- public domain works on Smidmore Street
- construction of a new roundabout on Edinburgh Road at Sydney Steel Road
- upgrade of an existing roundabout on Edinburgh Road at Railway Parade, and
- construction of the new bus terminal on Edinburgh Road next to Murray Street.

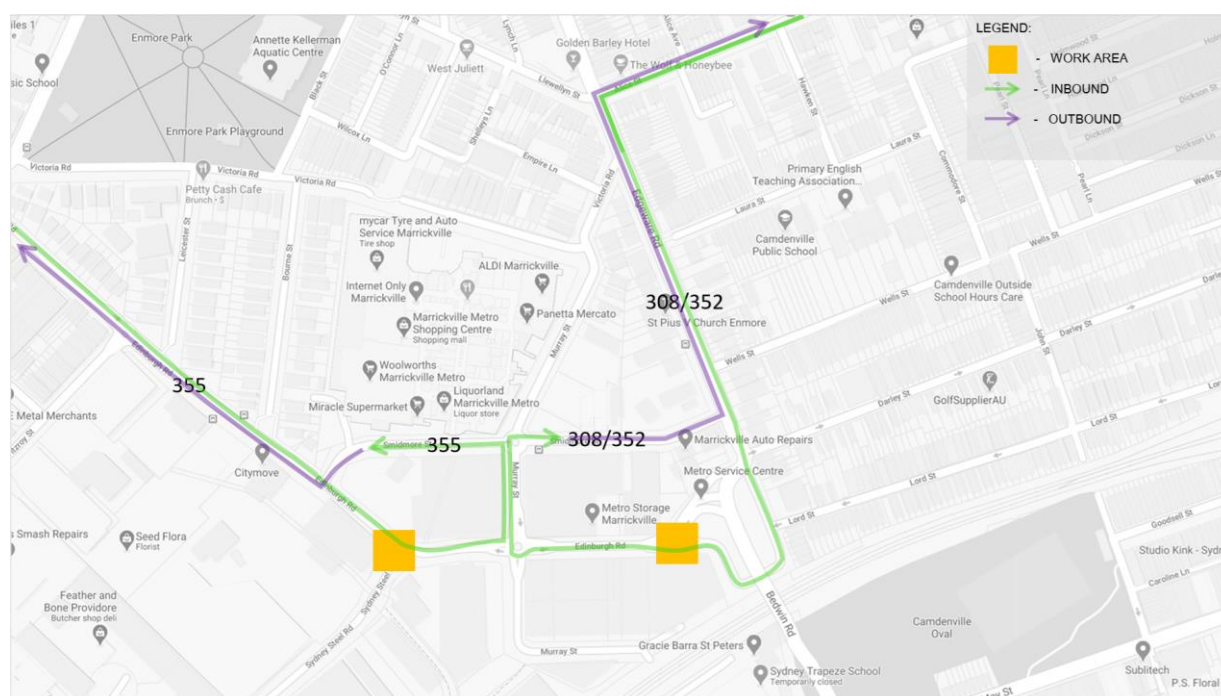
The proposed works are anticipated to take place from 1st April 2021 to 9th June 2021.

The works at the Railway Parade intersection with Edinburgh Road will affect the operation of buses travelling through the intersection in the eastbound direction along Edinburgh Road. Traffic control plans for the proposed works have been prepared and are attached in the TMP reproduced at the end of this report.

Consultation by MLA Transport Planning / Adco with TfNSW, bus operators (STA and Transit Systems) and other stakeholders, proposed to divert the affected buses as follows:

- Bus Services 308/352 – continue to use the existing route along Edgeware Road, Railway Parade, Edinburgh Road, Murray Street, Smidmore Street then Edgeware Road again),
- and, Bus Service 355 – re-routed along Edinburgh Road/Murray Street/Smidmore Street.

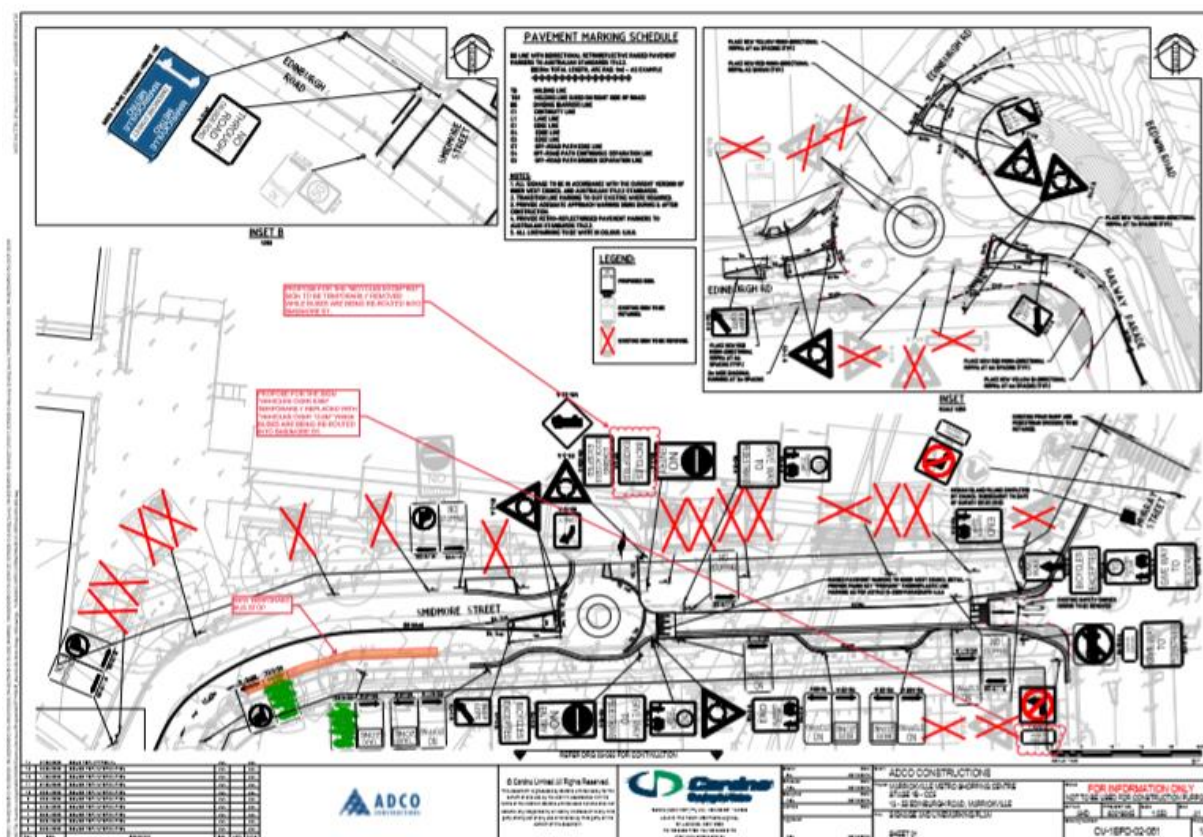
The above proposed bus existing and new routes are shown in the diagram below.



To facilitate the proposed bus diversion, STA requested the following changes to street signage and kerbside parking as detailed below:

- temporary removal of the “BICYCLES EXCEPTED” sign on Smidmore Street
- temporary replacement of the “VEHICLES OVER 8.8m” sign with “VEHICLES OVER 12.5m” sign facing traffic turning left from Murray Street into Smidmore Street
- removal of approximately three kerbside parking spaces each (a total of six kerbside spaces) on the western and eastern sides of Murray Street at Edinburgh Road with “NO STOPPING” signs and water barriers installed, and
- a new temporary bus stop on the southern side of Smidmore Street near Edinburgh Road.

The proposed removal of the signage and new temporary bus stop is shown in the diagram below and the parking loss is shown in the following diagram.



In addition to the above, approval from the Local Traffic Committee is also sought for the retention of the existing temporary bus stops on either side of Smidmore Street east of Murray

Street until the opening of the new bus terminal on Edinburgh Road at the same time as the opening of the new Centre (mid-June 2021).

FINANCIAL IMPLICATIONS

All works and costs of implementation works associated with the recommended temporary parking restrictions and 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

MLATP have notified Council that they have consulted with the bus operators (STA and Transit System) and that they have endorsed the proposed temporary relocations.

MLATP have notified Council that they propose to notify the local residents and businesses within 400m of the proposed changes from 1st March 2021 to 21st March 2021 (three week notification period) and report back to Council at the end of the three week notification period if the local residents/business raised any issues.

CONCLUSION

It is recommended that the proposed changes be approved and that all works and costs associated with the signage changes and temporary relocated 'Bus Zone' and reinstatement of Council's original parking restrictions is to be borne by the applicant.

ATTACHMENTS

1. [Download](#) 20008r05C-210301-Railway Pde TMP with swept paths



Sydney Metro City & Southwest Sydenham Station Bedwin Road Bridge Works Contraflow Traffic Management Plan

SMCSWSSJ-JHL-WSS-TF-PLN-DRAFT

Document and Revision History

Document Details	
Title	Sydenham Station Bedwin Road Bridge Works Contraflow Traffic Management Plan
Client	Sydney Metro City & Southwest
Client reference no.	SMCSWSSJ-JHL-WSS-TF-PLN-DRAFT
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01	27 January 2021	Draft for JHLOR JV Review	M. Hearne	A. Giyahi
02	03 February 2021	Draft for JHLOR JV Review and issue for formal review	M. Hearne	A. Giyahi

Management reviews

Review date	Details	Reviewed by

Controlled: NO Copy no.: Uncontrolled: YES

Southwest Metro Sydenham Station
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1. General Information

1.1 Purpose

The purpose of this Construction Traffic Management Plan (CTMP) is to ensure the safety of the public and maintain an accessible and efficient road network for all road users during the Bedwin Road Bridge Works.

This document is provided as an addendum to the main report, Sydenham Station and Junction CTMP. As such, details covered in the main report will not be duplicated in this CTMP.

1.2 Objectives

The following traffic management objectives will apply to the construction of the project:

- Minimise disruption to traffic operation, road users, public transport users, bus operators, pedestrians, cyclists, and access to adjoining properties
- Maximise the safety of the workers, by isolating work areas from traffic flows, applying low exposure work methods, education and the installation of appropriate traffic control measures
- Limit obstructions and restrictions, and when required, provide alternatives to maintain access for local community, transport operators, over-size load movements and commercial developments.

Objectives are otherwise as per main CTMP.

1.3 Scope

The Bedwin Road bridge works consist of the following items:

- Partially demolish the bridge deck concrete adjacent to existing kerbs
- Demolish kerbs to 10.0m past abutments of bridge
- Remove asphalt and concrete footpaths
- Construct new concrete barriers and concrete footpaths
- Remove existing handrails and install new handrails.

These works are to be undertaken in two stages, one for the northbound side of the bridge, and one for the southbound side.

This CTMP aims to manage and mitigate the impacts of construction traffic and road works, and sets out the responsibilities and strategies involved in ensuring a safe environment is maintained for drivers, pedestrians, cyclists, and workers.

All workers, employees, subcontractors, employers and the management team, involved in the construction of the project shall adhere to this CTMP.

This CTMP will be in use for approximately 16 weeks total, being 8 weeks for each of the northbound and southbound closures to accommodate the works

The location of the proposed work area is shown in Figure 2 and Note: traffic control measures shown are indicative only. Refer to Appendix 1 – Traffic Control Plans for detailed traffic control measures.

Figure 3..

**Southwest Metro Sydenham Station
Bedwin Road Bridge Closure**

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1.4 Proposed Works

1.4.1 Works Timing

The proposed timeline for the works outlined in this TMP is shown in Table 1.

Table 1 – Works Timing

Works	Description	Duration	Start Date	End Date
Overall		16 Weeks	Mid-February	Early May
Southbound Closure (City side)	Southbound road closure, vehicles occupying one lane in each direction on western side of bridge	8 Weeks	Mid-February	Late-March
Northbound Closure (Country side)	Northbound road closure, vehicles occupying one lane in each direction on eastern side of bridge	8 Weeks	Late March	Early May

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1.4.2 Work Zone Areas

The proposed work zone areas for the stages are shown in Figure 2 and *Note: traffic control measures shown are indicative only. Refer to Appendix 1 – Traffic Control Plans for detailed traffic control measures.*

Figure 3.

Figure 2 –Work Zone (Southbound Closure)



Note: traffic control measures shown are indicative only. Refer to Appendix 1 – Traffic Control Plans for detailed traffic control measures.

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Figure 3 –Work Zone (Northbound Closure)



Note: traffic control measures shown are indicative only. Refer to Plans for detailed traffic control measures.

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1.4.3 Description of Traffic Management Measures

The Bedwin Road bridge works are separated into two Stages:

- **Southbound Closure: Mid-February – Late March**
 - Southbound vehicles to be tapered to Lane 2 of northbound direction
 - To be in operation for 8 weeks
 - Concrete D80 barriers or equivalent used to separate work site from road traffic
 - Double barrier BB linemarking to separate directions of travel
 - Turn arrow ground linemarking to be blacked out in contraflow area
 - Pedestrians to be detoured to footpath on opposite side of the road and will use existing signalised crossings to reach opposite footpath.
- **Northbound Closure: Late March – Early May**
 - Northbound vehicles to be tapered to Lane 2 of southbound direction
 - Otherwise as above.

1.5 General Requirements

1.5.1 Key Personnel

Table 4 lists the key personnel involved with these works:

Table 4 – Key Personnel

Name	Position	Phone Number
Paul Dalziel	Construction Manager	0437 475 070
Giorgio Iabichella	Senior Project Engineer	0417 098 121
Dane Fox	Project Engineer	0419 923 247
Matthew McKimmie	Interface Manager	0499 075 555
D&D Traffic Management (staff name to be confirmed)	Traffic Controller (Blue Card)	TBC
D&D Traffic Management (staff name to be confirmed)	Implement TCPs (Yellow Card)	TBC
D&D Traffic Management (staff name to be confirmed)	Prepare a Work Zone Traffic Management Plan	TBC

**Southwest Metro Sydenham Station
Bedwin Road Bridge Closure**

Construction Traffic Management Plan
SMCSWSSJ-JHL-WSS-TF-PLN-DRAFT
Revision 0

2. Traffic Management

2.1 Site Access

2.1.1 Access Requirements

To provide a safe entry and exit to the work zone JHLORJV will:

- Ensure that at least one travel lane in each direction on the Bedwin Road bridge is retained for vehicle movements
- Ensure heavy vehicles do not queue on residential streets. Trucks will layover within the worksite boundary only.
- Ensure that vehicles will enter and exit the work area in a forward direction. Should reversing movements be deemed necessary, a traffic control plan must be used.

Pedestrians will be directed to opposite side of the road via signalised crossings during the two stages.

Cyclists are affected in the same manner as light vehicles.

The shared path and cycle paths on Campbell Street will not be affected by these works.

2.1.2 Hoarding and Site Boundaries

No permanent fencing will be used for these works.

Temporary D80 concrete barriers (or equivalent) with TfNSW-approved end treatments are to be used to separate the work site from the vehicle traffic.

A double barrier BB line is to separate both directions of vehicle traffic.

2.2 Traffic Impacts

The main impact to traffic due to the works is potential for increased delays due to one lane of vehicle movements instead of the usual two. No modelling has been undertaken for this proposal, however, a similar arrangement with one lane in each direction has previously been undertaken on the Bedwin Road bridge in the SMCSW project.

**Southwest Metro Sydenham Station
Bedwin Road Bridge Closure**

Construction Traffic Management Plan
SMCSWSSJ-JHL-WSS-TF-PLN-DRAFT
Revision 0

2.2.1 Holding of Traffic

No holding of traffic is necessary for these works. No traffic controllers are used in the traffic control plans.

2.3 Detours

No vehicle detours are required for the proposed works.

Pedestrian detours to opposite footpath will be in place for duration of works. Pedestrians can use signalised intersections to safely cross to opposite footpath.

3. Traffic Management

3.1.1 Truck Haulage Routes

As per main CTMP.

3.1.2 Truck Volumes and Hours of Operation

There will be approximately X standard truck movements per day. Where possible, these movements are to occur outside of peak hours to minimise impact on the road network..

3.1.3 Approvals

A Road Occupancy Licence is required for the lane closures.

An application will be submitted by JHLOR JV prior to implementing this closure.

3.1.4 Traffic Control Plans

Traffic Control Plans (TCPs) will set out the specific traffic management arrangements to be implemented during the construction phase.

Two TCPs have been created for these works and are available in Appendix 1 – Traffic Control Plans.

Reduced speed limits to 40km/h are proposed on Bedwin Road, as well as vehicles that are on approach to the bridge. This will be in place for the duration of the works, 24 hours a day.

TCPs are to be created in line with the requirements of TfNSW Traffic Control at Worksites Manual Version 5. While this version has been superseded, it is still approved for use until 13 May 2021. As previous SSJ documentation has been prepared under Version 5, it is considered appropriate to use the TCWSM Version 5 for these works.

TCPs must be signed off and approved by a person who holds a valid TfNSW "Prepare a Work Zone Traffic Management Plan" qualification.

TCPs must be approved by the relevant authorities before they are used in the project.

Additional TCPs will be created as required and as the project scope is developed in further detail.

**Southwest Metro Sydenham Station
Bedwin Road Bridge Closure**

Construction Traffic Management Plan
SMCSWSSJ-JHL-WSS-TF-PLN-DRAFT
Revision 0

3.2 Pedestrian Management

3.2.1 Pedestrian Movement Plans

Pedestrian Movement Plans (PMPs) are required for each instance where changes to pedestrian routes are required, such as closing footpaths. PMPs are to be developed in accordance with TfNSW Traffic Control at Worksites Manual Version 5, and CEMF Clause 8.1. Pedestrian management measures are shown in Appendix 1 – Traffic Control Plans.

PMP's have been overlayed on the corresponding Traffic Control Plans for the site.

3.2.2 Pedestrian Considerations

The northbound and southbound closures will also close the adjacent footpath. Pedestrians will be detoured to the opposite footpath via signalised crossings at Bedwin Road / Unwins Bridge Road, and Bedwin Road / Edinburgh Road.

3.3 Cyclist Management

There are not expected to be any cyclist-specific impacts due to the works. Cyclists will experience the same impacts to their routes as per light vehicles.

3.4 Traffic Modelling

Traffic modelling has not been undertaken and is not deemed necessary for this item as similar closures have previously been undertaken at this location and the nature of the impacts is already understood by the approval authorities.

3.5 Temporary Removal of Car Parking Spaces

No parking spaces are affected by these works.

3.6 Public Transport and Bus Operators

No public transport impacts are expected from the proposed works. The existing lane widths utilised by public transport services and will not be narrowed from what is existing.

4. Traffic Signage and Control

As per main CTMP.

5. Delineation at Work Site – Travel Paths

As per main CTMP.

6. Traffic Controllers

As per main CTMP.

7. Work on Footpaths

7.1 Pedestrian Safety Points

As per main CTMP.

7.2 Road Safety Audit

A Road Safety Audit (RSA) has not been undertaken for these works. The TCPs and CTMPs have been approved by a traffic engineer who is an accredited Level 3 Road Safety Auditor and holds a current Prepare A Work Zone Traffic Management Plan certification.

Any RSAs undertaken will be shared with relevant stakeholders (including SCO/TMC).

Southwest Metro Sydenham Station
Bedwin Road Bridge Closure

Construction Traffic Management Plan
SMCSWSSJ-JHL-WSS-TF-PLN-DRAFT
Revision 0

8. Reference Documentation

- SM ES-ST-214: G10 Traffic and Transport Management
- SM PS-ST-221: Sydney Metro Principal Contractor Health and Safety Standard
- SM ES-FT-460 ROL Application
- TfNSW Traffic Control at Worksites Manual. Version 5
- Relevant Austroads Guides
- TfNSW Supplements to Austroads and Australian Standards
- TfNSW Traffic Control at Worksite Manual
- AS 1742.3 Manual of uniform traffic control devices Part3: Traffic control devices for works on roads
- Ministers Conditions of Approval
- Revised Environmental Mitigation Measures
- Construction Environmental management Framework
- Staging Report - Sydney Metro City and Southwest

**Southwest Metro Sydenham Station
Bedwin Road Bridge Closure**

Construction Traffic Management Plan
SMCSWSSJ-JHL-WSS-TF-PLN-DRAFT
Revision 0

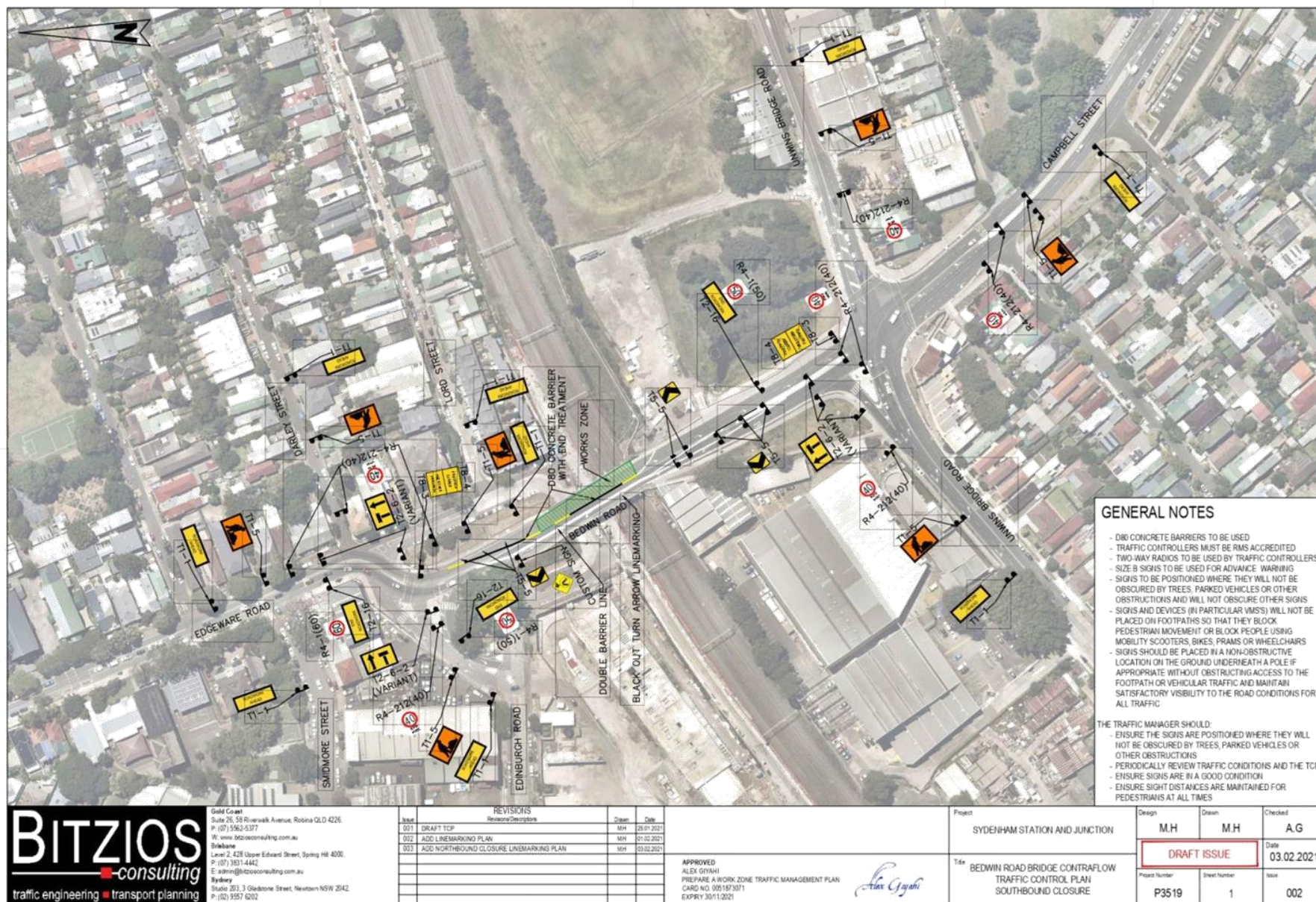
9. Appendices

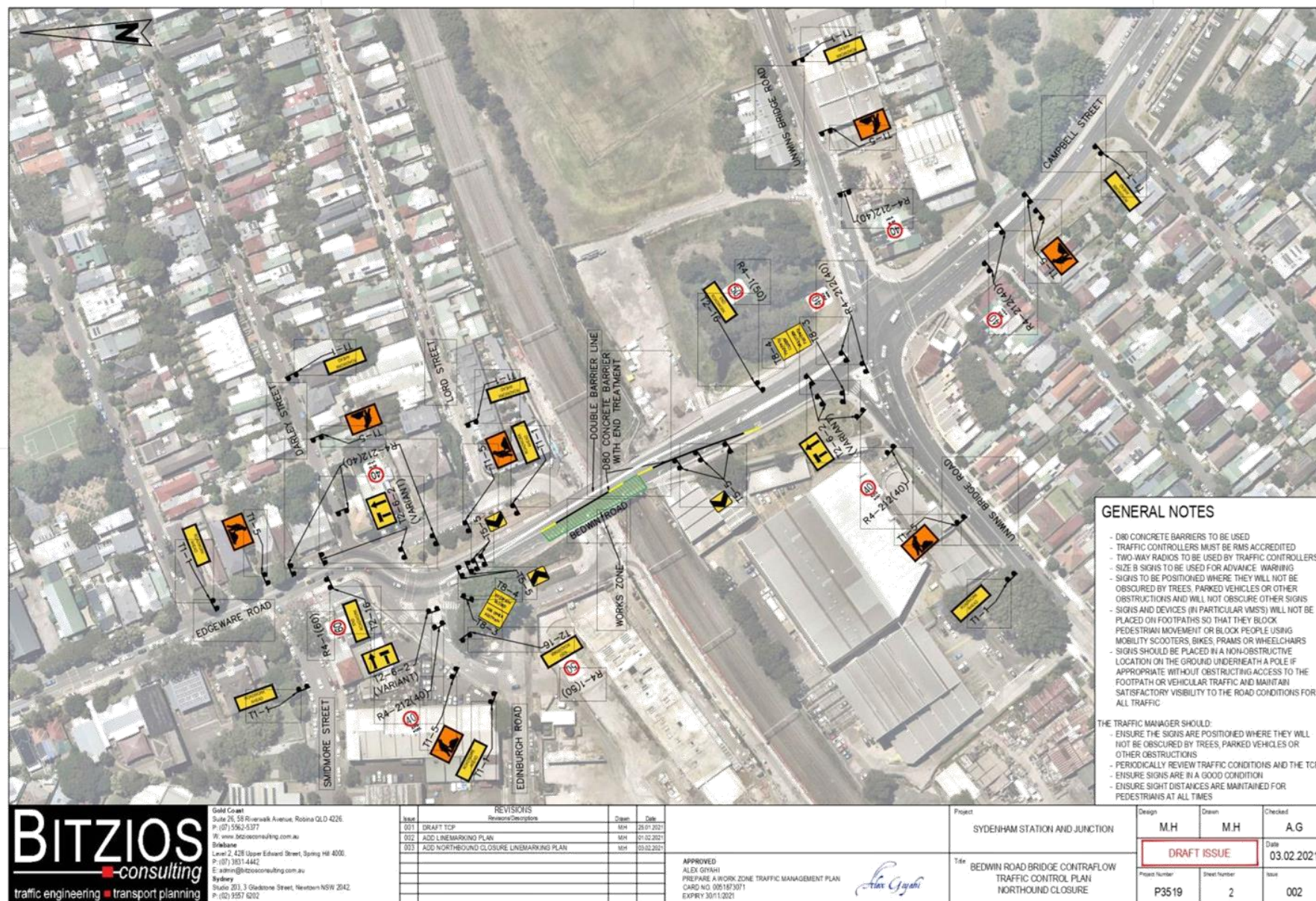
9.1 Appendix 1 – Traffic Control Plans

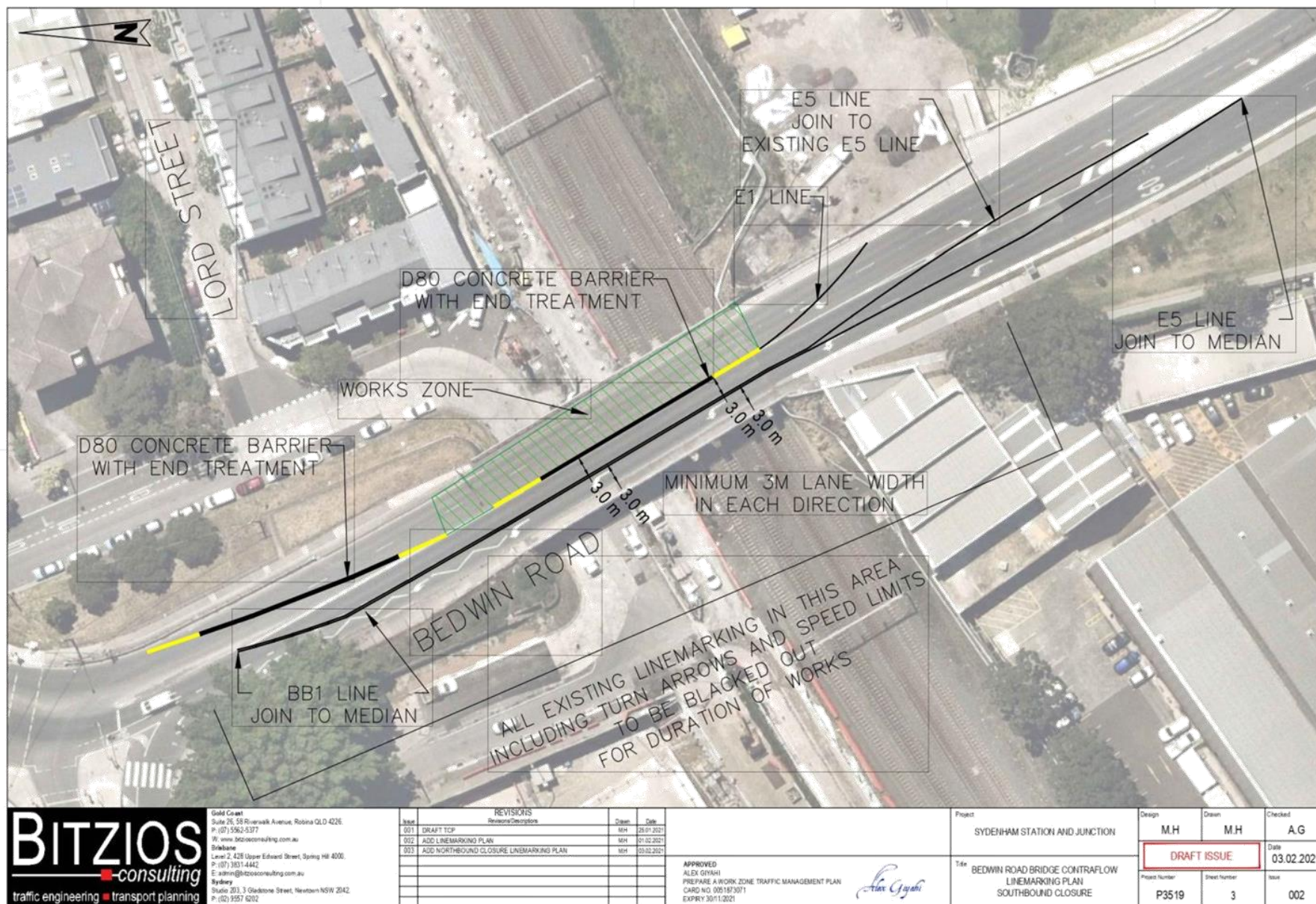
The following Traffic Control Plans (TCPs) are provided. These will be updated with the Traffic Control Supplier if necessary as the works progress and resubmitted if changed, for approval.

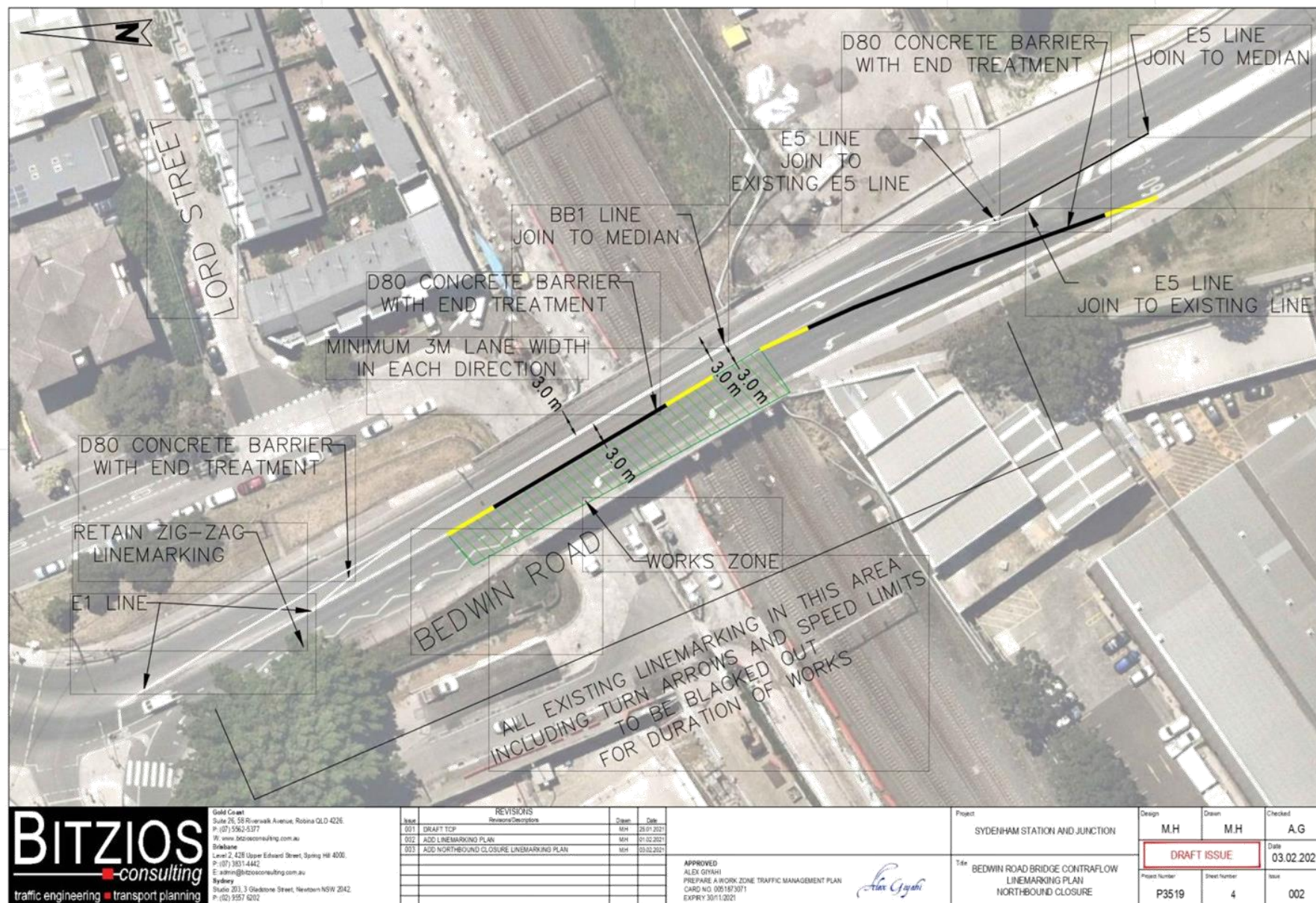
Table 5 – Traffic Control Plans

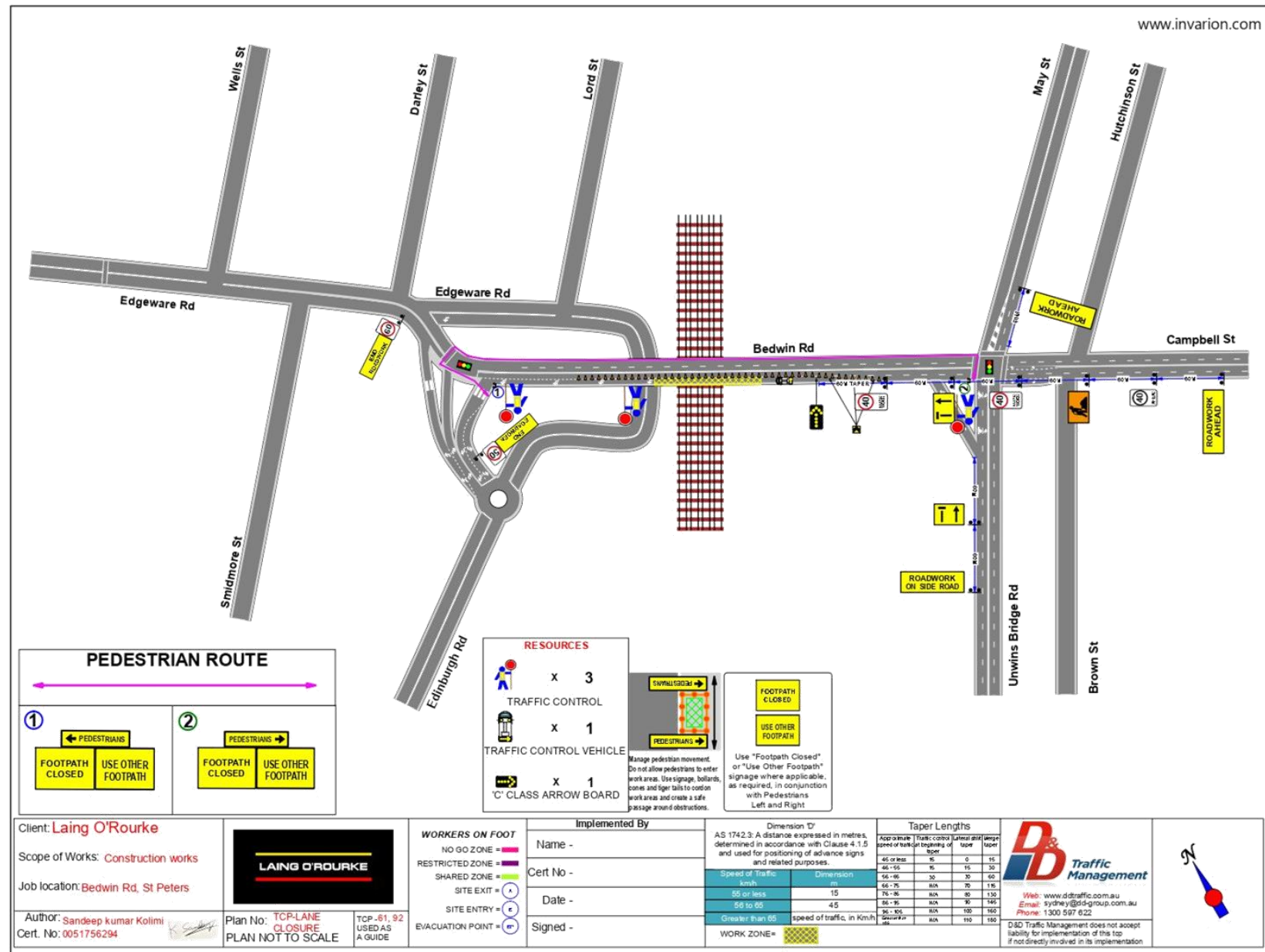
TCP Number	Location	Description of Control
P3519 Sheet 1	Bedwin Road bridge	Northbound Closure
P3519 Sheet 2	Bedwin Road bridge	Southbound Closure
Bedwin Rd, St Peters Pedestrian Works WB 1	Bedwin Road bridge	Concrete coreholes to assess concrete quality
Bedwin Rd, St Peters Pedestrian Works WB 2	Bedwin Road bridge	Concrete coreholes to assess concrete quality

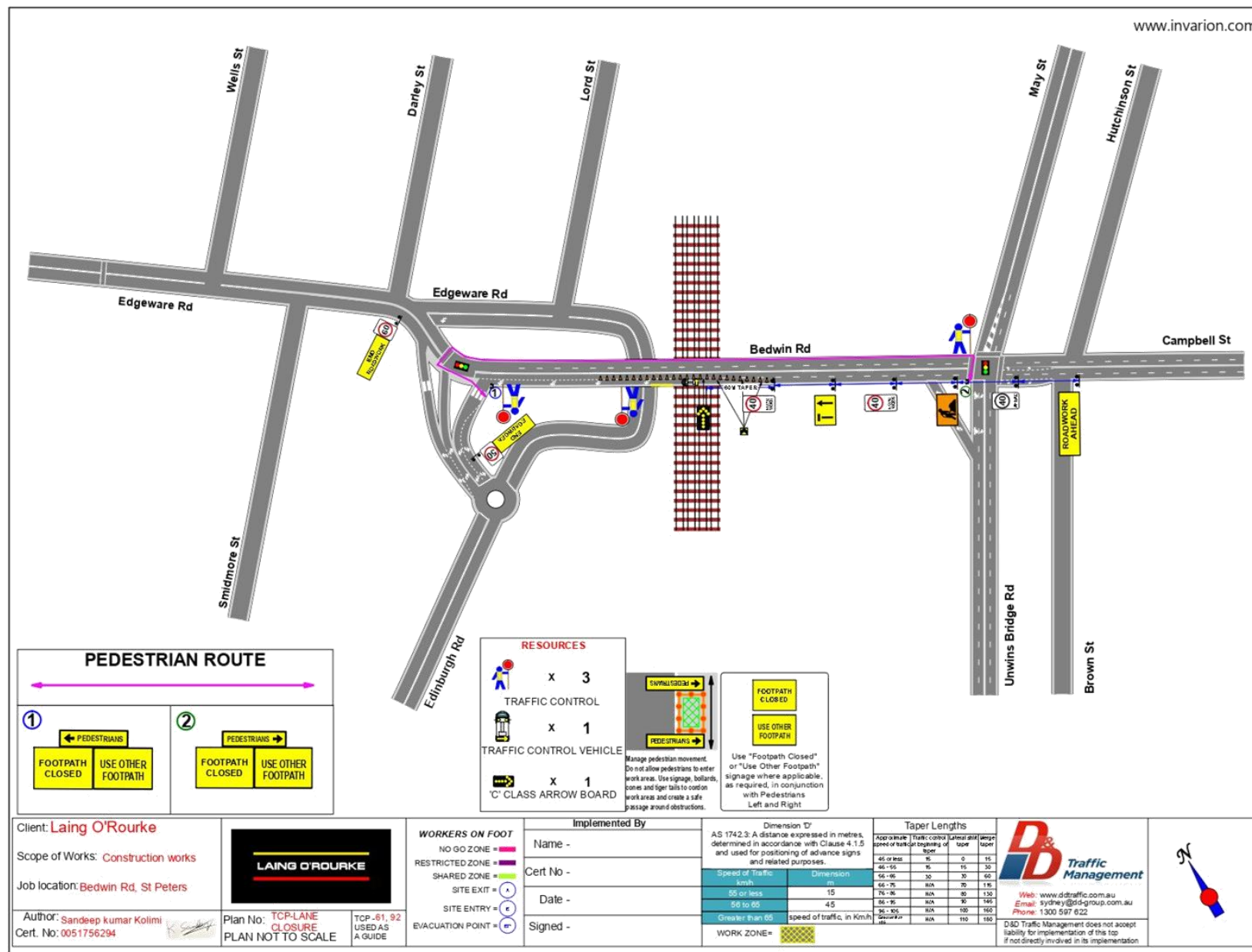












Item No: LTC0321(1) Item 3

Subject: DETAILED WORKS (TRAFFIC & PARKING) IN TRAFALGAR STREET, PETERSHAM-RSL PETERSHAM DEVELOPMENT -DA201800173& IMPLEMENTATION OF THE REGIONAL BICYCLE ROUTE 7 (RR7).

(STANMORE WARD-DAMUN/NEWTON ELECTORATE/INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

At the Local Traffic Committee meeting held on 15 February 2021, a report was presented detailing proposed on-road tree planter boxes, traffic/parking control measures and kerb-extension in Regent Street, as part of Step 1 of the Public Domain Works for the RSL Petersham development under approved DA 201800173.

Council approval is now sought on the plans detailing the remaining traffic, parking and footway works required to be carried out under condition of Development Consent for Trafalgar Street and its intersection to Regent Street (Refer to **Attachment 2** Plan C46.8 version C).

In addition, it should be noted that Council's Regional Bicycle Route RR7 facility is to be constructed along the section of Trafalgar Street, between Gordon Street and Crystal Street. NSW Government funding has been made available to carry out this work, with the commencement of this work scheduled around mid-2021.

RECOMMENDATION

THAT:

1. The report be received and noted;
2. The detailed proposed traffic and parking works in Trafalgar Street and its intersection with Regent Street, Petersham, on attached drawing by Norton-Jago/ACE Pty Ltd- signage and line marking plan revision C Sheet 1 drawing No. C46.8, be APPROVED, subject to the following;
 - a) Double barrier BB lines be extended in Trafalgar Street right through across the RSL carpark access and Forzzard Lane;
 - b) An additional 'No Right Turn' sign be placed on the eastern footway side of the RSL carpark facing east bound traffic in Trafalgar Street;
 - c) The 'No Right Turn' as shown on the northern kerb side island in Trafalgar Street opposite the RSL carpark and Forzzard Lane, have a supplementary sign underneath reading 'INTO RSL CAR PARK & FOZZARD LANE';
 - d) The 'No Stopping (arrow right)' sign on the southern side of Trafalgar Street, to the west of Fozzard Lane be changed to read 'No Stopping (arrow left)' and the 'No Parking' restrictions be reinstated over the driveways between Fozzard Lane and no. 313-315 Trafalgar Street;
 - e) No trees be planted along the footway within the Bus Zone due to the likelihood of interference to the operation of the Bus Stop;
 - f) The builder prepare/provide for the bus pad/footings and other infrastructure works for the relocation of the bus stop and Council approved shelter as shown on the plan to the satisfaction of Council;
 - g) The builder is to install all signs and line marking as per attached drawing by

Norton-Jago/ACE Pty Ltd- signage and line marking plan revision C Sheet 1 drawing No. C46.8, including all modifications (a) to (f) as listed above to the satisfaction of Council;

3. The revised drawing C46.8 with modifications be submitted to TFNSW for its review and approval.
4. The temporary relocation of the Bus Stop on the southern side of Trafalgar Street, to a position further east of Regent Street between No. 273 and No. 265 Trafalgar Street be approved, subject to specific dates being provided to Council's Traffic & Transport Planning Manager and affected residents being notified at least two weeks prior to the changes.
5. The Traffic Management Plan prepared by Barker Ryan Steward in Attachment 11 for the installation of 'No Right Turn 3.00pm-7.00pm Mon-Fri.,' from New Canterbury Road into Regent Street, be submitted to TFNSW for consideration and approval, and that the builder work with the TFNSW to install the required signs.

BACKGROUND

The RSL development comprises of 3 sites, 2 with residential developments fronting Regent Street, Fisher Street and New Canterbury Road. The 3rd and major site being the new RSL Club with residential apartments fronts Trafalgar Street, Fisher Street and Regent Street.

Council at its meeting on the 28 April 2018 approved the final detail plans on the Regional Bicycle Route 7 (RR7). The detailed bicycle plans in the section of Trafalgar Street between Audley Street and Crystal Street are shown in **Attachment 1**.

This attachment is provided as background material in relation to adjacent works to the RSL development.

FINANCIAL IMPLICATIONS

All cost of works required under development consent will be borne by the developer.

OTHER STAFF COMMENTS

Trafalgar Street is a Regional Road and carries around 11500 vehicles per day between Audley Street and Regent Street. It measures 12.5m kerb to kerb, with one travel lane in each direction and parking lanes on both sides of road. The posted speed limit along the road is 50km/h.

In reference to the Regional Bicycle Route 7 (RR7) - **Attachment 1**, the following is advised:

- A dedicated bi-directional bicycle path will be built in Trafalgar Street, along the northern kerbside lane from Audley Street to Regent Street. The bicycle path will then transition onto a wide footway (east of Regent Street) and continue under shared pedestrian use along the footway to Crystal Street. Parking will be required to be removed between Audley Street and Regent Street under the approved bicycle plan. Parking with existing morning restrictions will be retained to the northern side of Trafalgar Street, east of Regent Street as shown on the plan.
- The existing Bus Stop with shelter on the northern side of Trafalgar Street will be relocated from west of Regent Street to east of Regent Street. Line marking will be altered east of Regent Street, with west bound traffic required to travel along the kerb lane near the corner to Regent Street.
- The existing Bus Stop with shelter on the southern side of Trafalgar Street, east of Regent Street will be relocated to the western side of Regent Street. Pending on the timing for

footway works outside Site 3, the Bus Stop may need to be temporarily relocated further east at the location shown on the plan. Council will further notify affected residents in that location if, when and how long will the Bus Stop be temporarily located at the location shown on plan.

- The lights at the intersection of Trafalgar Street and Regent Street will be modified to include additional poles and lanterns to control bicyclist movement at the crossing to Trafalgar Street.
- The existing concrete central median in Trafalgar Street, across Regent Street, will be modified in line (with line marking alterations) under the RR7 works.

In reference to Plan **Attachment 2**, for works required under conditions of approved development consent for the RSL (Site 3), the following is advised:

- A 'No Parking' zone will be provided for drop off and pick up outside the main Foyer of the new RSL Club.
- A 'Bus Zone' (approx. 36m in length) will be provided, and the Bus stop and shelter will be relocated from east of Regent Street to west of Regent Street.
- The 'No Parking' and 'Bus Zone' will be separated by a painted kerb island. A painted kerb island will also be provided at the Trafalgar Street corner to Regent Street.
- A new concrete central median will be built in Trafalgar Street across the new RSL driveway, and signage will be provided to prevent right turn in and out of the RSL driveway and Fozzard Lane. All traffic will turn left in and left out of the RSL driveway and Fozzard Lane.
- Fozzard Lane will be widened to allow service vehicle access to a side loading dock area. The loading dock area will be fitted with a turntable to have large vehicles enter and exit Fozzard Lane in a forward direction.
- The pedestrian refuge in Regent Street will be upgraded to Transport for NSW requirements to improve safety for pedestrians crossing Regent Street to the station and the relocated Bus Stop and new RSL.
- Footway will be rebuilt in blue stone paving along the Site 3 frontage in Trafalgar Street.

Requirements by the Builder under Condition 252 of the Development Consent.

Under condition 252 of Development Consent for the RSL development (**as shown in Attachment 3**), the Builder (Deicorp) was required to communicate and seek approval from the TfNSW on measures to improve pedestrian safety at the intersection of Trafalgar Street and Regent Street. The builder was also required to seek approval in having the Bus Stop on the southern side of Trafalgar Street relocated from east to west of Regent Street.

- TfNSW by letters dated 3 July 2019 and 4 September 2020 to Deicorp (**as shown in Attachment 4 and 5**) advised that the relocation or additional signalised pedestrian crossing to the intersection of Trafalgar Street and Regent Street is not required. Alternately, the pedestrian refuge in Regent Street can be upgraded to TfNSW/AS standards to improve pedestrian safety movement across Regent Street under improved works to the signalised intersection. Agreement in principle was given subject to detail design review on the matter.
- After earlier issues to relocating the Bus Stop, TfNSW requirements in relation to the relocation of the Bus Stop on the southern side of Trafalgar Street from east to west of Regent Street were as follows:

Consideration could be given to the relocation of the subject bus stop subject to demonstrating the following:

1. *The design of the relocated bus stop is to be DDA compliant.*

2. Review the need for upgrading works to the pedestrian crossing on the western side of the intersection of Trafalgar Street/Regent Street to facilitate the increased pedestrian movements generated by the development and to provide safe and direct access between Petersham Railway Station and the relocated bus stop; and
3. Providing TfNSW a copy of the revised plans for review and approval.

In further discussions with TfNSW (Network and Safety) and Transit Systems (being the current bus operator), Council has asked the builder to amend and provide details to the plan **as shown in Attachment 2** to satisfy DA and other required TfNSW works along Trafalgar Street and its intersection with Regent Street.

In address to point 1 by TfNSW - **Attachments 6 and 7** shows that the Bus Stop and bus shelter design footprint and facility can be fitted upon the new footway works along Trafalgar Street in compliance to the Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport(DSAPT).

Point 2 above similarly relates to Council condition 252 (a). It is reported above that improvement works for pedestrian safety can be made by the upgrade of the pedestrian refuge in Regent Street, and this is considered to satisfactorily address condition 252 (c) in lieu of 252(a). A letter to Deicorp from their consultants Barker Ryan Steward dated 17 September 2020 explains the impact of having an additional crossing on the performance of the intersection. The consultant further explains that the upgrade to the pedestrian refuge improves and better facilitates pedestrians crossing Regent Street and enables them to use the existing signalised crossing east of Regent Street to then cross over at Trafalgar Street.

It is considered that condition 252 (b) should still stand, as the relocation of the Bus Stop with shelter is also considered an integrated part of the Public Domain footway works to the development in Trafalgar Street. The Bus Stop relocated west of Regent Street would also benefit members to the club. It would also allow for safer movement for patrons away from the bus being on the departure side to the station. It is also placed away of residential properties to avoid resident disruptions.

In address to point 3- the detailed plan (C46.8) with revised modifications and the relocation of the Bus Stop and upgrade to the pedestrian refuge in Regent Street, together with detailed plans of the RR7 works for lantern and pole modification to the signals can be forwarded to TfNSW for review and approval.

Attachment 8 shows the type and style of the Bus shelter to be relocated, currently located on the eastern side of Regent Street.

Attachment 9 shows turning template of the largest vehicle needing to access the driveway of the Sydney Train training and maintenance centre opposite the new RSL carpark. It also shows turning path movements for (design) garbage trucks capable of negotiating the intersection of Regent Street and Trafalgar Street with the upgrade to the refuge. Regent Street is not a Bus Route.

Minor modification/requirements to Plan (C46.8 version C) **Attachment 2**

Further minor modification are recommended to the plan as described below.

- Extend the centre (BB) line in Trafalgar Street across the RSL carpark driveway and Fozzard Lane from the central median island to the roundabout. This currently exists and would assist and reinforce the No Right Turn restrictions into the RSL carpark and public access in Fozzard Lane;
- An additional 'No Right Turn' sign be placed on the eastern footway side of the RSL carpark facing east bound traffic in Trafalgar Street;

- The 'No Right Turn' sign as shown on the northern kerb side island in Trafalgar Street opposite the RSL carpark and Fozzard Lane, have a supplementary sign underneath reading 'INTO RSL CAR PARK & FOZZARD LANE'; and
- Council officers confirm with the developer the appropriate positioning of the 'All traffic left, STOP and Give-way to pedestrian' signs near to the completion of the RSL development in Trafalgar Street.
- The 'No Stopping' arrow right on the left side out of Fozzard Lane should be 'No Stopping' arrow left.

The following requirements, under condition are, also recommended under the Plan:

- Council officers further determine in discussion with the developer and Transit Systems in providing trees to the footway on the southern side of Trafalgar Street between Audley Street and Regent Street. Earlier Public Domain works plans identified the placement of trees along this section. Trees should not be placed within the Bus zone area with likely present/ future interference on bus lay over (e.g. door openings and overgrowth over the kerbside area.)
- The builder liaise with Council Projects to confer with the laneway width configuration across Trafalgar Street and the (off-set) positioning of the central median island in Trafalgar Street across the RSL carpark, with respect to the RR7 bicycle works.
- Council's traffic section confirm with the builder the appropriate positioning of the 'All traffic left, STOP and Give-way to pedestrians' near the completion of the RSL development in Trafalgar Street. Signs should (preferably) be located to the property corners of the exits of Fozzard Lane and the RSL carpark. The exit configuration at Fozzard Lane and the RSL carpark is not easily identified at this point, and would be better identified near towards the fit- out and completion of the building.

Other works:

No Right Turn 3.00pm-7.00pm Mon-Fri., restrictions will be implemented at the intersection of New Canterbury Road and Regent Street to prevent right turn in from New Canterbury Road to Regent Street. This is a requirement by Transport for NSW to prevent traffic queuing back to the traffic lights at New Canterbury Road and Crystal Street with the likely build- up of traffic (turning right) under generation from the development.

The builder has provided a Traffic Management Plan (**Attachment 10**) conferring that No Right turn in the afternoon peak will assist in alleviating large queuing back to the signalised intersection of New Canterbury Road and Crystal Street. The southern kerb lane side of New Canterbury Road is under PM clearway.

PUBLIC CONSULTATION

A general notification letter has been mailed out to the approx. 290 residing residents/property owners/businesses advising on all traffic and parking works required to be undertaken in the area, including that of the Public Domain Works as reported to the Traffic Committee at its meeting on the 15 February 2021. Residents and business are given the opportunity to comment on the matter, with comments needing be received by Council no later than the 5 March 2021.

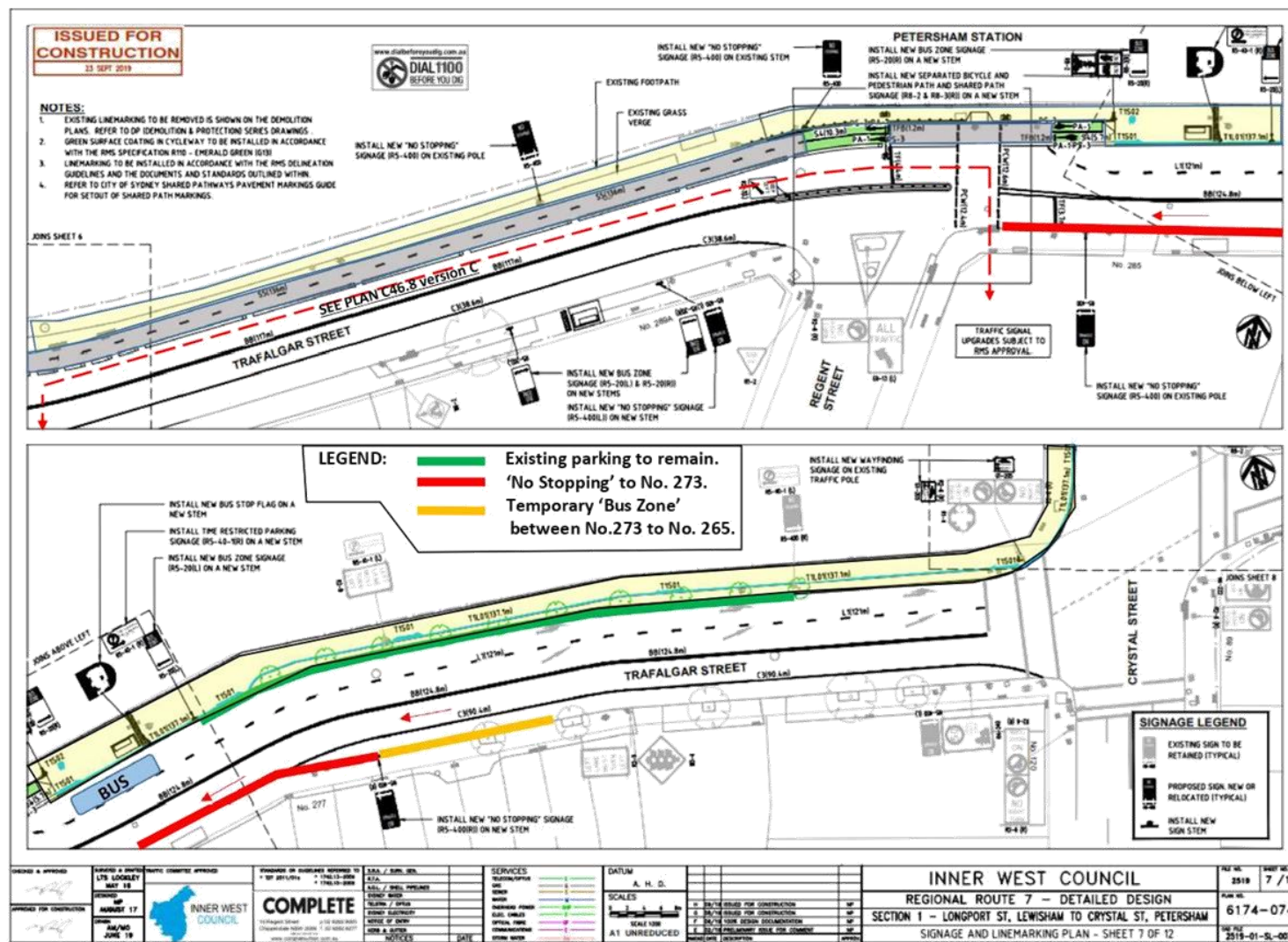
At the time of compiling this report, no responses have been received. Should any comments be received, the Traffic Committee members will be advised with a supplement information to the report.

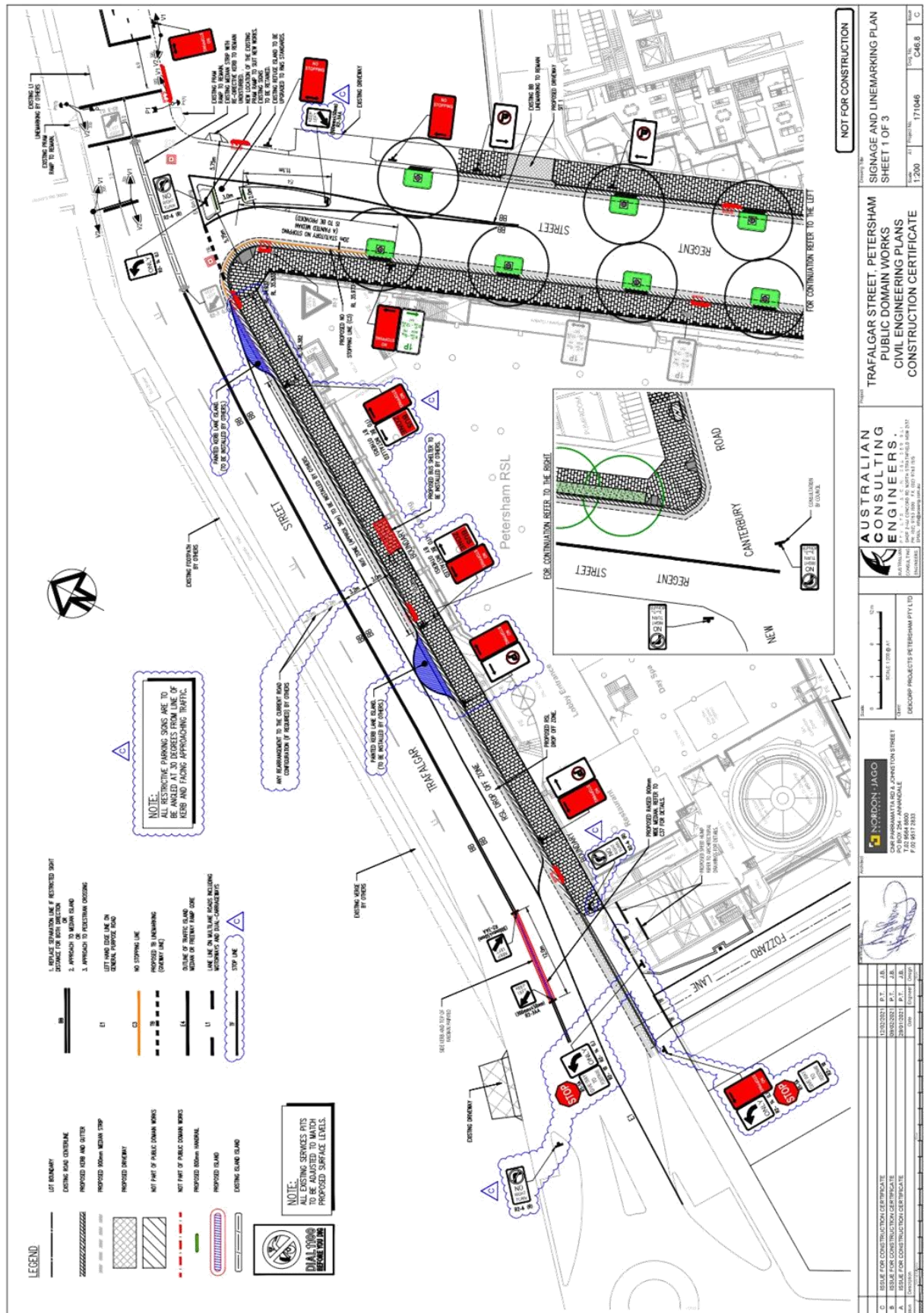
CONCLUSION

That the attached plan (C46.8 version C) with modifications and requirements to plan be APPROVED together with other supporting requirements as detailed in the above RECOMMENDATION.

ATTACHMENTS

1. [↓](#) Regional RR7 Bicycle Plan (Trafalgar St between Audley& Crystal Streets)
2. [↓](#) Detailed (amended) Plan C46.8 (version C)
3. [↓](#) DA Condition 252 (a), (b) and (c).
4. [↓](#) TfNSW response to Deicorp on added signalised crossing-letter dated 3 July 2019
5. [↓](#) TfNSW response to Deicorp on Traffic signal plan adjustment-letter dated 4 Sept 2020.
6. [↓](#) Footprint plan of Bus Stop and Shelter to DDA requirements.
7. [↓](#) Bus Stop and Shelter facility to DSAPT requirements.
8. [↓](#) Bus Shelter type and Design.
9. [↓](#) Vehicle turning paths for access to the Sydney Train training and maintenance Centre, and intersection of Trafalgar & Regent Sts.
10. [↓](#) Traffic Management Plan- No Right Turn 3.00pm-7.00pm M-F .





**BEFORE OCCUPATION OF THE BUILDING FOR 'STAGE 1' OF THE DEVELOPMENT
(SITE 3)**

252.

- a) Prior to the issue of any Occupation Certificate of Stage 1 of the development, the person acting on this consent shall seek approval from the relevant roads authority (ies) to relocate or add an additional signalised pedestrian crossing at the intersection at Trafalgar Street and Regent Street to provide a pedestrian crossing on the western side of the intersection to facilitate the increased pedestrian movements generated by the development and to provide safe and

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direct access to Petersham Railway Station from the new Bus Stop location and the new RSL Club. Detailed design plans shall be submitted for the approval of RMS and Council before the installation of the new signalised works. If approved, the signalised works shall be implemented prior to the issue of any Occupation Certificate of Stage 1 at no cost to Council.

- b) Prior to the issue of any Occupation Certificate of Stage 1 of the development the person acting on this consent shall seek approval from the State Transit Authority (STA) for the proposed relocation of the bus stop and shelter as detailed on SK34 (Rev C) submitted by ACE Engineers Pty Ltd. The person acting on this consent must also liaise with Council's bus shelter service provider to organise the relocation/new shelter at no cost to Council. A plan of the proposed bus shelter relocation with signposting alterations shall be submitted to Council's Traffic Committee for approval before implementation of the works. If approved, the works shall be implemented prior to the issue of any Occupation Certificate of Stage 1 at no cost to Council.
- c) If the approvals in condition 252 (a) and (b) are not granted, the applicant is to provide an alternative design for upgrade works to the satisfaction of Council's Traffic Committee, the RMS and Transport for NSW prior to the issue of an Occupation Certificate for Site 3. The alternative design must have regard to part (a) and (b) of this condition, adequately facilitate increases in pedestrian numbers generated by the development and ensure safe access for pedestrians using Petersham Railway Station. If approved, the works shall be implemented prior to the issue of any Occupation Certificate of Stage 1 at no cost to Council.



Transport
Roads & Maritime
Services

3 July 2019

Our Reference: SYD18/00797
Council Ref: DA201800173

Mr. Greg Colbran
Deicorp
Level 4, 161 Redfern Street
REDFERN, NSW 2016

Attention: Poonam Chauhan

Dear Mr. Colbran

**CONSTRUCTION OF A MIXED-USE DEVELOPMENT
3-7 & 13-17 REGENT STREET, 287-309 TRAFALGAR STREET, AND 16-20 FISHER
STREET, PETERSHAM**

Reference is made to your correspondence dated 14 June 2019, regarding the abovementioned application and the draft condition 252(a) which requires the applicant to seek approval from the Roads and Maritime Services (Roads and Maritime) to relocate or add an additional signalised pedestrian crossing at the Trafalgar Street / Regent Street intersection.

Roads and Maritime reiterates the following advice provided to Deicorp on 4 June 2019:

- That the relocation of the signalised pedestrian crossing or the construction of an additional signalised pedestrian crossing at the Trafalgar Street / Regent Street intersection is not required; and
- That the only Trafalgar Street / Regent Street intersection works considered necessary is the redesign and construction of the pedestrian refuge to be brought up to Australian Standards, as specified in draft Condition No. 231(g).

If you have any further inquiries in relation to this development application please contact Narelle Gonzales, Development Assessment Officer on 0409 541 879 or by email at: development.sydney@rms.nsw.gov.au.

Yours sincerely,

Brendan Pegg
Senior Land Use Planner
South East Precinct, Greater Sydney Division

Roads and Maritime Services

27-31 Argyle Street, Parramatta NSW 2150 |
PO Box 973 Parramatta NSW 2150 |

www.rms.nsw.gov.au | 13 22 13



04 September 2020

Mr Andrew Coleman
DEICORP
Level 3, 161 Redfern Street
REDFERN, NSW 2016

Our Reference: SYD18/00797
Council's Reference: DA2018/00173

Dear Mr. Coleman

**PEDESTRIAN REFUSE ISLAND UPGRADE AT EAST OF REGENT STREET
TRAFALGAR STREET / REGENT STREET INTERSECTION, PETERSHAM**

Reference is made to your email dated 8 April 2020 seeking approval from Transport for NSW (TfNSW) to undertake works that require approval under Section 87 of the *Roads Act 1993* for the proposed upgrade of the pedestrian refuge island at the intersection of Trafalgar Street and Regent Street, Petersham (TCS Site 1538).

TfNSW has reviewed the submitted information and provides agreement 'in-principle' under Section 87 of the *Roads Act 1993*, subject to a detailed design review, TfNSW approval of the proposed traffic signal plan and your agreement to the following conditions:

1. The proposed design and adjustment at TCS site 1538 shall be designed to meet TfNSW requirements. The TCS plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.

The submitted design shall be in accordance with Austroads Guide to Road Design in association with relevant TfNSW supplements (available on www.rms.nsw.gov.au). The certified copies of the TCS design and civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of a Construction Certificate and commencement of road works. Please send all documentation to development.sydney@rms.nsw.gov.au.

TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works.

2. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents. The detailed design plans submitted must show all existing public utilities impacted by the proposed works and their adjustments,
3. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on Trafalgar or Regent Street during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>

To initiate the WAD process, please submit your written acceptance of the above conditions, to development.sydney@rms.nsw.gov.au. If you have any further inquiries in relation to this development application please contact Narelle Gonzales, Development Assessment Officer, on 0409 541 879 or by email at: development.sydney@rms.nsw.gov.au.

Transport for NSW
| 20-44 Ennis Road Milsons Point NSW 2061
Tel: 131 782 | Fax: 02 8588 4105 | rms.nsw.gov.au | ABN 18 804 239 602

Yours sincerely,



Brendan Pegg
Senior Land Use Planner
Planning and Programs, Greater Sydney Division

Item 3

Attachment 5



**Transport
for NSW**

TCS Design "Agreement in Principle"

Site Details		
TCS Site # 1538	Street 1 Trafalgar Street	Street 2: Regent Street
Street 3 N/A	Suburb Petersham	LGA Name Inner West
Maintenance Group LTJV	Electoral Boundary Newtown	LGA Code 281

Project Details		
Program N/A	Region Sydney	Precinct South East
Client Deicorp Construction Pty Ltd	Client Contact Andrew Coleman	Contact Email AColeman@deicorp.com.au

Proposed scope of works

Upgrades to pedestrian refuge island on Regent Street, near Trafalgar Street, to meet current Australian Standards

Recommended

Network Operations Team Leader

Print name: Ben Anderson

Signature 

Date 31/8/20

Comments:

Approved

Senior Network and Safety Services Manager

Print name: Nicolas Kocovski

Signature 

Date 1/9/2020

Comments:

Disclaimer:

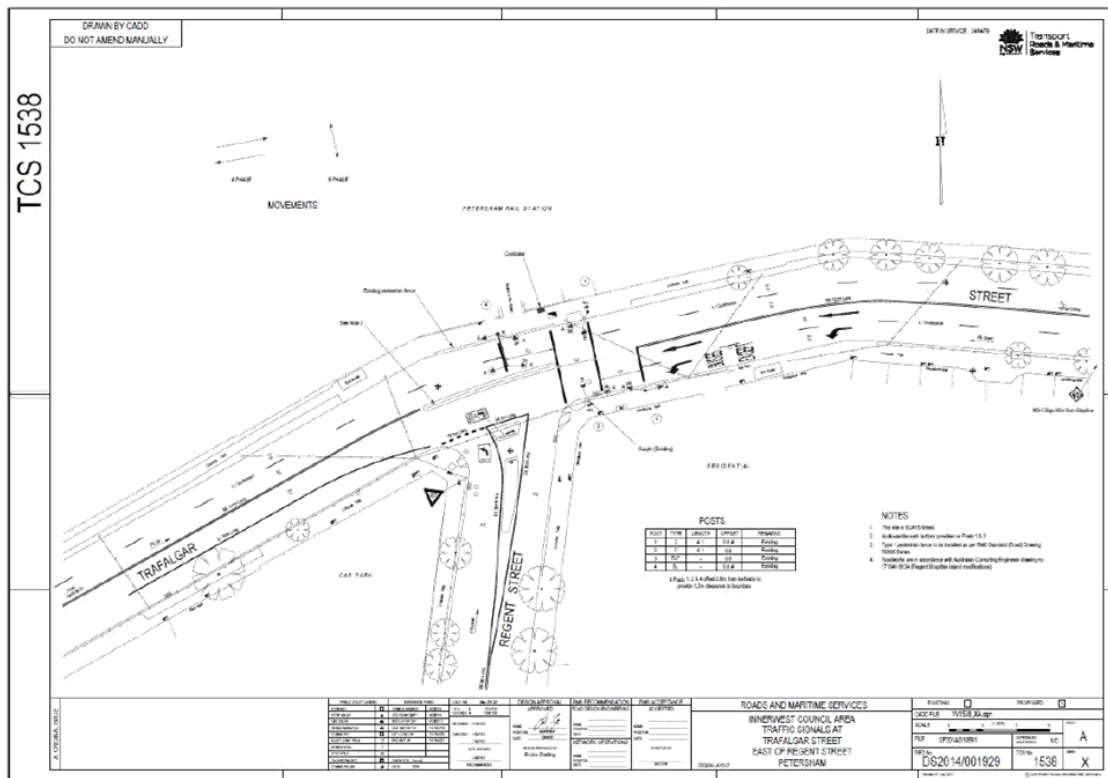
This form provides Agreement in Principle to the addition or alteration of Traffic Signals at the stated location. As such it has been determined that traffic signals are an appropriate form of time separated traffic control at the stated location. Please note that following the commencement of the detailed design review unforeseen constraints may be identified which significantly affect the delivery of the project agreed to in principal by this form. This includes, but is not limited to, utility works, land ownership, property acquisition, and drainage.

Under normal circumstances this Agreement in Principle expires after the latter of:

- 5 years after the date of the signatures provided above;
- 5 years after the Notice of the Determination for a Development Application from a Consent Authority.

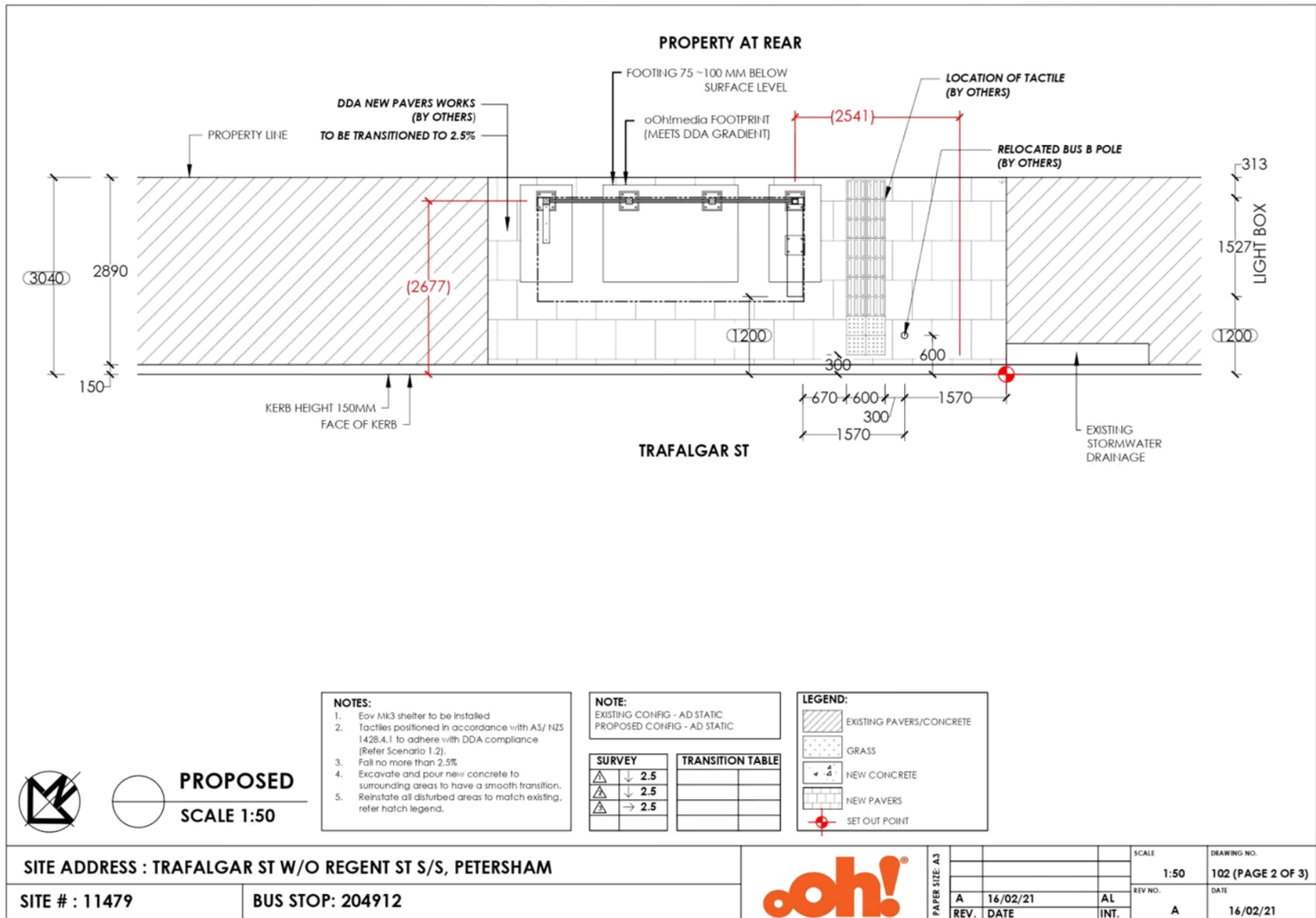
In extenuating circumstances, such as where traffic volumes, land use or network changes have substantially altered the road environment, Roads and Maritime reserves the right to withdraw this Agreement in Principle.

Page 1 of 1
RMS form # XXXXX | Version XXXX
last updated ddmmyyyy



Item 3

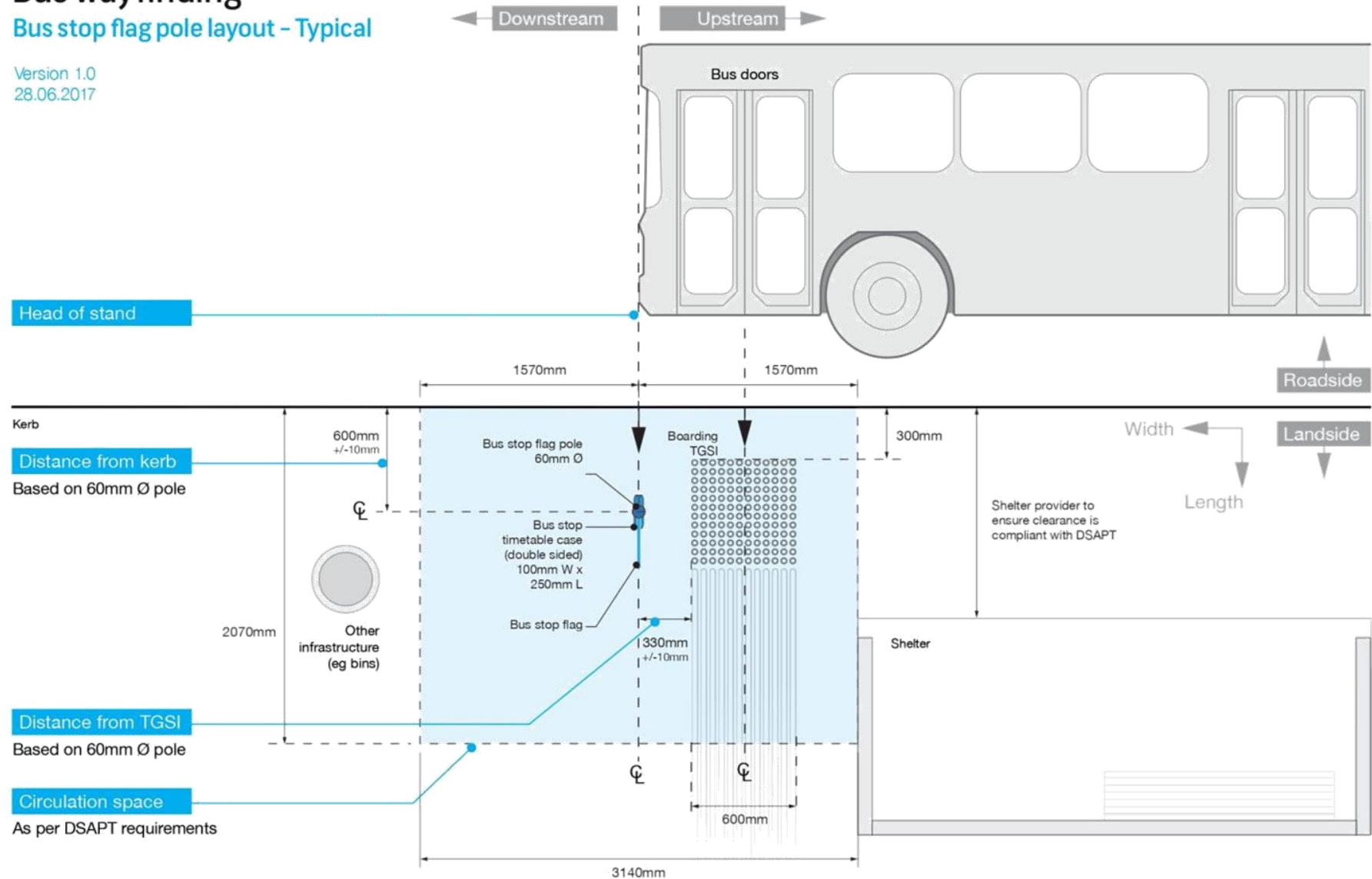
Attachment 5



Bus wayfinding

Bus stop flag pole layout - Typical

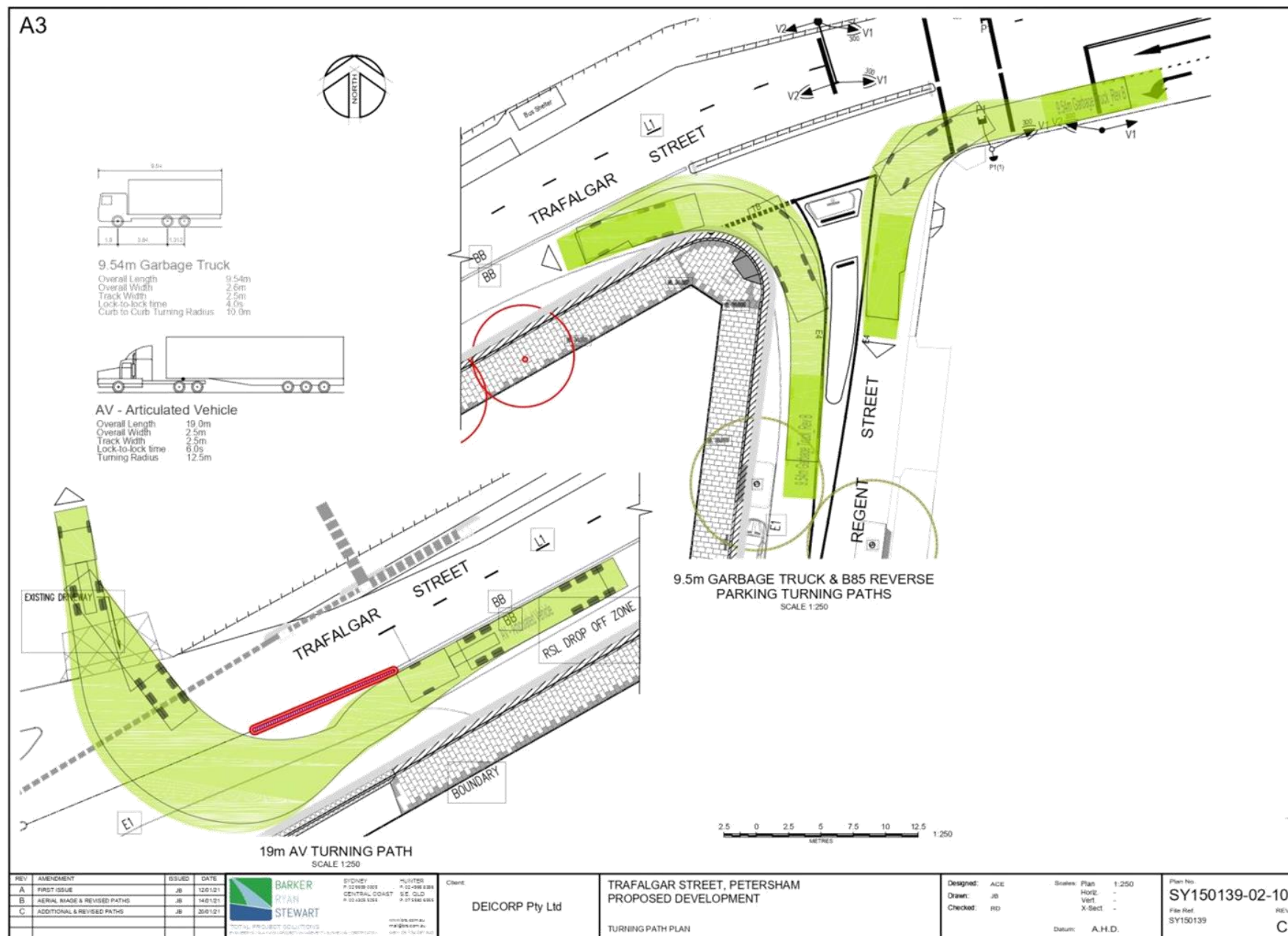
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28.06.2017





Item 3

Attachment 8





PLANNING
PROJECT MANAGEMENT
ENGINEERING
CERTIFICATION

Our Ref: SY150139

21 January 2021

Ms Poonam Chauhan
Deicorp Pty Ltd
161 Redfern Street
REDFERN NSW 2010

Dear Poonam,

Petersham RSL Public Domain Works, New Canterbury Road / Regent Street, Petersham

This letter is provided in response to Inner West Council's requirements for a Traffic Management Plan (TMP) for public domain works.

Inner West Council has forwarded the following requirement from Transport for NSW regarding the restriction of right turns from Canterbury Road into Regent Street.

"TfNSW (Network and Safety) advise of the need to provide No Right Turn PM peak hours from New Canterbury Road into Regent Street. RSL traffic generation will exacerbate problems due to right turning into Regent Street with motorists queuing back to the traffic lights." (at Crystal Street).

"The proponent will need to provide and show on inset plan NRT (PM) peak signs on the southern side of New Canterbury Road and NW corner of New Canterbury Road and Regent Street. The proponent would need to provide a TMP to address this No Right Turn proposal."

"No action to No Right Turn from Regent Street to New Canterbury Road."

As part of the development application process for the Petersham RSL proposal, Barker Ryan Stewart conducted network modelling using Sidra software to assess the impacts of traffic generated by the proposed development on the surrounding road network. The intersections included in the network modelling were:

- Trafalgar Street / Audley Street;
- Trafalgar Street / Regent Street;
- Trafalgar Street / Crystal Street;
- New Canterbury Road / Audley Street;
- New Canterbury Road / Regent Street; and
- New Canterbury Road / Crystal Street.

The locations of these intersections in relation to the proposed development are shown below in Figure 1.

SYDNEY
P (02) 9659 0005
E sydney@brs.com.au

CENTRAL COAST
P (02) 4325 5255
E coast@brs.com.au

HUNTER
P (02) 4966 8388
E hunter@brs.com.au

SOUTH EAST QUEENSLAND
P (07) 5582 6555
E seqlid@brs.com.au

brs.com.au

SY150139 Public Domain Works New Canterbury Road And Regent St.Docx

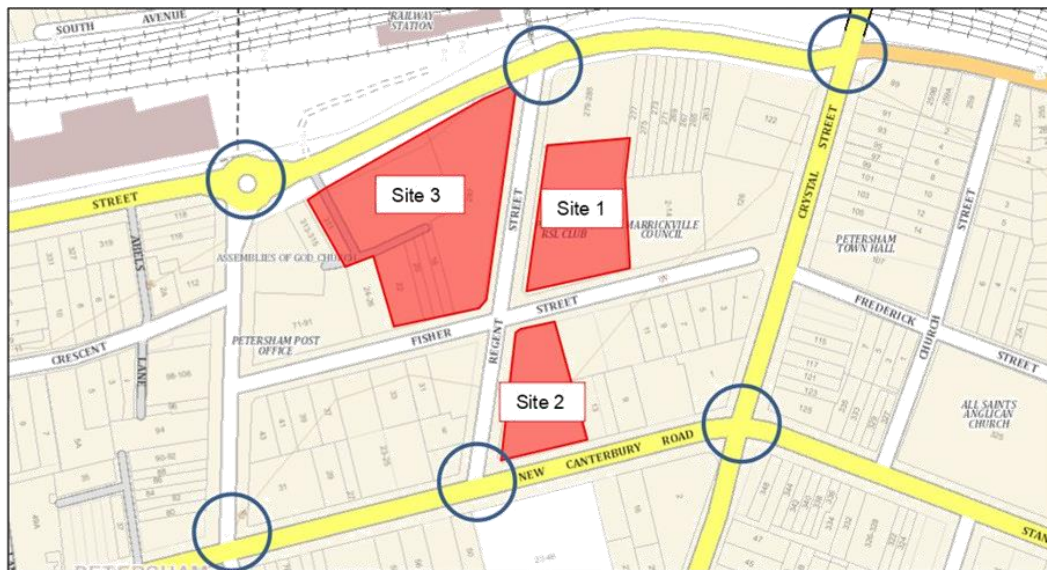


Figure 1: Road network surrounding the Petersham RSL development

The network modelling has been revised to assess the impact of removing right turns from New Canterbury Road into Regent Street and the post development results for this intersection are shown in the table below.

Approach	Performance Measure	Post Development	Post Development NRT
New Canterbury Road (East)	Deg Satn	0.376	0.324
	Average Delay Sec)	11.4	0
	LoS	A	A
	95% Queue (m)	193.2	125.1
Regent Street	Deg Satn	0.723	0.611
	Average Delay Sec)	126.6	90.4
	LoS	F	F
	95% Queue (m)	9.6	7.7
New Canterbury Road (West)	Deg Satn	0.22	0.22
	Average Delay (Sec)	4.6	6.8
	LoS	A	A
	95% Queue (m)	40	49.9

The results above show that the main impact of removing the right turn movements from New Canterbury Road to Regent Street is to reduce the 95 % queue on the east approach from 193 metres to 125 metres. The reduced queue length will improve the performance of the New Canterbury Road / Crystal Street intersection which is 120 metres east of Regent Street. The reduced queue lengths will reduce the incidence of westbound vehicles on New Canterbury Road queuing back through the Crystal Street intersection and creating residual queues that reduce intersection performance.

As specified in the advice received from TfNSW, "No Right Turn" signs (R2-6n_r) and supplementary plates "3pm - 7pm Mon - Fri" should be installed on the southern side of New Canterbury Road opposite Regent Street and on the north-west corner of the New Canterbury Road / Regent Street intersection.

The required signs and their proposed locations are shown in Figure 2 below.



Figure 2: Location of No Right Turn Signs

Should you require any further information regarding this Traffic Management Plan, please do not hesitate to contact me.



Robert Day | Traffic and Transport Manager
Barker Ryan Stewart Pty Ltd

Item No: LTC0321(1) Item 4

Subject: GUIHEN STREET AND BOOTH STREET, ANNANDALE - PROPOSED SHORT TERM PARKING (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 has received concerns from local businesses on Booth Street (between Alexandria Drive and Pyrmont Bridge Road), Annandale regarding a lack of short-term parking in the area for customers and visitors.

RECOMMENDATION

THAT:

1. The existing parking spaces (94.5m) on the northern side of Guihen Street, between Booth Street and Chester Street be converted from unrestricted parking to '4P 8:00am-6:00pm Mon-Fri'
2. The existing parking spaces (62.2m) on the western side of Booth Street, between Guihen Street and Wigram Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'.
3. The parking spaces (31.8m) on the western side of Booth Street, between Guihen Street and Pyrmont Bridge Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'
4. A 13m 'No Parking' restriction be installed on the western side of Booth Street, south of Guihen Street across the northern most driveway of 1A Booth Street.

BACKGROUND & OTHER STAFF COMMENTS

Council has received concerns from local businesses on Booth Street (between Alexandria Drive and Pyrmont Bridge Road), Annandale regarding a lack of short-term parking in the area for customers.

Council officers conducted a parking occupancy survey on Tuesday, 30 June 2020 and Wednesday 1 July 2020 and the results indicated that all four (4) AM/PM peak hours have a parking occupancy rate greater than 95%.

Council is therefore proposing to install the following parking restrictions to help manage competing needs for parking:

1. The parking spaces (94.5m) on the northern side of Guihen Street, between Booth Street and Chester Street be converted from unrestricted parking to '4P 8:00am-6:00pm Mon-Fri'.
2. The parking spaces (62.2m) on the western side of Booth Street, between Guihen Street and Wigram Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'.

3. The parking spaces (31.8m) on the western side of Booth Street, between Guihen Street and Pyrmont Bridge Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'.

Council is also proposing to formalize a no parking zone by installing a 13m 'No Parking' restriction on the western side of Booth Street, south of Guihen Street across the northern-most driveway of No.1A Booth Street.

The proposal is shown in the following plan.



FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

A letter outlining the above parking proposal was mailed out to the affected businesses (7 businesses) in Guihen Street and Booth Street, Annandale. One (1) response was received in support of the proposal.

Council also mailed out the identical letter to the affected City of Sydney residents (542 properties) in Pyrmont Bridge Road, Sterling Circuit and Alexandria Drive, Camperdown.

Sixty (60) responses were received with twelve (12) in support, three (3) in general support with request for changes and forty-five (45) in objection

The main concerns raised by the City of Sydney residents are outlined below:

- The residential building has insufficient private parking allocated for residents.
- The changes will make parking more difficult for commuters and RPA staff who will now congest the other unrestricted streets in Annandale.
- Parking provision has been reduced due to the current upgrades on Booth Street across Johnstons Creek.
- No issues with current parking conditions.
- Businesses should have provided customer parking within their premises.
- Council should issue business owners/residents special parking permits.

Council officers have provided the following response in regard to the residents' concerns.

- Parking conditions in the surrounding streets with unrestricted parking will be continued to be monitored once the signage has been installed.
- Unrestricted parking is being retained on the southern side of Guihen Street and in Chester Street to provide a balance between competing needs.

ATTACHMENTS

Nil.

Item No: LTC0321(1) Item 5

Subject: **BOOMERANG STREET, HABERFIELD - PROPOSED REMOVAL OF EXISTING BUS ZONE (GULGADYA-LEICHHARDT WARD/ SUMMER HILL ELECTORATE/ BURWOOD PAC)**

Prepared By: David Yu - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received a request to remove a redundant existing 'Bus Zone' on the eastern side of Boomerang Street, Haberfield (south of Crescent Street) to reinstate unrestricted parking at this location.

RECOMMENDATION

THAT the existing 20m 'Bus Zone' zone on the eastern side of Boomerang Street, Haberfield (south of Crescent Street) be removed and the unrestricted on-street parking be reinstated.

BACKGROUND

Council has been advised by Transit Systems that the existing bus zone in Boomerang Street is no longer used by Transit System buses and is therefore redundant.

It is proposed to remove the 20m existing 'Bus Zone' on the eastern side of Boomerang Street, Haberfield (south of Crescent Street) and reinstate the unrestricted parking at this location as per the following plan.



FINANCIAL IMPLICATIONS

Nil

PUBLIC CONSULTATION

Nil

ATTACHMENTS

Nil.

Item No: LTC0321(1) Item 6

Subject: 332 NORTON STREET, LEICHHARDT - PROPOSED LOADING ZONE
(GULGADGA - LEICHHARDT/ 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 a request to change one space of the existing '1/2P 8am-6pm Mon-Sat' parking restriction to a 'Loading Zone 6am-4pm Mon-Sat' in front of No. 332 Norton Street, Leichhardt to facilitate deliveries for local businesses.

RECOMMENDATION

THAT a six (6) metre 'Loading Zone 6:00am – 4:00pm Mon - Sat' be installed on the western side of Norton Street in front of No.332 Norton Street, Leichhardt.

BACKGROUND

A request has been received for the provision of a 'Loading Zone' in front of 332 Norton Street, Leichhardt to facilitate deliveries for local businesses.

Therefore, it is proposed to change the existing '1/2P 8am-6pm Mon-Sat' parking restriction to a 'Loading Zone' in front of No. 332 Norton Street, Leichhardt as shown on the following plan.



FINANCIAL IMPLICATIONS

Nil

PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties in Norton Street, Leichhardt. Council did not receive any submissions in response to the public consultation.

ATTACHMENTS

Nil.

Item No: LTC0321(1) Item 7

Subject: UNWINS BRIDGE ROAD, WAY STREET, TOYER STREET & COLLINS STREET, ST PETERS - FORMALISING PARKING RESTRICTIONS AROUND TEMPE HIGH SCHOOL (MIDJUBURI - MARRICKVILLE WARD/ HEFFRON ELECTORATE/ INNER WEST PAC)

Prepared By: Scipio Tam - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received representations from Tempe High School requesting the review of parking restrictions along the four streets encompassing the school. These are Unwins Bridge Road, Way Street, Toyer Street and Collins Street. As school buses rely upon the surrounding streets to service the school, concerns were raised when cars are parked along certain sections of the bus route, leading to traffic obstruction and possibly damage to parked vehicles.

An investigation has revealed that there are either no signposted parking restrictions or that the current parking signage does not effectively deter vehicles parking in inappropriate locations, thus restricting thoroughfare and turning ability for buses travelling along the boundary of Tempe High School.

RECOMMENDATION

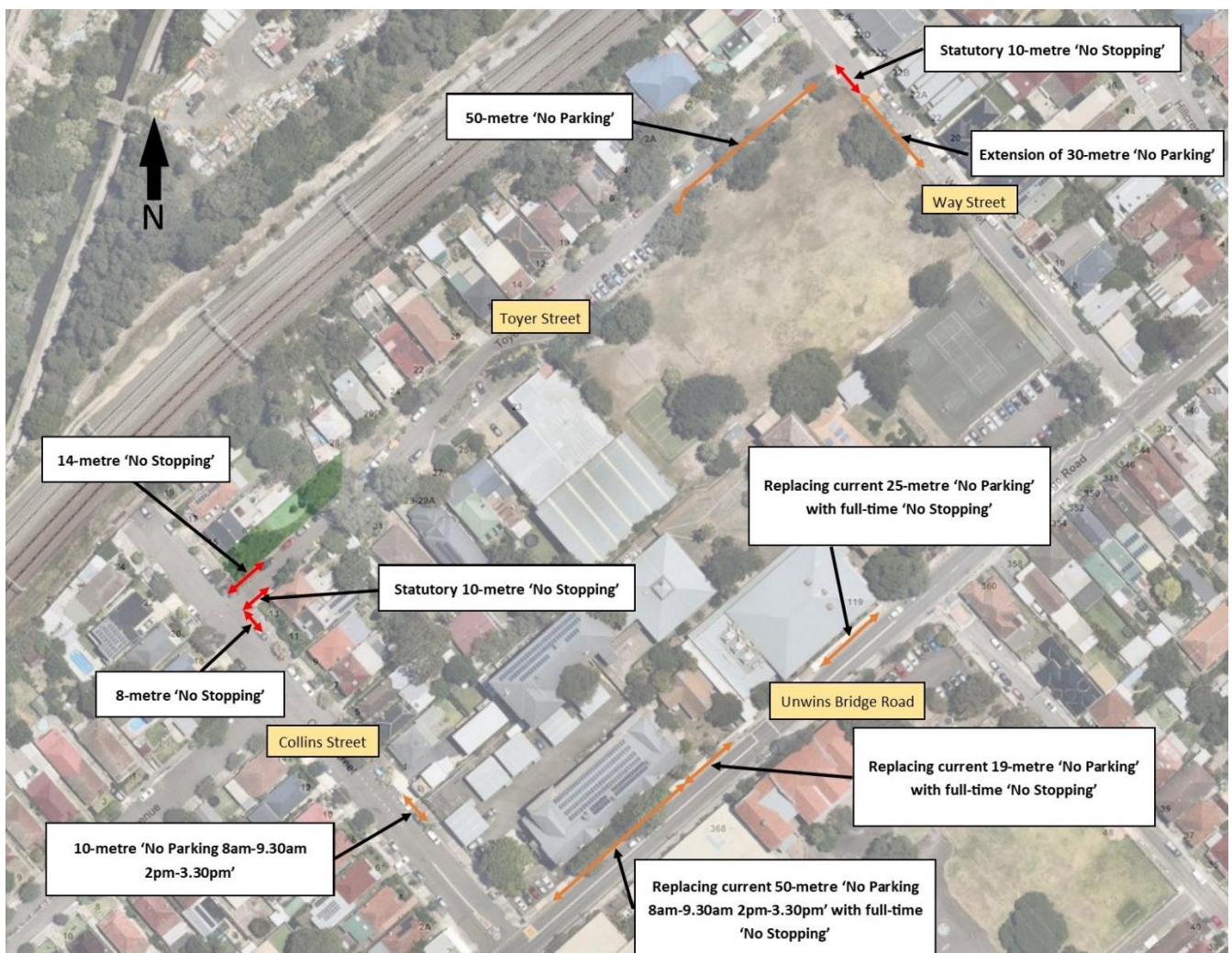
THAT the following restrictions be approved:

1. A 30 metre 'No Parking' zone, extending from the current 'No Parking' zone along the western side of Way Street, south of its intersection with Toyer Street;
2. A statutory 10 metre 'No Stopping' on western side of Way Street, south of its intersection with Toyer Street;
3. A 50 metre 'No Parking' zone, along the southern side of Toyer Street, west of its intersection with Way Street;
4. A statutory 10 metre 'No Stopping' on the southern side of Toyer Street, east of its intersection with Collins Street;
5. A 14 metre 'No Stopping' zone on the northern side of Toyer Street, east of its intersection with Collins Street;
6. A 8 metre 'No Stopping' zone on eastern side of Collins Street, south of its intersection with Toyer Street;
7. A 10 metre 'No Parking 8am – 9.30am 2pm – 3.30pm' on eastern side of Collins Street, immediately northwest of existing Bus Zone, north of its intersection with Unwins Bridge Road;
8. A 69 metre 'No Stopping' zone on the northern side of Unwins Bridge Road, between Collins Street and the signalised mid-block pedestrian crossing, replacing existing 50 metre 'No Parking 7am – 9am Mon – Fri' & 19 metre 'No Parking' restrictions; and
9. A 25 metre 'No Stopping' zone on the northern side of Unwins Bridge Road, between Foreman Street and the signalised mid-block pedestrian crossing, replacing existing 'No Parking'

BACKGROUND

Council is proposing to formalise the parking restrictions along the road boundary of Tempe High School to ensure unobstructed school bus thoroughfare servicing the high school. In addition to formalising 'No Parking' restrictions along streets in which the road width only supports parking on one side of the road and 'No Stopping' restrictions on Unwins Bridge Road where the road width does not support any stopping of vehicles, an additional 10 metre section of school pickup zone is recommended along the western boundary of Tempe High School. It is envisioned that this pick-up/drop off zone will assist parents and guardians to legally drop off and pick up children from Tempe High School. Due to concerns of illegal parking behaviour surrounding school drop-off and pick up, 'No Stopping' zones at intersection corners have also been recommended.

The proposal is shown in the following plan.



FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

The proposed 'No Stopping' restrictions on northern side of Toyer Street, east of its intersection with Collins Street have been increased from 10 metres to 14 metres to ensure optimal turn capability of buses. Conversely, proposed 'No Stopping' restrictions on the eastern side of Collins Street, south of its intersection with Toyer Street have been reduced from 10 metres to 8 metres as it is envisioned that the turning buses will have sufficient turning capability from Toyer Street. Damaged flexible bollards at the southeast corner of Toyer Street and Collins Street will be replaced to provide a visual indicator for pedestrians to know where it is safe to stand when a bus is turning at that location.

It is noted, a separate report detailing the recommendation for 'No Parking' restrictions on the southern side of Way Street, between Toyer Street and the rail overbridge was presented to the Committee during its meeting on 15 February 2021. The recommendation was to assist the thoroughfare of trucks entering the Sydenham Maintenance Centre (XPT Maintenance for Sydney Trains) via Way Street.

PUBLIC CONSULTATION

92 letters were delivered to the owners and occupiers of properties in Way Street, Hillcrest Street, Toyer Street and Collins Street. A letter was also sent to Tempe High School. Five (5) responses were received. Three (3) responses were in support of the proposal, whilst citing additional concerns, which have been listed below. One (1) response was against the 14 metre 'No Stopping' zone on the northern side Toyer Street, east of its intersection with Collins Street, as it removed valuable parking within the area. One (1) response received was did not address their view, however had raised concerns of illegal parking behaviour observed during school drop off and pick up times, as many motorists have double parked outside their property.

Proposal related concerns raised:

Concerns:	Officer's Response
'No Stopping' zones proposed on both sides of Toyer Street, east of its intersection with Collins Street will take away valuable on-street parking.	The width of Toyer Street near Collins Street is approximately 6.4 metres. With vehicle parking on both sides, buses may find it difficult to negotiate from Collins Street into Toyer Street, potentially damaging parked vehicles.
'No Stopping' should be along the entire western side of Way Street, as vehicles are parked onto the footpath, obstructing pedestrian access	'No Parking' is typically introduced in situations such as this to ensure vehicles do not obstruct thoroughfare for other vehicles and pedestrians. Additionally, 'No Parking' allows for short stays for vehicles to drop off and pick up passengers if required. This may be of an occasional benefit for both residents and the high school.

Additional concerns raised within the community engagement includes lack of parking within the area, proposal for residential parking scheme within the area, vehicles parking over driveways and within private property and cases of illegal parking behaviour surrounding school drop off and pick up times. This concerns will be investigated separately.

CONCLUSION

It is recommended that the parking restrictions encompassing Tempe High School in Unwins Bridge Road, Way Street, Toyer Street and Collins Street be approved to assist school bus thoroughfare around the narrow streets.

It should be noted, the proposal will incur a loss of a number of unrestricted on-street parking including the conversion of 10 metre unrestricted parking to 'No Parking 8am-9.30am 2pm-3.30pm' on Collins Street and 14 metre 'No Stopping' on Toyer Street, at Collins Street intersection.

ATTACHMENTS

Nil.

Item No: LTC0321(1) Item 8

Subject: LILYFIELD PRECINCT PARKING STUDY (BALUDARRI - BALMAIN WARD / BALMAIN ELECTORATE / LEICHHARDT PAC)

Prepared By: Sunny Jo - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

This is a recommendation to endorse the final Lilyfield Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Lilyfield Precinct Parking Study through YourSay Inner West. The draft strategy proposed several changes, including a Saturday Resident Parking Scheme (RPS) in streets surrounding the Orange Grove Public School during market days, angle parking in Hubert Street and Charles Street, and a need to establish Special Event Parking replacing the existing restrictions in the street surrounding Leichhardt Oval. The general feedback themes include the issue of enforcement in Lilyfield, dissatisfaction with boat trailers, and parking pressure concerns from WestConnex Rozelle Interchange site. Area specific feedback include suggestions for angle parking for the whole length of Rayner Street to increase parking supply.

Due to the COVID-19 restrictions, Council was unable to undertake a parking survey during a large capacity event at Leichhardt Oval. This data was to be used as a basis to review the existing parking control and develop a Special Event Parking scheme. As venue restrictions ease over time, it is expected that a parking survey during a full capacity event will assist in the development of a special event Traffic Management Plan (TMP) and Special Event Parking Scheme for the current area LY permit scheme.

The response totaled 35.8% in support, 29.9% non-support, and 34.3% with an unsure/neutral preference. After the Public Exhibition feedback was assessed, a review on the proposed scheme was undertaken with the final recommendations as outlined in **Attachment 2**. As the changes included both short-term and long-term matters, this would require Council to implement the changes with community engagement over a 5-10 year life cycle of the study. It is recommended that further consideration of street specific Resident Parking Scheme (RPS) other than those proposed in the report not be supported for a period of 24 months until March 2023.

In addition, the parking impact on streets near the WestConnex Rozelle Interchange site has been a source of concern for residents in Lilyfield and Rozelle. Council has worked together on the consultation on including additional streets in the RPS in October 2020. Due to the low overall support from the community, this was not implemented. However, Council is continuing discussions with Transport for NSW to explore parking options to alleviate parking pressures until the completion of the WestConnex Rozelle Interchange in 2023.

RECOMMENDATION

THAT:

1. The final Lilyfield Precinct Parking Study (Attachment 3) be noted;
2. In view of the feedback received from the Public Exhibition, the Parking Strategy for the Lilyfield Precinct as shown in Attachment 2 be adopted;
3. An additional parking review be undertaken to establish a Special Events Traffic Management Plan (TMP) and Special Event Parking Scheme, updating the

existing area LY Resident Parking Scheme;

4. Further consideration of street specific resident parking scheme for the Lilyfield precinct, other than those included in Attachment 2 not be supported for 24 months until March 2023;
5. Post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic Committee, if required; and
6. Council to work with event organisers to prepare and implement a standardised Traffic Management Plan and Special Event Parking Scheme for large events at Leichhardt Oval; and

BACKGROUND

The 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 including permit allocation in the existing Resident Parking Scheme.

Local issues including streets near trip generators such as the Leichhardt Oval, Orange Grove Public School, Callan Park, shopping village, reserves and schools were considered in the study.

The Study was undertaken by GTA Consultants using parking occupancy and duration data collected in February 2020, site observations in 2020, and feedback received during the initial parking survey undertaken in February 2020.

The map of the study area is provided in **Attachment 1**.

FINANCIAL IMPLICATIONS

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

OTHER STAFF COMMENTS

The proposed changes included an expanded Saturday RPS to the streets surrounding the Orange Grove Public School during the market days, introduction of angle parking (rear to kerb) in Hubert Street, Charles Street, and Francis Street.

The Public Exhibition of the draft Study commenced 22 October 2020 and ended 20 November 2020. A total of 3,460 letters were mailed out with a colour map of the draft proposals, inviting to provide comments online and via separate email and paper submissions. Council's Making Parking Fairer in Lilyfield website had 517 visits and 67 submissions received. A further 13 submissions were received via email, customer service enquiry, and post.

Area wide issues raised by the community comprised of the following:

- Frequent comment that enforcement of existing parking restrictions is not up to standard. Multiple anecdotes of cars staying long after the posted restriction. General

community view that if enforcement was improved, many of Lilyfield's parking issues would be resolved.

- Widespread dissatisfaction with boat and trailer parking on Lilyfield's streets. General desire to increase its priority in the strategy.
- Frequent concerns about the impact of WestConnex construction worker parking negatively impacting parking availability for residents.
- Mixed responses on the proposed angled parking in Item 2, but the majority are in strong support.

Locally-specific issues include:

- Support from multiple residents for angled parking on the entirety of Rayner Street.

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

Lilyfield Precinct Parking Study Draft Parking Strategy 2020			
Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	'2P 8am-1pm Sat Permit Holders Excepted Area LY' parking changes in streets near Orange Grove Markets. After implementation, monitor parking levels and if appropriate investigate and undertake consultation on angle parking in for entirety of Rayner Street to accommodate additional demand on Saturdays. (existing parking restrictions such as Bus Zone, Mobility Impaired Parking, No Parking, No Stopping, Loading Zone will remain)	Glover Street (east side), Fredbert Street, Emmerick Street (east side), Rayner Street (north of Eric Street), Eric Street, Balmain Road (between Perry and Eric Streets). Perry Street is under the care and control of Transport for NSW and has not supported time limited parking.	High
2	Introduction of angle parking (rear to kerb) in Hubert Street and Charles Street. Change to rear to kerb angle parking on east side of Francis Street.	Hubert Street, Charles Street, Francis Street	High
3	Special Event Parking Scheme to replace existing Area LY permit zone. Undertake further parking survey during large sporting event in Leichhardt Oval and review permit zone extent.	Street within Lilyfield with existing Area LY permit zone	High
4	Develop an event Traffic Management Plan (TMP).	Streets near Leichhardt Oval during event days only	Medium
5	Replacement of redundant, faded, damaged signs.	Streets identified in the signage audit within study area	Medium
6	Inner West Council's Parking Services proactively patrols timed parking restrictions across the whole Inner West Council Local Government Area (LGA). Within Parking & Ranger Services there is a specialist Parking Analysis team, who monitor trends within parking throughout the LGA. They continually re-assess parking patrol areas to determine the optimum allocation of resources.	Area-wide	High

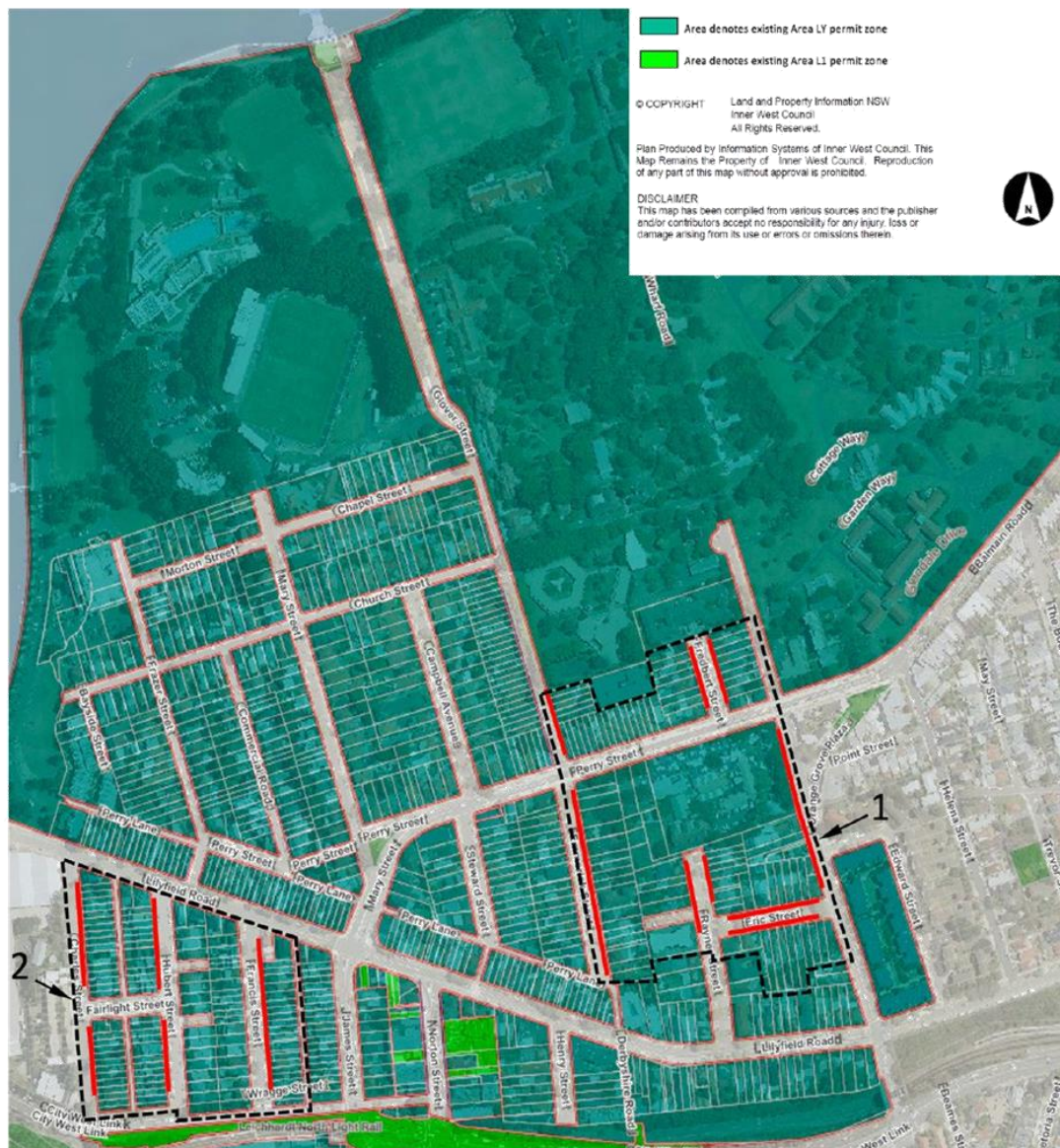
	If illegal parking, unrelated to timed parking, is reported Parking Services will attend to those complaints as soon as resources are available.		
7	Council to work together with Transport for NSW and WestConnex Rozelle Interchange to improve the parking situation, subject to support from the local community.	Parts of Lilyfield near WestConnex Rozelle Interchange site	High
8	Instances of boat trailers and/or trailers parking illegally reported to Inner West Council are followed up by Council's Parking and Ranger Services Team, who will organise for an Officer to attend and patrol the location as soon as practical.	Area-wide	High
Long term (5+ years)			
Item no.	Description	Streets affected	Priority
9	Liaise with Leichhardt Oval event organisers to develop a bus shuttle service and satellite parking area.	Area-wide	Medium

ATTACHMENTS

1. [Map of study area](#)
2. [Recommendations from study including map showing locations](#)
3. [Lilyfield Parking Study report](#)



Lilyfield Precinct Parking Study Final Parking Strategy 2021



Lilyfield Precinct Parking Study Final Parking Strategy 2021			
Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	<p>'2P 8am-1pm Sat Permit Holders Excepted Area LY' parking changes in streets near Orange Grove Markets.</p> <p>After implementation, monitor parking levels and if appropriate investigate and undertake consultation on angle parking in for entirety of Rayner Street to accommodate additional demand on Saturdays.</p> <p>(existing parking restrictions such as Bus Zone, Mobility Impaired Parking, No Parking, No Stopping, Loading Zone will remain)</p>	<p>Glover Street (east side), Fredbert Street, Emmerick Street (east side), Rayner Street (north of Eric Street), Eric Street, Balmain Road (between Perry and Eric Streets).</p> <p>Perry Street is under the care and control of Transport for NSW and has not support time limited parking.</p>	High
2	Introduction of angle parking (rear to kerb) in Hubert Street and Charles Street. Change to rear to kerb angle parking on east side of Francis Street.	Hubert Street, Charles Street, Francis Street	High
3	<p>Special Event Parking Scheme to replace existing Area LY permit zone.</p> <p>Undertake further parking survey during large sporting event in Leichhardt Oval and review permit zone extent.</p>	Street within Lilyfield with existing Area LY permit zone	High
4	Develop an event Traffic Management Plan (TMP).	Streets near Leichhardt Oval during event days only	Medium
5	Replacement of redundant, faded, damaged signs.	Streets identified in the signage audit within study area	Medium
6	<p>Inner West Council's Parking Services proactively patrols timed parking restrictions across the whole Inner West Council Local Government Area (LGA). Within Parking & Ranger Services there is a specialist Parking Analysis team, who monitor trends within parking throughout the LGA. They continually re-assess parking patrol areas to determine the optimum allocation of resources.</p> <p>If illegal parking, unrelated to timed parking, is reported Parking Services will attend to those complaints as soon as resources are available.</p>	Area-wide	High
7	Council to work together with Transport for NSW and WestConnex Rozelle Interchange to improve the parking situation, subject to support from the local community.	Parts of Lilyfield near WestConnex Rozelle Interchange site	High
8	Instances of boat trailers and/or trailers parking illegally reported to Inner West Council are followed up by Council's Parking Services Team, who will organise for an Officer to attend and patrol the location as soon as practical.	Area-wide	High
Long term (5+ years)			
Item no.	Description	Streets affected	Priority
9	Liaise with Leichhardt Oval event organisers to develop a bus shuttle service and satellite parking area.	Area-wide	Medium

Lilyfield Precinct Parking Study

Inner West Council
Final Report



Prepared by: GTA Consultants (NSW) Pty Ltd for Inner West Council
on 19/02/21
Reference: N184030
Issue #: A

Lilyfield Precinct Parking Study

Inner West Council Final Report

Client: Inner West Council
on 19/02/21
Reference: N184030
Issue #: A

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Executive Summary

EXECUTIVE SUMMARY

Introduction

Lilyfield is in the Inner West Local Government Area of Sydney. The area comprises a combination of single dwellings and low-density multi-storey unit blocks, educational institutions, commercial and light industrial lands, parks and recreational land. Inner West Council has requested a review of the overall parking situation in Lilyfield to determine a parking management strategy and has commissioned GTA Consultants (GTA) to undertake a review of parking in Lilyfield and to develop a strategy that sets forward how parking will be provided and managed. The parking study's study area is shown below and excludes Callan Park which falls under the jurisdiction of the NSW Government's Office of Environment and Heritage.



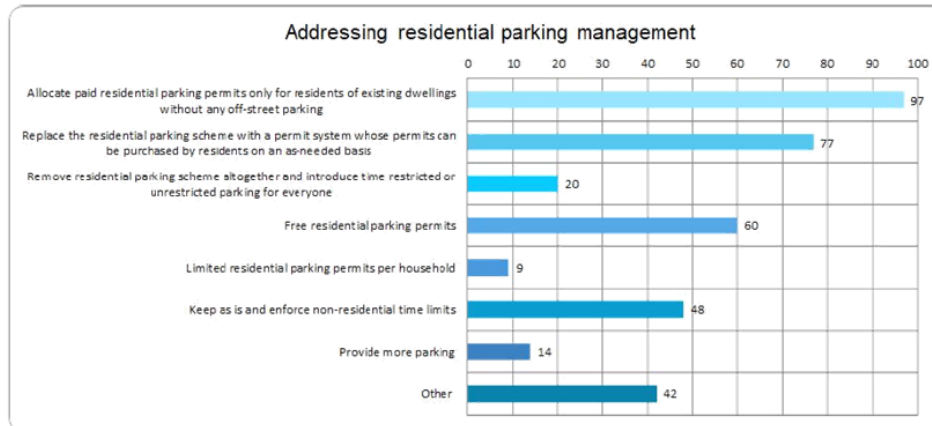
Parking supply and demand conditions

Based on the results from the analysis of parking occupancy, duration of stay, turnover and boat trailer parking survey data collected on Saturday 15 and Wednesday 19 February 2020, the following conclusions can be made about parking demand characteristics in Lilyfield:

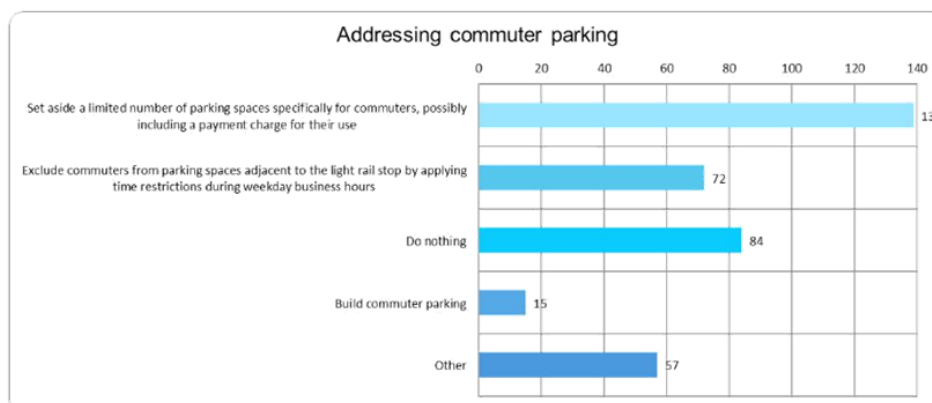
- Average peak parking occupancies in Lilyfield are at a low or optimal level on the weekday with only isolated streets of high demand (at or over 90 per cent). There was no evidence of high parking demand near light rail stops or clusters of places of employment, indicating any demand from these activities does not overwhelm underlying parking supply.
- On the weekend, there is a similar trend of low or optimal levels of parking occupancy throughout the study area, with the exception of a cluster of high parking demand near the Orange Grove Markets as these markets generate parking activity.
- 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 two (the number of unique cars parked during the survey period as a ratio of the total parking capacity on a street).
- Notwithstanding the predominant average duration of stay and turnover ratio trends, pockets of higher turnover and/or lower durations of stay were observed in areas such as the aquatic centre, Leichhardt Park and the shopping area on Balmain Road, indicating a regular turnover of visitors by car. This trend was not observed near the Orange Grove Markets, suggesting the pattern of high parking occupancy is caused by long-stay vehicles such as local residents or market vendors.
- Boat trailer parking was not observed to be a widespread occurrence in Lilyfield in a manner that prevents drivers from accessing parking given the broad availability of parking throughout Lilyfield.

Community feedback

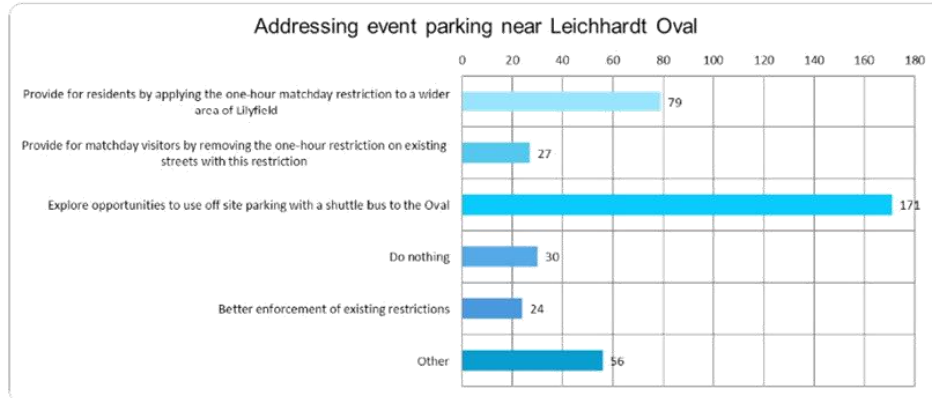
To understand the day-to-day community views on the current parking situation, Council directly engaged with the local community including residents, business owners and shopkeepers. An extensive questionnaire letter "Make parking fairer" detailing this parking study was advertised via social media and the Council website to which the public could provide online submissions. Anyone member of the public could also request a physical copy of the questionnaire and submit through the post. The questionnaire asked respondents on their views towards different aspects of parking management in Lilyfield, especially concerning ways to manage residential parking, commuter parking and event parking near Leichhardt Oval. The results are below.



The respondents highly favour resident parking permits to be made available to only those residents of dwellings without any off-street parking or in a manner that can be purchased by residents on an as-needed basis. Notwithstanding these views, a large proportion of respondents (108) also wanted the existing scheme to remain as is and to remain free and be supported by better enforcement of the time limits.



While a plurality of respondents were favourable to setting aside some spaces for possible paid commuter on-street parking, a large group of respondents also favoured the status quo or excluding commuters from parking near light rail stops via time-restricted parking.



The exploration of using event shuttles from another origin for patrons to access Leichhardt Oval is the most sought-after intervention, which could be similar to event buses that run to Moore Park from Central Station.

SWOT Analysis

In view of the analysis of parking conditions and community feedback on parking in Lilyfield, a high-level Strengths, Weaknesses, Opportunities and Threats analysis was prepared as shown below:

Strengths	Weaknesses
<ul style="list-style-type: none"> Existing low to medium residential density has not generated high parking occupancies that are pervasive throughout the study area. Any parking generated by light rail commuters or local working staff has not resulted in high parking occupancies. Areas of high parking occupancy are isolated or ephemeral (e.g. Orange Grove Markets). Majority of residents able to park in their immediate surrounds (<100m). Residents appreciate prioritising paid parking permits on an as-needed basis. A significant portion of the study area's properties (especially east of Wharf Road) have off-street parking via rear lane garages or conventional street frontage access. 	<ul style="list-style-type: none"> Leichhardt Oval generates high demand for parking but parking enforcement during event days is not possible. Parking near Orange Grove Markets does not exhibit sufficient turnover to support access by multiple visitors.
Opportunities	Threats
<ul style="list-style-type: none"> Reform existing LY permit parking scheme into an enforceable special event permit parking scheme. Explore potential for shuttle bus for Leichhardt Oval event days. Standardise parking signage across the study area as well as the LGA. 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. 	<ul style="list-style-type: none"> Any future medium to high development activity in Lilyfield and the resultant parking demand need to be appropriately managed through public and private domain parking policy measures, the absence of which would result in unfettered growth in demand for on-street parking.

Recommendations

The following recommendations were put forward in response to the SWOT analysis, review of community feedback and the analysis of parking supply and demand conditions. These recommendations are categorised into different timeframes for implementation with varying levels of priority depending on the targeted issue. The primary aim of these recommendations is to manage existing car parking provision and demands in a balanced manner which considers the needs of all stakeholders, while realising the following overarching objectives:

- Prioritisation of long-stay residential parking on residential streets over the provision for non-residential long-stay user groups (i.e. commuters or employees).
- Consideration for the demand of short-stay user-groups for the local attractions where appropriate.
- Consistent parking policies and planning across the Inner West LGA.

Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	2P 8am-1pm Sat parking changes in streets near Orange Grove Markets	Perry Street (between Glover Street and Wharf Road), Glover Street (east side), Fredbert Street, Emmerick Street (east side), Rayner Street (north of Eric Street), Eric Street, Balmain Road (between Perry Street and Eric Street)	High
2	Introduction of angle parking (rear to kerb) in Hubert Street, Charles Street and Rayner Street. Change to rear to kerb angle parking on east side of Francis Street.	Hubert Street, Charles Street, Rayner Street, Francis Street	High
3	Special Event Parking Scheme to replace existing LY permit zone. Undertake further parking survey during large sporting event in Leichhardt Oval and review permit zone extent.	Streets within Lilyfield with existing LY permit zone	High
4	Develop an event Traffic Management Plan (TMP)	Streets near Leichhardt Oval during events	Medium
5	Replacement of redundant, faded, damaged signs	Streets identified in the signage audit within study area.	Medium
6	Inner West Council's Parking Services proactively patrols timed parking restrictions across the whole Inner West Council Local Government Area (LGA). Within Parking & Ranger Services there is a specialist Parking Analysis team, who monitor trends within parking throughout the LGA. They continually re-assess parking patrol areas to determine the optimum allocation of resources. If illegal parking, unrelated to timed parking, is reported Parking Services will attend to those complaints as soon as resources are available.	Area-wide	High
7	Undertake regular parking occupancy monitoring in the parts of Lilyfield near Westconnex construction sites, with parking management	Parts of Lilyfield near Westconnex construction sites	High

Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
	actions to be taken should parking occupancy regularly exceed 90 per cent average peak occupancy.		
8	Instances of boat trailers and/or trailers parking illegally reported to Inner West Council are followed up by Council's Parking Services Team, who will organise for an Officer to attend and patrol the location as soon as practical.	Area-wide	High

The rationale behind the time-restricted parking changes on streets near the Orange Grove Markets is to provide parking that encourages a regular turnover of vehicles, thereby allowing marketgoers to have a better chance of finding an available parking space, which in turn supports traders at the market. The proposed replacement of the existing LY permit zone with a new Special Event Parking Scheme with a supporting event TMP allows Council to be able to enforce parking behaviour properly and legally during special events at Leichhardt Oval, which are expected to increase while Sydney Football Stadium remains under reconstruction.

Although the study did not initially recommend streets such as Hubert Street and Charles Street to have angle parking to increase parking supply and stated such an action would be inconsistent with the Council's Public Domain Parking Policy, it is noted that this policy has not yet applied to the former Leichhardt Municipal Council area (which encompasses Lilyfield). As such this recommendation will future-proof parking supply for the affected streets. The addition of angle parking on Rayner Street will assist with accommodating parking demand from the Orange Grove Markets.

Although community concern about the impact of WestConnex construction worker parking negatively impacting parking availability was not substantiated in the parking occupancy surveys, Council also recognises WestConnex construction will ramp up and continue in the foreseeable future. There it is recommended Council will undertake regular parking occupancy monitoring in the area, with actions to be taken should parking occupancy regularly exceed 90 per cent average peak occupancy.

While boat trailer parking was not observed to be an issue during the parking surveys, it remains advisable for Council to continue their consistent management approach to monitoring and enforcing the parking of boat trailers throughout the LGA.

Long term (5+ years)			
Item no.	Description	Streets affected	Priority
9	Liaise with Leichhardt Oval event organisers to develop a bus shuttle service and satellite parking area.	Area-wide	Medium

The rationale behind the recommendation to investigate a event shuttle bus to Leichhardt Oval from different destinations, including a potential satellite parking area, is to provide a reliable means for attendees to go to Leichhardt Oval for whom the existing light rail service is not a viable option, while avoiding parking impacts on streets near the stadium. The study recommends Council to further investigate the feasibility of running such as service, including service areas, operational costs and resourcing.

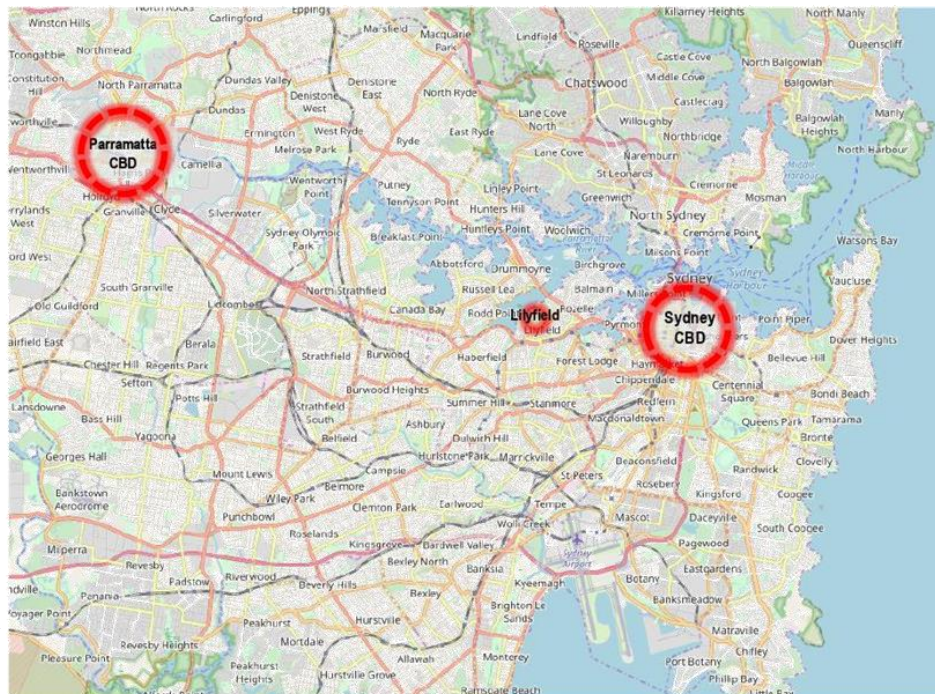
INTRODUCTION

1. INTRODUCTION

1.1. Project Background

Lilyfield is located in the Inner West Local Government Area of the Sydney Metropolitan Area and is approximately four kilometres west of the Sydney CBD and 17 kilometres east of Parramatta CBD. The suburb is situated within the boundaries of the Inner West Council. The area generally comprises of a combination of residential homes and units, educational institutions, commercial and light industrial lands, parks and recreational land.

Figure 1.1: Lilyfield within the Sydney Metropolitan Area



Base map: OpenStreetMap

The Lilyfield precinct incorporates a range of trip generators that all have varying parking requirements. The trip generators include:

- Residential Dwellings
- Local Commercial Centre
- Educational facilities like University of Tasmania and Orange Grove Public School
- Light rail stops including Leichhardt North and Lilyfield Light Rail Stations

INTRODUCTION

- Sports Facilities like Leichhardt Park Aquatic Centre, Leichhardt Oval, Callan Park
- Recreational facilities like Le Montage Function Centre.

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

1.2. Purpose of Study

The objectives of the project are:

- To review parking within the Lilyfield 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 Lilyfield associated with new development.
- To undertake a parking supply and demand assessment and report of parking in Lilyfield. 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 review the impact of parking associated with events at Leichhardt Oval on parking supply in the surrounding residential streets and to identify management techniques to address event parking.
- To develop a Lilyfield Parking Management Strategy considering Council's strategies and plans, community views, parking demand and supply, existing and active transport (walking and cycling) and public transport (bus and light rail), to improve ease of access to parking.
- To identify any discrepancies in parking policies and restrictions within Lilyfield 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.

INTRODUCTION

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 Lilyfield, 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 amongst residents, potentially also used by commuters accessing the nearby light rail stations as well as visitors to Leichhardt Park.

With consideration of the above, it is important to prioritise the demands of short-stay commercial user groups within the commercial village environment in Lilyfield 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 Lilyfield Context

In this context then, it is important that car parking within Lilyfield precinct 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, workers and event attendees on residential streets and commercial user-groups within the local commercial core.
- Balance the demand for commuter parking and residential parking especially near the light rail stops.
- Address the demand for the special event parking permit scheme near Leichhardt Oval.
- Standardise the previous different parking permits format applied to the study area as a result of amalgamation of different council jurisdictions.

EXISTING CONDITIONS

2. EXISTING CONDITIONS

2.1. Planning Context

In preparing this report, relevant policies and guidelines applicable to the Lilyfield precinct were explored, which include both the still in effect *2013 Local Environmental Plan* (LEP 2013) and *2013 Development Control Plan* (DCP 2013), developed by the former Leichhardt Council and the recently published *Inner West Integrated Transport Strategy* (ITS) by Inner West Council. In addition, the *Permit Parking Guidelines* (October 2018), developed by the former Roads and Maritime 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 released 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 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 Lilyfield, 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. event 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 Lilyfield summarised below.

EXISTING CONDITIONS

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.

Special event parking permits

Special event parking permits may be issued to residents or businesses that are affected by special event traffic management. They can be issued for individual events and the permit must include the date/s and

EXISTING CONDITIONS

location of the special event. Alternately, they may be issued as an annual permit for areas where there are a large number of special events, e.g. Leichhardt Oval.

2.1.2. Public Domain Parking Policy

On-street parking and Council managed car parks across Inner West Council currently operate under different policies from the former Leichhardt, Marrickville and Ashfield Councils. However, since amalgamation there has been an absence of a unified parking management policy to manage public parking throughout the Inner West LGA.

To this end, 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 intent of the Public Domain Parking Policy was to adopt 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 Council¹. 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 Lilyfield 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.

¹ http://innerwest.infocouncil.biz/Open/2020/06/C_09062020_MIN_3752.htm

EXISTING CONDITIONS

- No permits will be issued to households with two or more on-site parking spaces.

The current L1 parking permit scheme on Halloran Street and Norton Street in Lilyfield operates as 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.

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. The 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

Lilyfield is predominantly a residential suburb with a mix of single dwellings and low-density multi-storey unit blocks, with large tracts of recreational areas in the form of Leichhardt Park, Leichhardt Park Aquatic Centre, Leichhardt Oval and Callan Park in the north of the suburb bordering the Parramatta River. The study area mainly consists of residential streets and is bordered by the A4 City-West Link Road and the Inner West Light Rail line to the south.

The parking study's study area is shown below in Figure 2.1 and excludes Callan Park which falls under the jurisdiction of the NSW Government's Office of Environment and Heritage.

EXISTING CONDITIONS

Figure 2.1: Study area



Base map: Google Maps

2.2.2. Key Streets and Sites

The study area comprises 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 seven key places of interest that play a vital role in the study area, and these are further detailed in Table 2.1.

EXISTING CONDITIONS

Figure 2.2: Map of Key streets and sites within the Lilyfield Precinct

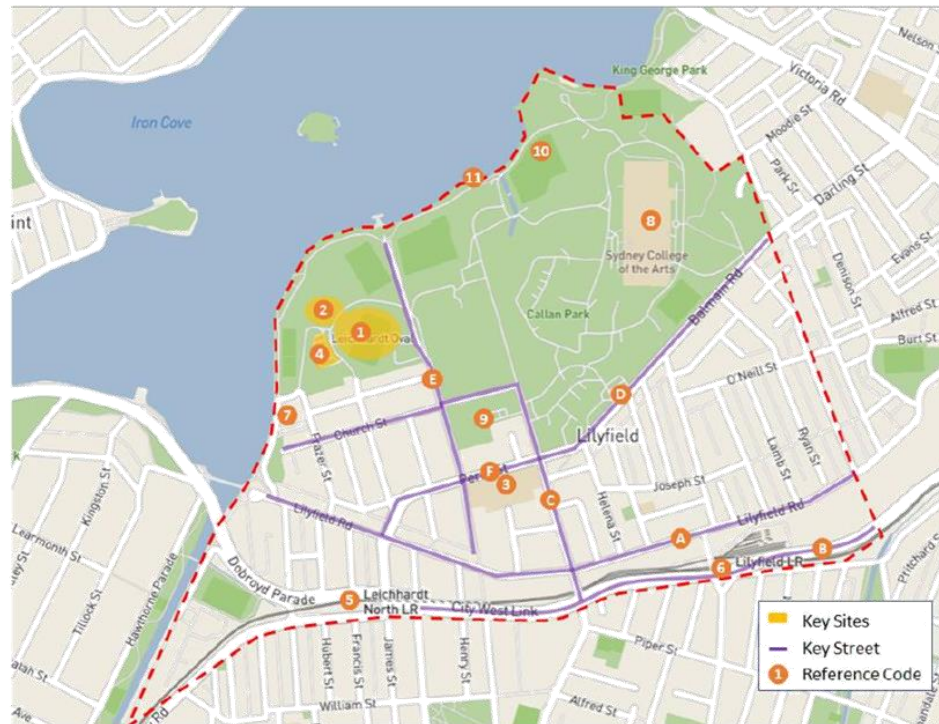


Table 2.1: Key streets and sites within the Lilyfield Precinct

Reference	Key Streets	Description
A	Lilyfield Road	Main local road aligned east-west connecting Lilyfield to Rozelle and Annandale.
B	City West Link	Important corridor providing alternative route to Parramatta Road into Sydney CBD in an east-west alignment.
C	Wharf Road	A collector road with north south alignment in the centre of the area.
D	Balmain Road	Main local road from north-east to south-west connecting Lilyfield to Rozelle and passing through residential and commercial areas.
E	Glover Street	A collector road with north south alignment in the centre of the area.
F	Perry Street	Main local collector road with east west alignment connecting Balmain Road to Mary Street.
1	Leichhardt Oval	A rugby league and soccer stadium with a capacity of 20,000 which can highly affect the local transportation and parking capacity.
2	Leichhardt Park Aquatic Centre	Is sitting on the edge of Iron Cove Bay at north west of Lilyfield.

EXISTING CONDITIONS

Reference	Key Streets	Description
3	Orange Grove Public School and Market	Orange Grove Public School is a primary school located at Perry Street having around 500 students. The school operates from 8:00 to 4:00pm Mondays to Fridays. The Orange Grove Market located at Balmain Road &, Perry Street which is Saturday Market operating from 8:00am to 1:00pm selling organic products.
4	Leichhardt Park car park	Leichhardt Park car park located at Mary Street, Lilyfield providing 200 parking bays free with restrictions of 2 hours all days from Monday to Sunday. It is a public parking.
5	Leichhardt North light rail stop	Located in the southwest of the study area on the light rail line connecting the Inner West to the CBD with trams every 8 minutes.
6	Lilyfield light rail stop	Located in the south of the study area on the light rail line connecting the Inner West to the CBD with trams every 8 minutes.
7	Le Montage Function Centre	A Sydney waterfront venue overlooking Iron Cove Bay located at 38 Frazer Street, Lilyfield. It is a Sydney venue for weddings, corporate events and private functions. It operates all weekdays from 9 am to 6:00pm except Tuesdays and Wednesdays when it remains open until 9:00pm. All event spaces have the capacity for 1500 to 2500 people.
8	Sydney College of the Arts*	Located within eastern end of Callan Park, off Balmain Road with on-site visitor parking.
9	Offices, including University of Tasmania, Callan Park and NSW Ambulance offices*	Located at the south-western end of Callan Park with on-site parking available.
10	Callan Park Oval*	Sportsground inside Callan Park attracting scheduled cricket games in the summer and soccer games in the winter, as well as recreational sport participants.
11	The Bay Run*	A popular local shared use path running along the shoreline.

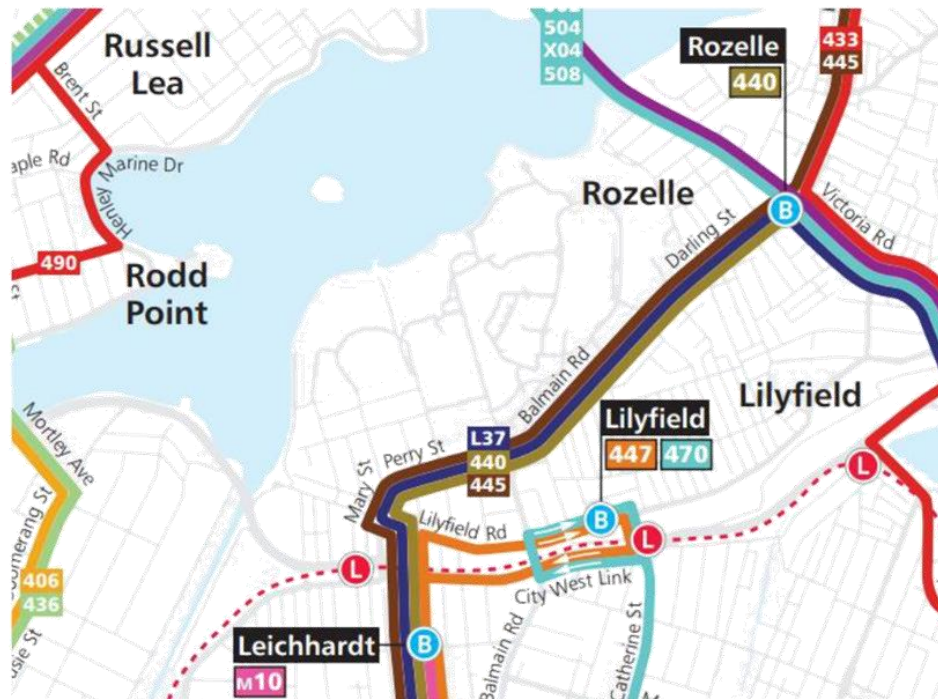
*Callan Park is owned and operated by the Office of Environment and Heritage, belonging to the NSW state government. Parking management for the Callan Park area is excluded from this study.

2.2.3. Public Transport

The Lilyfield precinct is well connected by public transport and is served by light rail (Dulwich Hill Line) and frequent bus services. The entire precinct has access to the public transport stops within typical walking distances. Local public transport services are shown in Figure 2.3 and described in Table 2.2.

EXISTING CONDITIONS

Figure 2.3: Map of public transport provided within the study area



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

Table 2.2: Public Transport within the Area

Service	Route Number	Route Description	Frequency on/off- Peak
Bus	447	Lilyfield to Leichhardt Marketplace (Loop Service)	Every 60 min/ 2 service on Saturdays
	470	Lilyfield to City Martin Place	Every 20min/every 20 min
	440	Bondi Junction to Rozelle	Every 8 min/ every 10 min
	445	Campsie to Balmain via Leichhardt Marketplace	Every 15 min/ every 15 min
	L37 (Limited stop)	Haberfield to City Town Hall	Every 15 min (7:00-8:00 and 16:30-17:40)-Monday to Friday
Light Rail	L1	Dulwich Hill Line	Every 8 min/ every 10 min

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

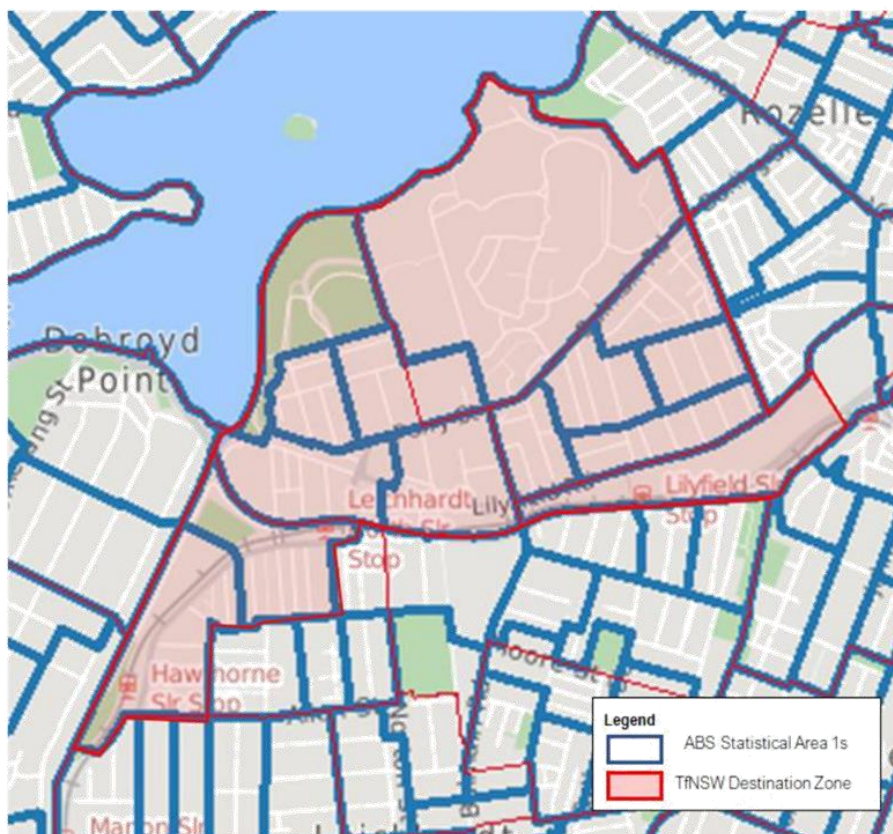
EXISTING CONDITIONS

2.3. Existing Travel Behaviour

2.3.1. Journey to Work

The 2016 Census Statistical Areas 1 (SA1) that make up the Destination Zones (DZ) 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

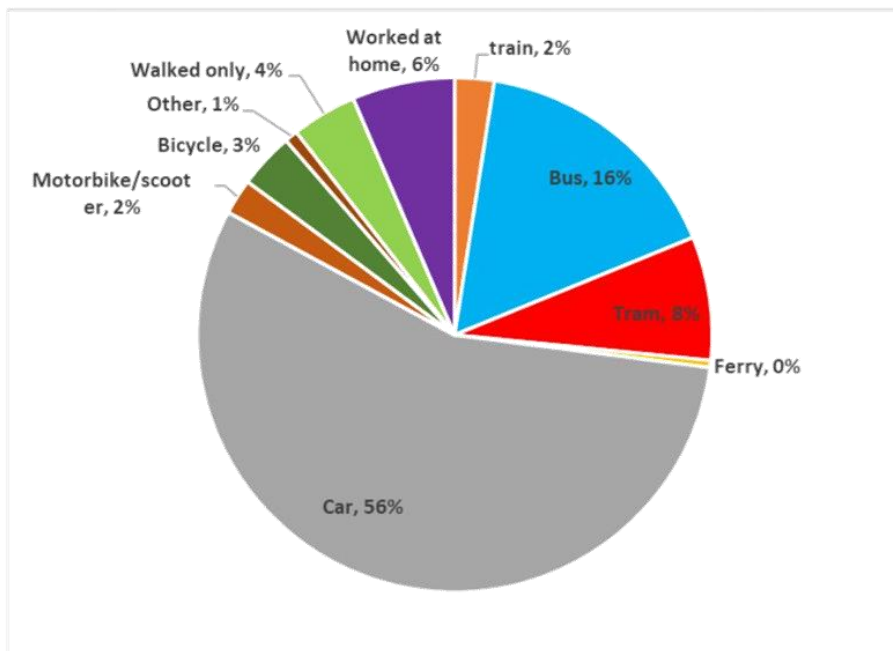


Source: <https://itt.abs.gov.au/itt/r.jsp?ABSMAPS>

As indicated in Figure 2.5, residents in the relevant SA1s have a non-car journey to work mode share of 44 per cent. This fairly high non-car mode share is likely a result of the SA1s' close proximity to both the Lilyfield and Leichhardt North light rail stops providing frequent services to Pyrmont and Central Station, as well as access to frequent bus services toward the city centre and Leichhardt.

EXISTING CONDITIONS

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

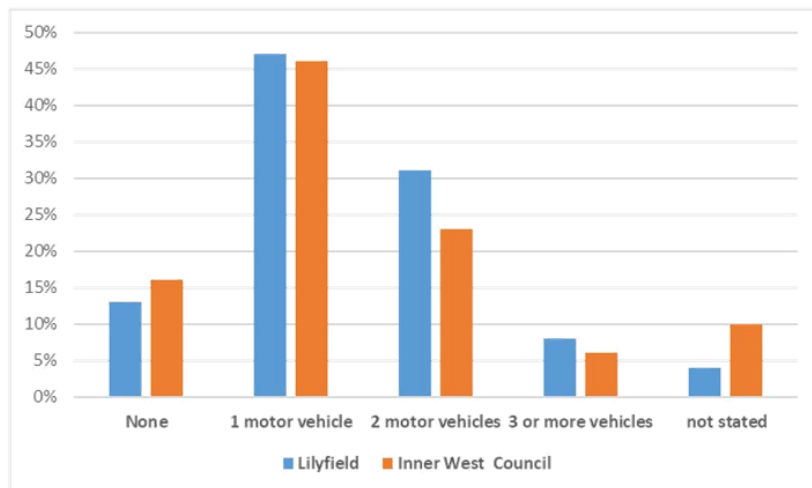


2.3.2. Car Ownership

Based on the 2016 Census, Lilyfield recorded 13 per cent of households in the study area as not owning a car while 47 per cent of households owned one car. Figure 2.6 shows that this percentage of zero car ownership is similar to the Inner West Council area while the rate of car ownership of two vehicles is higher than the Inner West at-large. This indicates that the suburb of Lilyfield is slightly more reliant on private vehicles as a method of travel, which is also reflected in the overall rate of car ownership of 1.4 vehicles per household in Lilyfield compared to 1.2 vehicles per household in the overall Inner West Council area. This higher car ownership rate may be due to Lilyfield's location at the start of Balmain peninsula that is relatively isolated from other parts of the Inner West and Greater Sydney, despite the strong public transport access to the city centre (which represents only one of many possible destinations).

EXISTING CONDITIONS

Figure 2.6: Percentage of vehicle ownership



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

2.4. Local Car Sharing Initiatives

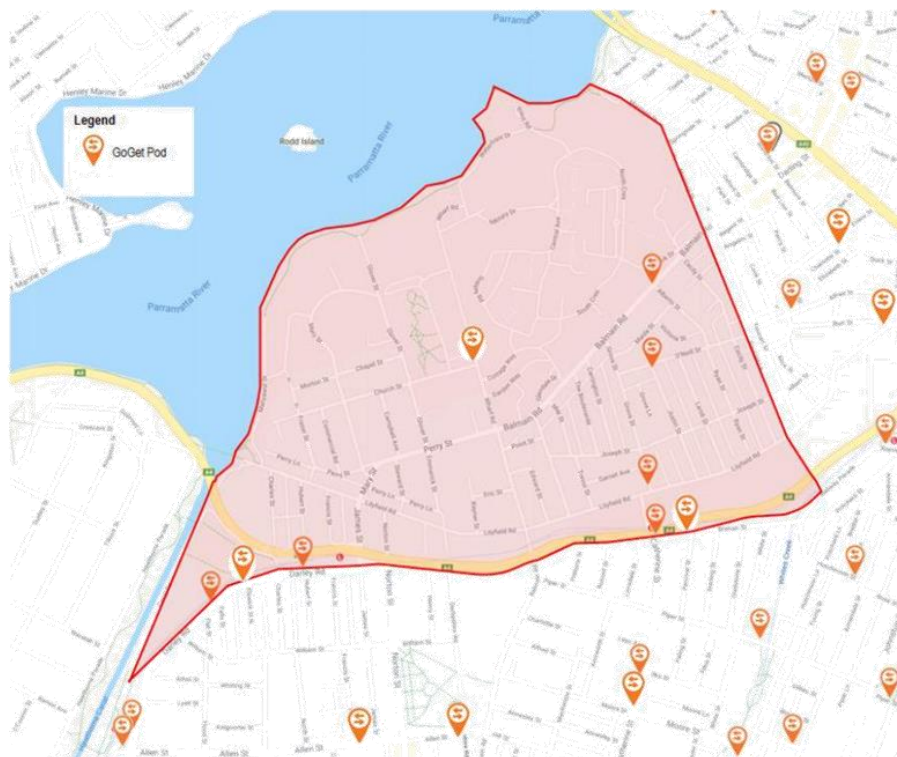
Car share schemes have become increasingly common throughout Sydney and are now recognised as a viable transport option for drivers. They offer an alternative to the private car and are of benefit to the residents of the area. Car share forms an integral part of the ongoing transformation of the Inner 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 several car share pods within the Lilyfield area as shown in Figure 2.7. With further development of the local area, there will be opportunities for more car share providers to increase supply nearby as viability increases with more residents and workers.

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 reveals there are vehicles available for hire in the Lilyfield study area.

EXISTING CONDITIONS

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



Source: Go-Get Cars (www.goget.com.au)

2.5. Parking Supply and Conditions

2.5.1. Background to Parking in Lilyfield

Parking in Lilyfield principally comprises on-street parking on residential streets with the exception of small pockets of time-restricted parking in the shopping area along Balmain Road near the Wharf Road intersection. Furthermore, on-street parking near Leichhardt Oval has a one-hour limit during sporting events at Leichhardt Oval for those without a residential parking permit.

The major off-street parking area in Lilyfield is the Leichhardt Park car park which is to service the customers using the Aquatic Centre and nearby natural amenities.

EXISTING CONDITIONS

2.5.2. Parking Supply within Lilyfield

Figure 2.8: Lilyfield Parking Restrictions Map



*LY full description – “1 Hour Parking During Sporting Fixtures At Leichhardt Oval, Authorised Resident Vehicles Excepted LY”

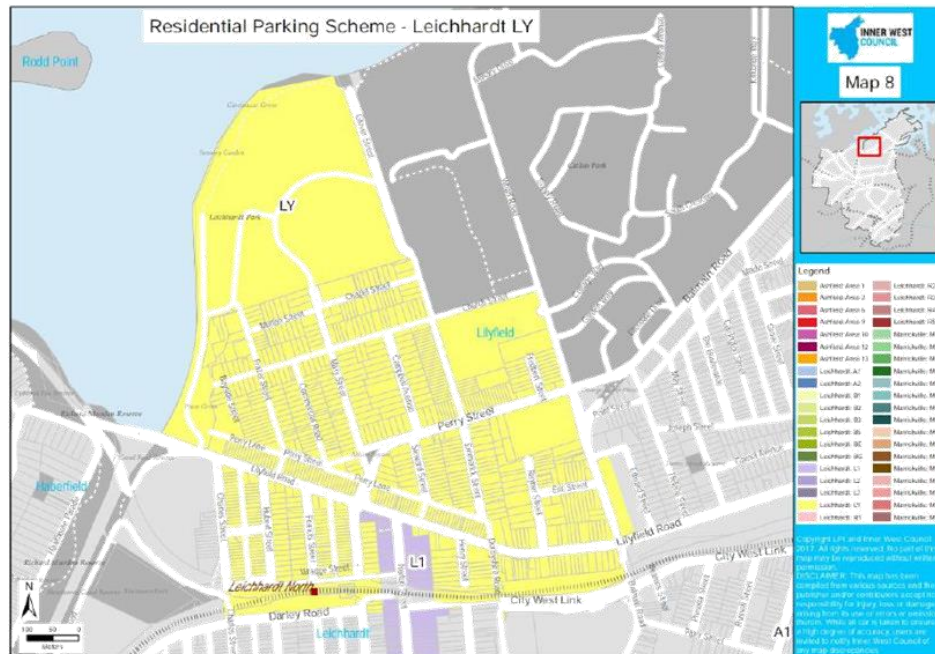
Figure 2.8 shows an overview of the parking restrictions in Lilyfield. The on-street parking is predominantly unrestricted in the residential areas, with the exception of streets west of Wharf Road having specific one-hour event restriction for non-permit holders during an event at Leichhardt Oval (LY on the figure above). On-street parking shown as LY are unrestricted at all other times.

Short-term (under two hours) time-restricted parking exists in small pockets outside the shops along Balmain Road and the aquatic centre. Disabled parking spaces are available across the Lilyfield area, in both residential and commercial areas.

EXISTING CONDITIONS

2.5.3. Resident Parking Scheme

Figure 2.9: Residential Parking Scheme – Leichhardt LY



Retrieved from <https://www.innerwest.nsw.gov.au/live/information-for-residents/parking/permit-parking> (March 2020)

According to Figure 2.9, two residential parking schemes are active within the Lilyfield study area, as follows:

- LY Permit Zones – Street signage in this zone display “1P During sporting fixtures at Leichhardt Oval authorised residents vehicles excepted”, which covers a major portion of the study area highlighted in yellow in the figure above. This zone is established to prioritise on-street parking spaces on residential streets for residents over visitors to Leichhardt Oval during sporting fixtures. Whereas parking spaces adjacent to Leichhardt Oval but not on residential streets (e.g. parking spaces at Leichhardt Park) do not have such restrictions.
- L1 Permit Zones – Street signage in this zone display “2P 8am-10pm Permit Holder Excepted” and this zone is present on Norton Street and O’Halloran Street only within the study area. This zone is established to maintain parking spaces for residents from staff at nearby businesses as land uses in the L1 permit zone contain multiple commercial office buildings, commercial services and other places of employment.

Resident parking permits are currently issued to residents living in the properties shown in Figure 2.9, 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.

EXISTING CONDITIONS

2.6. Parking Demand

2.6.1. Parking Surveys

The on-site parking surveys were conducted on Saturday 15 February and Wednesday 19 February 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, 8am to 8pm)
 - Two-hourly interval (Saturday, 10am to 2pm).

2.6.2. 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.

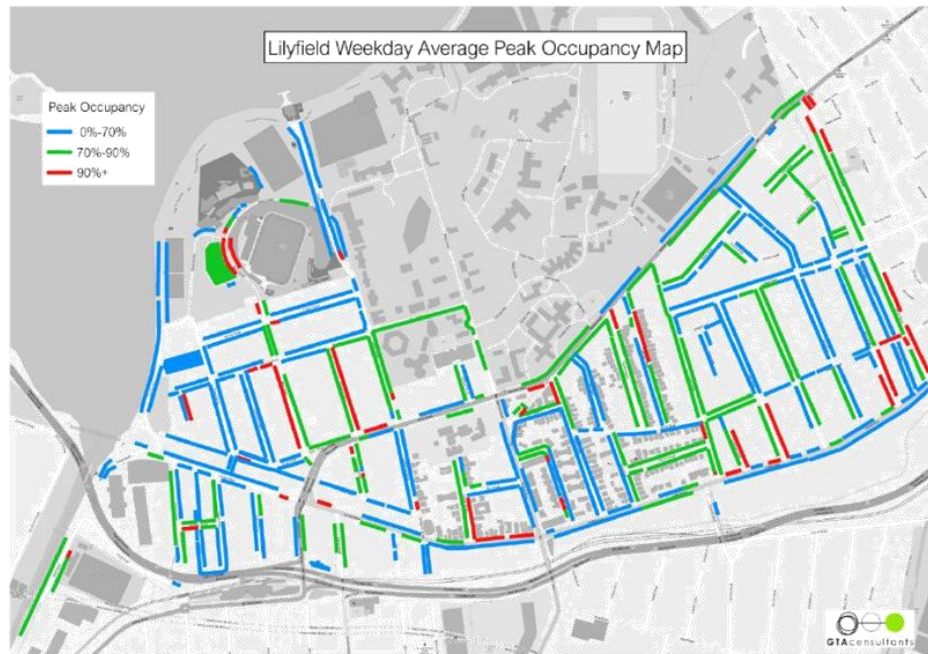
The occupancy rates are subsequently grouped into three different categories, they are as below:

- **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 2.12.

EXISTING CONDITIONS

Figure 2.10: Weekday Average Peak Occupancy



Weekday average peak demands are generally low across the area with ample availability of unrestricted on-street parking. Commuter demand exists mostly in the form of incoming workers to the local offices around the Norton street area and WestConnex just south of Lilyfield Road in the eastern end of the area. Callan Park also contains multiple offices and recreational land uses but these have parking within the park, so it is surmised that the spillover onto Balmain Road and other nearby streets would not be significant, as reflected in the predominant 0 to 70 per cent and 70 to 90 per cent parking occupancies on streets near Callan Park.

The presence of the two light rail stations of Lilyfield and Leichhardt North does not cause any noticeable influx in demand for parking, as shown by Figure 2.10, given there are no streets exhibiting high average peak occupancies of or greater than 90 per cent surrounding both Lilyfield and Leichhardt North stations.

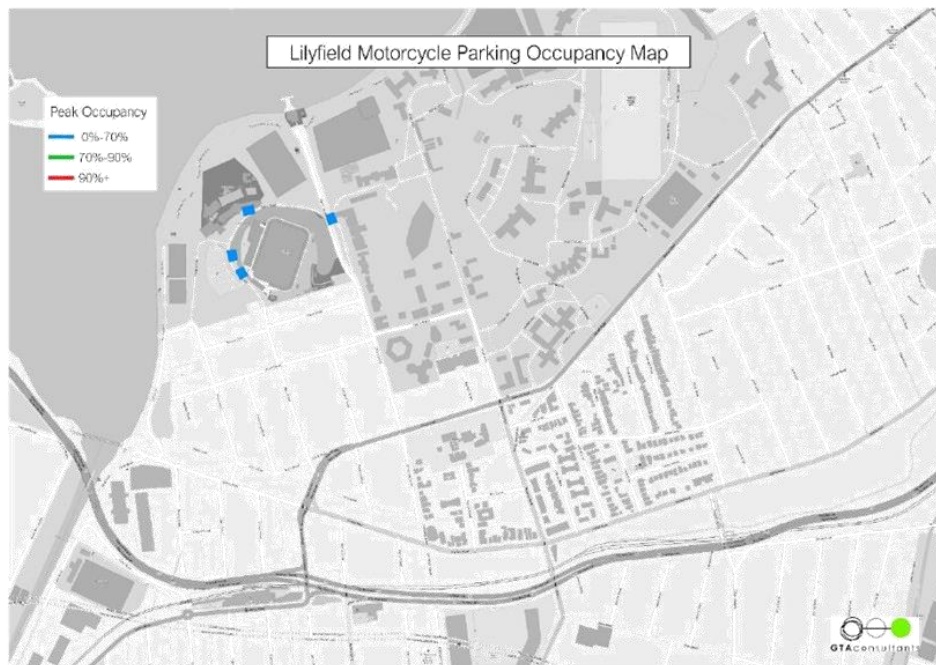
The off-street car park at the aquatic centre is utilised at an optimal level of between 70 and 90 per cent, indicating the car park (and by extension the swimming pool) is well-utilised with visitors also able to find a parking space easily.

In the Orange Grove shopping village, some streets have high occupancy (90 per cent or more) while others have lower occupancies, meaning shop-goers should be able to find available spaces nearby within a short 100-metre walk.

The weekday occupancy data of dedicated motorcycle parking was provided Council as shown below. All motorcycle parking pockets within Lilyfield at the time of the survey have a low demand with ample capacity available.

EXISTING CONDITIONS

Figure 2.11: Motorcycle Occupancy



EXISTING CONDITIONS

Figure 2.12: Weekend Average Occupancy



The weekend parking demand is generally low across the residential areas, with the streets on the south-eastern portion of the study area having more parking availability in the absence of workers going to nearby businesses or WestConnex. Callan Park also contains recreational land uses but there is available parking within the park, so it is surmised that the spillover onto Balmain Road and other nearby streets would not be significant, as reflected in the predominant 0 to 70 per cent and 70 to 90 per cent parking occupancies on streets near Callan Park.

Given the expected change of people activity from work to recreational leisure in the weekend, the demand for parking also reflect this. Places of high parking demands include streets near the Rozelle shops in the north-eastern corner of the study area as well as the streets near the Orange Grove markets.

The Orange Grove Markets in Lilyfield is a popular local attraction that operates every Saturday morning from 8am to 1pm. The market is situated inside Orange Grove School between Balmain Road and Perry Street. The parking demand is very high on the adjacent side streets where demand almost saturates capacity.

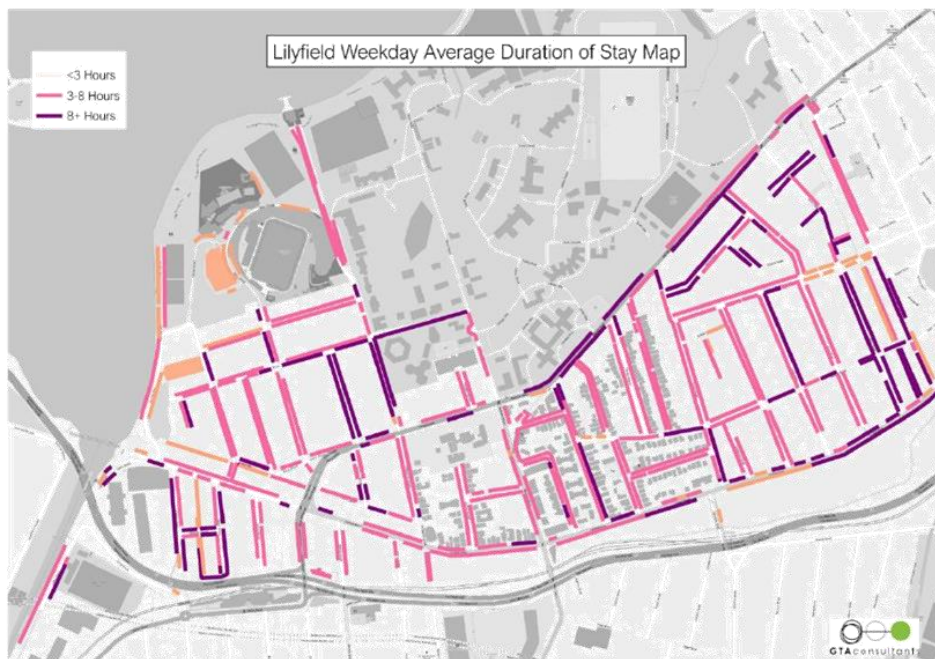
The on-street parking at Leichhardt Oval and surrounding facilities have a noticeable increase demand in the weekend, especially on Mary Street and Glover Street. However, the parking supply in this area still had the availability to meet the demand on other nearby streets, meaning visitors were not required to leave the immediate area to find an available parking space.

EXISTING CONDITIONS

Duration of Stay

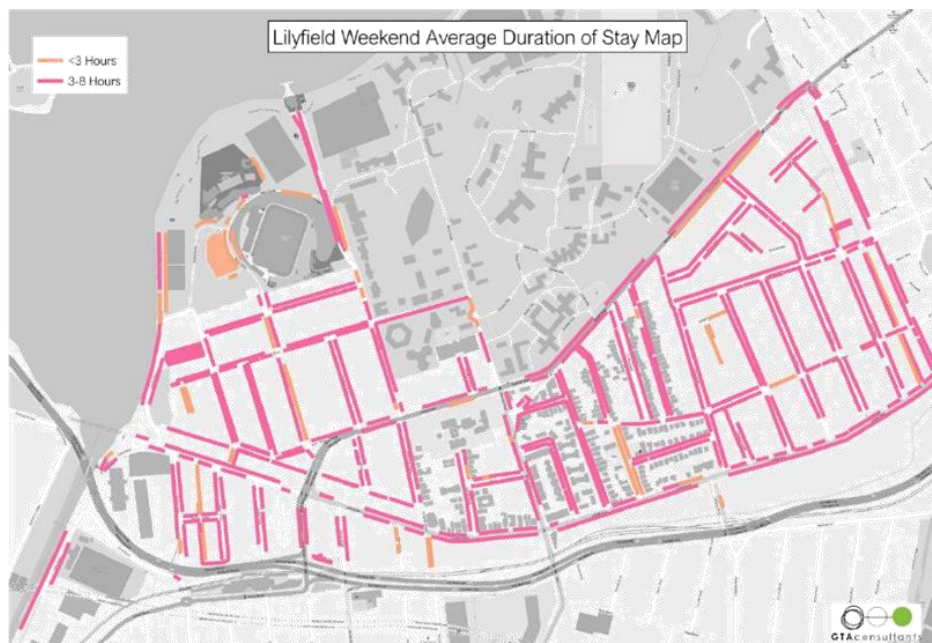
Duration of stay is evaluated by recording the total dwell time of all surveyed parked vehicles. Over the entire survey period, the durations of stay for all individual vehicles surveyed are averaged to derive an average duration of stay calculation for every street. The average duration of stay metric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



EXISTING CONDITIONS

Figure 2.14: Weekend Average Duration of Stay



As most of the Lilyfield area comprises unrestricted 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, which constitutes 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, pockets of short-stay parking were observed near Leichhardt Oval and the surrounding Bay Run area as well as near shops and businesses on both the weekday and weekend. Interestingly despite the Orange Grove Markets ostensibly attracting a steady flow of visitors on the weekend with a high demand for parking, the average duration of stay for this area on the weekend was high at predominantly over three hours, which suggests the streets may be occupied by residents or vendors staying for long durations instead of market-goers.

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.

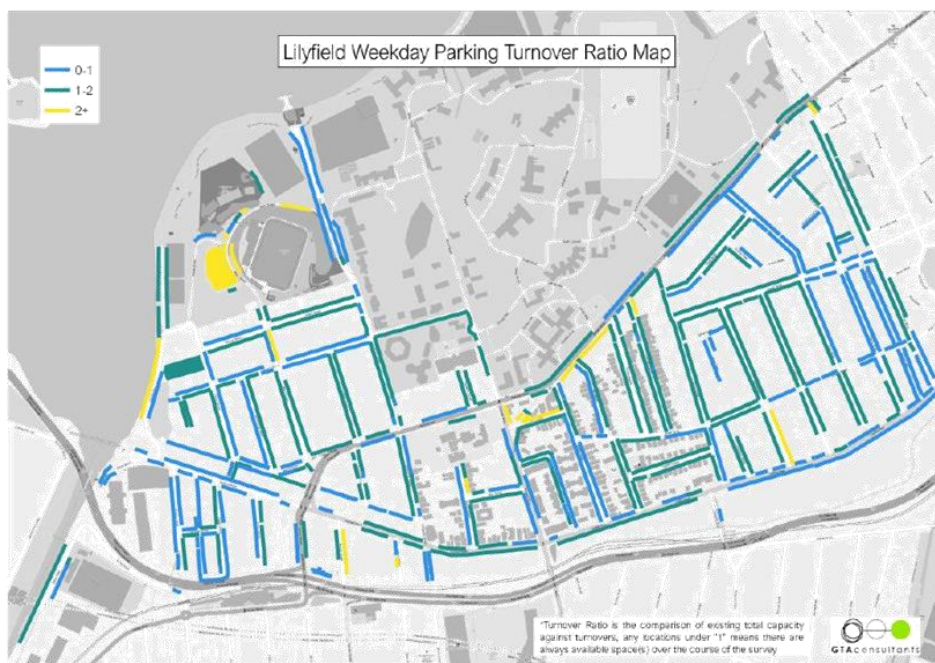
Relying on turnover data alone will induce biases due to spatial variances in parking capacity where streets with a high capacity could result in higher turnover despite having a relatively low occupancy rate. To address this bias, GTA uses the turnover ratio metric to appraise how frequent a street is used by parking users

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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.

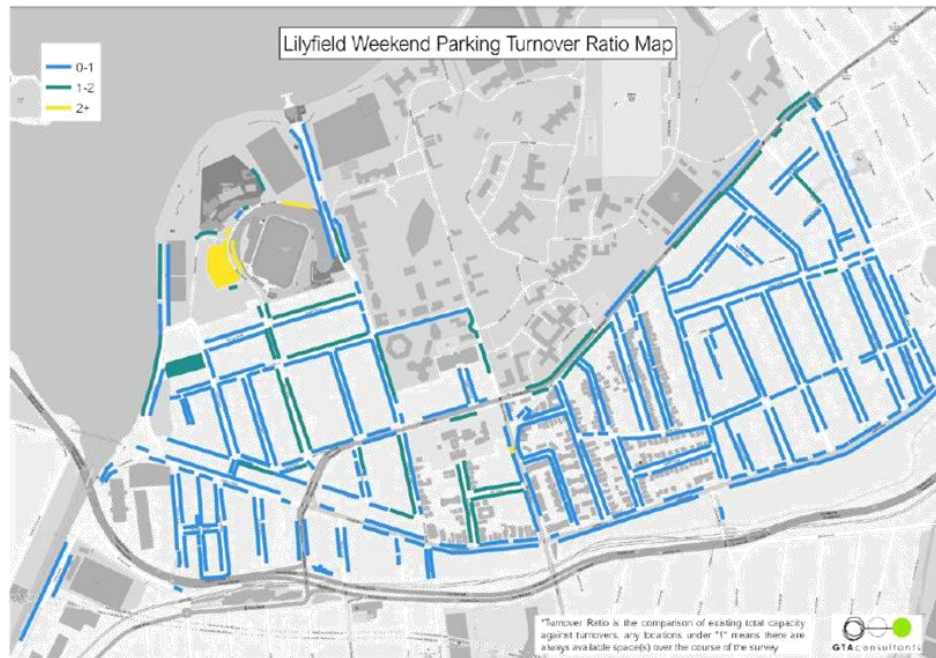
The weekday and weekend turnover ratios are displayed in Figure 2.15 and Figure 2.16.

Figure 2.15: Weekday Turnover Ratio



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Figure 2.16: Weekend Turnover Ratio



The turnover ratios are higher during weekdays, with the streets near the shops and recreational areas having noticeably higher ratios where they are experiencing more than twice as many parked cars compared to the underlying capacity. The residential streets generally have a ratio of less than one or two, indicating the total demand over the course of the day will either not exceed the capacity or there was a small degree of parking turnover but not to an extent that there is a noticeable churn of vehicles on the residential streets.

In comparison, the surveyed weekend exhibited lower turnover ratios and hence parking activity compared to a weekday, with a greater coverage of streets having a ratio of less than once, indicating high parking availability and low usage. This trend, especially in the Orange Grove Markets area, supports the earlier assertion that long durations of stay near the Markets stymie the ability for short-stay visitors to access nearby parking spaces.

2.6.3. Accessible Parking Spaces

A total number of 59 accessible parking spaces including off-street and on-street parking was recorded in the study area as part of the survey. Average peak occupancy during weekdays was 66 per cent against 52 per cent during the weekend, which are generally considered as low levels of occupancy with ample availability of accessible parking spaces. An average duration of stay of 5 hours and 51 minutes and an average turnover ratio of around one was observed for vehicles parked within the disabled parking spaces during the weekday survey, which is considered long-stay parking. Consequently, the use of accessible parking spaces in Lilyfield is generally for long-stay and low turnover parking.

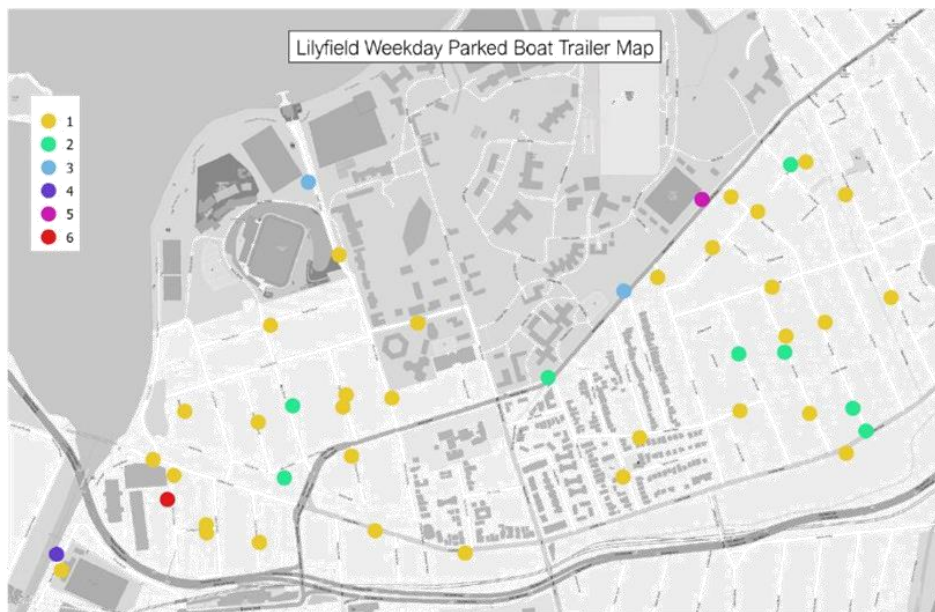
EXISTING CONDITIONS

2.6.4. Boat Trailer Surveys

As part of the conducted surveys, the presence of boat trailers parked on-street was also recorded to inform Council whether this occurrence is prevalent in the study area. For example, if boat trailer parking was found to be ubiquitous in Lilyfield, resulting in boat trailers taking up kerbside space that could otherwise have been used for on-street parking or other uses, then Council could use this evidence to inform future policy approaches to manage boat trailer parking.

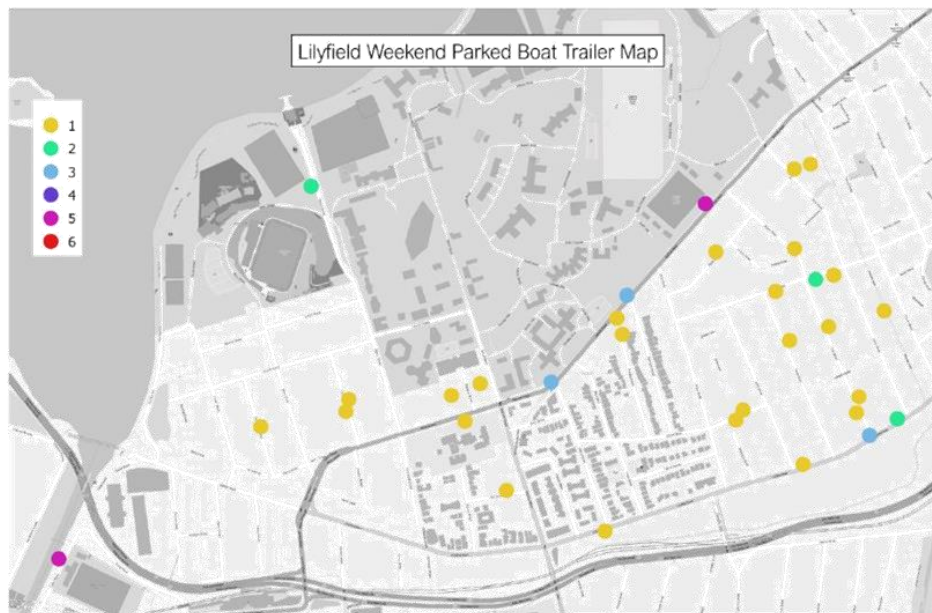
To that end, the results of the survey for boat trailer parking across the same survey days are shown in Figure 2.17 and Figure 2.18.

Figure 2.17: Weekday Boat Trailer Parking



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Figure 2.18: Weekend Boat Trailer Parking



As shown by these figures, there was a discernible spread of boat trailers parked on-street on the weekday, with the presence of principally one to two boat trailers surveyed throughout the study area in conjunction with isolated pockets of streets having three or more boat trailers parked. Despite this distribution of parked boat trailers, given they number only a handful across different streets, it has not necessarily reached a level where it has become problematic and denies access to a premium of parking, given earlier occupancy survey results showing that there is a high degree of parking availability throughout the study area.

In the surveyed weekend, the presence of parked boat trailers decreases, presumably as more people take their boats out onto the water during the weekend.

2.6.5. Demand Implications

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

- Average peak parking occupancies in Lilyfield are at a low or optimal level on the weekday with only isolated streets of high demand (at or over 90 per cent). There was no evidence of high parking demand near light rail stops or clusters of places of employment, indicating any demand from these activities does not overwhelm underlying parking supply.
- On the weekend, there is a similar trend of low or optimal levels of parking occupancy throughout the study area, with the exception of a cluster of high parking demand near the Orange Grove Markets as these markets generate parking activity.
- 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

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three hours was the most widespread parking duration observed and supported by turnover ratios of less than two hours.

- Notwithstanding the predominant average duration of stay and turnover ratio trends, pockets of higher turnover and/or lower durations of stay were observed in areas such as the aquatic centre, Leichhardt Park and the shopping area on Balmain Road. This trend was not observed near the Orange Grove Markets, suggesting the pattern of high parking occupancy is caused by long-stay vehicles such as local residents or market vendors.
- Boat trailer parking was not observed to be a widespread occurrence in Lilyfield in a manner that prevents drivers from accessing parking given the broad availability of parking throughout Lilyfield.

2.7. 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 signage² to be used throughout the LGA moving forward.

Furthermore, Council experienced enforcement issues under the existing '1P during sporting fixtures only' signage in the LY residential parking permit zone. GTA will make recommendations in Section 5 of this report on how this signage could be improved, along with enforcement recommendations drawing from case studies on event parking management in other jurisdictions in Section 4.3 of this report.





To ensure consistency with the current TfNSW parking signage standards, GTA reviewed all photographed signs captured as part of the parking survey in Lilyfield and identified that outdated and irregularly dimensioned signs are present within the study area. All non-compliant signs, examples of their location and the recommended TfNSW signs are identified in Table 2.3 below. Another observation is the common sighting of discoloured or damaged signs that might potentially render them legally void. GTA recommends 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 18 March 2020.

² <https://www.rms.nsw.gov.au/cgi-bin/index.cgi?action=searchtrafficsigns.form>

EXISTING CONDITIONS

Table 2.3: Non-compliant signs

Locations	Current sign and issue	Recommended TfNSW sign example
Balmain Road, Mary Street, Charles Street, Leichhardt Park car park,		 R5-15
Balmain Road, Mary Street, Hubert Street		 R5-1-1

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Locations	Current sign and issue	Recommended TfNSW sign example
Mary Street, Leichhardt Park Aquatic Centre parking lane, Glover Street		 R9-205
LY zone	 Signs indicating "1 hour" are no longer used and current wording on sporting fixtures leads to enforcement issues as previously indicated by Council	 R5-62-4 Refer to Section 5 of this report for more information on event parking

2.8. Resident Permit Parking Allocation

A key aspect of the existing parking conditions in Lilyfield is the current operation of the LY and L1 residential parking permit zone and the quantum of permits that are allocated. The amount of permits allocated in comparison to the parking capacity of a street or the permit zone reveals the proportion of the capacity that has been set aside for residential permit parking. For the LY zone, this only relates to residential permit parking during sporting fixtures at Leichhardt Oval, notwithstanding its present unenforceability as informed

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by Council. The *Permit Parking Guidelines* from 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 Lilyfield and based on data provided by Inner West Council, there are 196 resident permits issued for the LY zone. Meanwhile, there are 626 parking spaces in this zone, meaning the amount of parking permits issued in the LY zone is consistent with the guidelines referenced above. One possible explanation of low quantity of permits issued in relation to capacity is that the permits are only valid during sporting fixtures at Leichhardt Oval and the lack of enforceability means there is little incentive to apply for this permit.

Regarding the L1 zone that applies only to Norton Street and Halloran Street within the study area but is actually a broader zone that lies mostly outside of the study area, it is not possible to evaluate how many L1 permits have been issued to properties on this street in relation to these streets' parking capacity given the data received from Council pertains to the entire L1 zone.

2.9. 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.

2.9.1. Survey Statistics

After a consultation period of one month during February to March 2020, Council received 390 questionnaire responses; the key insights to the responses are as follows:

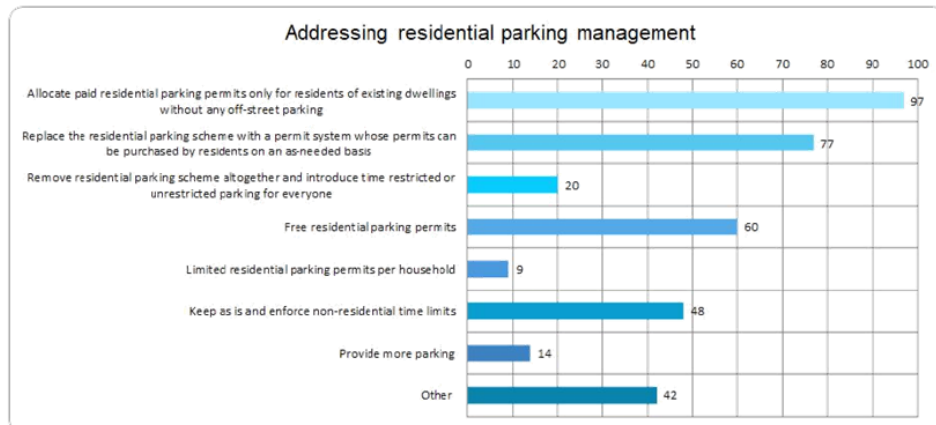
- 90 per cent of the respondents responded "Yes" to living in Lilyfield.
- 91 per cent of the respondents lives in a house.
- 79 per cent of the respondents usually park less than 100 metres away from their place of residence.
- 42 per cent of the respondents responded "Yes" to having off-street parking at their residence.
- Weekday evenings/nights was the most chosen timeframe for issues finding a parking spot near the respondents' residence.
- 66 per cent of the respondents who work in Lilyfield responded "No" to parking off-street at work.
- 97 per cent of the respondents live in the Lilyfield postcode area, the others are all from adjacent postcode areas.

2.9.2. Survey Responses

In addition to the respondents' characteristics highlighted above, the questionnaire also asked respondents on their views toward different aspects of parking management in Lilyfield, especially concerning ways to manage residential parking, commuter parking and event parking near Leichhardt Oval. The results and commentary are provided below.

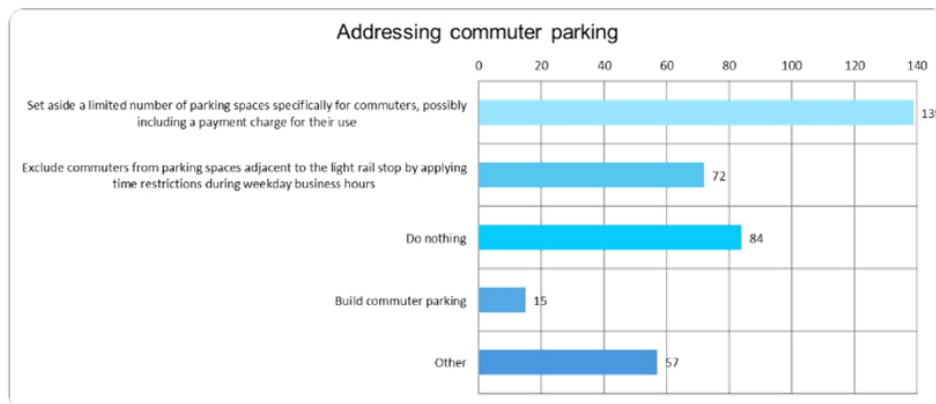
EXISTING CONDITIONS

Figure 2.19: Respondents' views toward addressing residential parking management



Based on Figure 2.19, the respondents highly favour resident parking permits to be made available to only those residents of dwellings without any off-street parking or in a manner that can be purchased by residents on an as-needed basis. Notwithstanding these views, a large proportion of respondents (108) also wanted the existing scheme to remain as is and to remain free and be supported by better enforcement of the time limits.

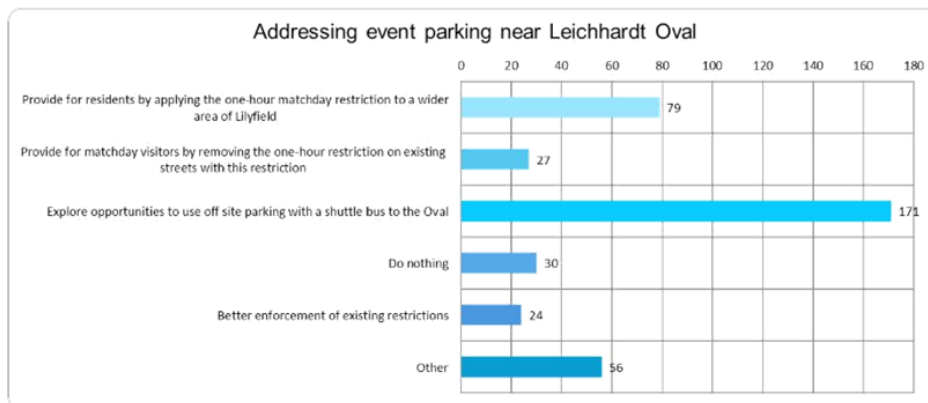
Figure 2.20: Respondents' views toward addressing commuter parking



Based on Figure 2.20, while a plurality of respondents were favourable to setting aside some spaces for possible paid commuter on-street parking, a large group of respondents also favoured the status quo or excluding commuters from parking near light rail stops via time-restricted parking.

EXISTING CONDITIONS

Figure 2.21: Respondents' views toward addressing event parking near Leichhardt Oval



Regarding Figure 2.21, the exploration of using event shuttles from another origin for patrons to access Leichhardt Oval is the most sought-after intervention by the respondents, which could be similar to event buses that run to Moore Park from Central Station. A group of respondents also suggests expanding the area of the LY permit parking zone, indicating the presence of event-visitors may cause parking and traffic disruption to residents living near Leichhardt Oval.

Separate correspondence was received from residents living on Hubert Street requesting angled parking on Hubert Street to increase parking capacity. However, upon reviewing parking occupancy and demand, the street currently has insufficient demand (less than 85 per cent) to warrant the implementation of this suggested measure as directed by Council's draft Public Domain Parking Policy.

Separate correspondence was also received from the community regarding a request for time-restricted parking on Canal Road. Having regard to the weekday and weekend occupancy results for this road which were below 70 per cent and the low turnover ratio on this street (suggesting the parking may be used by staff at the nearby film studios), there is no clear case for change in the parking management approach on this road.

SWOT ANALYSIS

3. SWOT ANALYSIS

3.1. SWOT Analysis

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

Table 3.1: SWOT Analysis for Lilyfield Precinct Parking Study

Strengths	Weaknesses
<ul style="list-style-type: none"> Existing low to medium residential density has not generated high parking occupancies that are pervasive throughout the study area. Any parking generated by light rail commuters or local working staff has not resulted in high parking occupancies. Areas of high parking occupancy are isolated or ephemeral (e.g. Orange Grove Markets). Majority of residents able to park in their immediate surrounds (<100m). Residents appreciate prioritising paid parking permits on an as-needed basis. A significant portion of the study area's properties (especially east of Wharf Road) have off-street parking via rear lane garages or conventional street frontage access. 	<ul style="list-style-type: none"> Leichhardt Oval generates high demand for parking but parking enforcement during event days is not possible. Parking near Orange Grove Markets does not exhibit sufficient turnover to support access by multiple visitors.
Opportunities	Threats
<ul style="list-style-type: none"> Reform existing LY permit parking scheme into an enforceable special event permit parking scheme. Explore potential for shuttle bus for Leichhardt Oval event days. Standardise parking signage across the study area as well as the LGA. 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. 	<ul style="list-style-type: none"> Any future medium to high development activity in Lilyfield and the resultant parking demand need to be appropriately managed through public and private domain parking policy measures, the absence of which would result in unfettered growth in demand for on-street parking.

PARKING MANAGEMENT CASE
STUDIES

Item 8

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 Lilyfield 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 and event parking will be explored.

4.2. Parking Management on Residential Streets

4.2.1. Parking hierarchies in other cities

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.

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.

Attachment 3

PARKING MANAGEMENT CASE STUDIES

Figure 4.1: Example parking hierarchy from Austroads

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
	Disability permit holders	Long-stay/ commuter & residents	Long-stay/ commuter	Motorcycle/ scooter
Least important	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: Austroads 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 Lilyfield), while commuter parking is a low priority. On commercial streets such as those found in the small section of shops on Balmain Road, 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 draft *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.

PARKING MANAGEMENT CASE STUDIES

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 and commuter parking is consistently the least important across all place contexts.

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	

PARKING MANAGEMENT CASE STUDIES

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.

4.3. Event Parking

Despite the event parking survey to assess the impacts of a sporting fixture at Leichhardt Oval on parking in the surrounding streets not proceeding due to COVID-19 related cancellations, the case study examples below are useful for informing management approaches that could be used for the streets in proximity to Leichhardt Oval during future sporting fixtures. The case studies to be reviewed comprise:

- Eden Park, Kingsland, Auckland, New Zealand
- Suncorp Stadium, Milton, QLD.

These two case studies will subsequently be compared with an example of a traffic management plan (TMP) that was implemented in Leichhardt Oval for National Rugby League (NRL) matches in 2015.

4.3.1. Eden Park, Auckland, New Zealand

In the streets surrounding Eden Park in the residential suburb of Kingsland in Auckland, New Zealand, in the hours prior to, during and after a sporting fixture, on-street parking is restricted to local residents only via the issue of residential event parking permits that are free of charge. Parking for residents is on a first-come, first-served basis and there is no guarantee of parking space. There is no parking at the stadium.

This parking restriction is enforced by Auckland Transport parking wardens and contracted towing companies and occasionally the New Zealand Police who can close off selected streets. An example of the residential parking permit zone in force is shown below in Figure 4.4.

PARKING MANAGEMENT CASE STUDIES

Figure 4.4: Event parking and traffic access restrictions for Eden Park, Auckland



Source: Eden Park (<https://edenpark.co.nz/wp-content/uploads/2020/01/NZLVIND-ODI-Sat-8-Feb-2020-v3.pdf>)

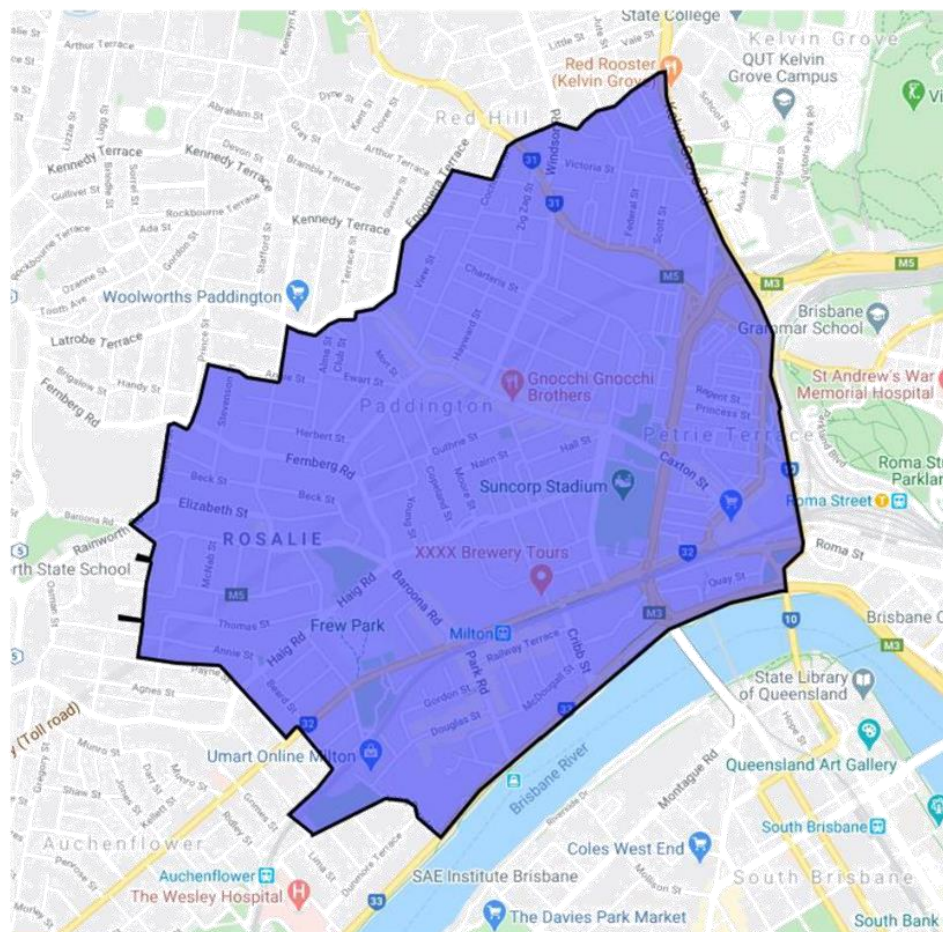
4.3.2. Suncorp Stadium, Milton, QLD

The streets surrounding Suncorp Stadium in the suburb of Milton in Brisbane is subject to the Suncorp Stadium (Lang Park) Traffic Area, meaning in the two hours prior to and two hours after an event, on-street parking is restricted to 15 minutes unless a car has a residential parking permit which is only issued to residents living in the Traffic Area. This Traffic Area is enforced by Brisbane City Council parking rangers and contracted towing companies and communicated via fixed, temporary and VMS signage. There is no parking at Suncorp Stadium.

The Traffic Area boundary is shown below:

PARKING MANAGEMENT CASE STUDIES

Figure 4.5: Suncorp Stadium (Lang Park) Traffic Area



Source: Brisbane City Council (<https://www.brisbane.qld.gov.au/traffic-and-transport/parking-in-brisbane/special-event-parking/suncorp-stadium-lang-park-traffic-area>)

4.3.3. Leichhardt Oval Traffic Management Plan 2015

On Sunday 19 April 2015, officers from the former Leichhardt Municipal Council conducted pre-match and post-match observations of local traffic and parking conditions in the streets surrounding Leichhardt Oval for a NRL match that took place at 2.00pm. The purpose of these observations was to inform the development of a TMP to manage NRL matches at Leichhardt Oval in the future. The following observations in Table 4.1 were made by the officers at the time.

PARKING MANAGEMENT CASE STUDIES

Table 4.1: Pre-match and post-match observations of a NRL match on Sunday 19 April 2015 at 2.00 pm

Type	Pre-match	Post-match
Traffic	Minimal traffic queueing.	Traffic queueing in all roads surrounding the site, in particular Glover Street, Mary Street, Lilyfield Road, James Street, Perry Street, Balmain Road and Darling Street.
	Intersections operating within capacity.	Intersections operating at capacity.
	Mary Street closed between Leichhardt Oval and Leichhardt Park Car Park approximately 30 minutes prior to kick-off except for VIP cars to reduce pedestrian-vehicular conflict; this closure is managed by Wests Tigers' security staff.	Mary Street closed by security adjacent to Leichhardt Park Car Park southern entry, which converts to left turn exit only from the car park. No traffic is permitted to travel southbound in this section of Mary Street.
		Police control traffic at Mary Street/Perry Street, Glover Street/Perry Street and Mary Street/Lilyfield Road.
		Additional traffic signal phase time given to vehicles leaving the venue at intersections of James Street, Norton Street, Balmain Road with City West Link Road to reduce queueing.
		Parked cars on eastern side of James Street between City West Link and Lilyfield Road impact on queueing of southbound vehicles exiting the event.
Parking	On-street parking in the surrounding streets and Glover Street car park at capacity.	On-street parking in the surrounding streets and Glover Street car park at capacity.
	Leichhardt Oval Car Park managed by security staff allowing only LPAC patrons and VIP Wests Tigers/NRL access to car park.	Leichhardt Oval Car Park managed by security staff allowing only LPAC patrons and VIP Wests Tigers/NRL access to car park.
Walking	Significant pedestrian activity in Glover Street, Mary Street, James Street with Mary Street the predominant access point to the Oval.	Significant pedestrian activity in Glover Street, Mary Street, James Street, Perry Street and Balmain Road with pedestrians taking over the carriageway on Mary Street and Glover Street.
Public Transport	Standard bus and light rail services; no special event services provided.	Standard bus and light rail services; additional four special event services provided for leaving customers on Perry Street in front of Orange Grove Public School.
	Taxis dropping off match-goers at Mary Street immediately opposite Leichhardt Oval entrance.	

Based on these observations, the former Leichhardt Municipal Council collaborated with NSW Police, State Transit Authority (STA) and Roads and Maritime Services to develop a commonly agreed TMP for subsequent NRL match days. Elements of this TMP are outlined in Table 4.2.

PARKING MANAGEMENT CASE STUDIES

Table 4.2: Elements of the 2015 TMP for NRL match days

Type	Measures
Traffic	Police point duty at the intersections of Mary Street/ Perry Street, Glover Street/ Perry Street, Mary Street/ Lilyfield Road.
	Additional signal phase time for southbound traffic in James Street, Norton Street and Balmain Road at the intersections of James Street, Norton Street and Balmain Road with City West Link Road to manage post-match traffic.
	Special Event Clearway on the eastern side of James Street, between Lilyfield Road and City West Link, Lilyfield for a six-hour period on game day starting two hours prior to kick-off, to facilitate southbound traffic for visitors exiting the Oval. This clearway was enforced by tow truck.
Public Transport	Temporary bus zone set up on Perry Street, northern side between Glover Street and Wharf Road, with the responsibility for the installation of temporary bus zone signs falling with STA.
	Council community bus to run a loop providing patrons of both Leichhardt Oval and LPAC access from Lilyfield Road to Leichhardt Oval.

Based on Table 4.2, the TMP measures targeted issues associated with traffic queuing and congestion through the adjustment of signal phase times, police point duty and use of clearways. The effectiveness of ancillary measures such as the Council community bus is unclear, especially given the short distance of the route which could be walked by most visitors. As shown in Table 4.2, there were no measures targeting the enforcement of the LY parking zone, which has been a longstanding issue for Council as it has encountered difficulties in enforcing the one-hour time limit for non-residents during sporting fixtures at Leichhardt Oval.

Given the considerable time since the publication of the aforesaid TMP and the amalgamation of the former Leichhardt Municipal Council into Inner West Council, it is not clear whether this TMP was still in place for NRL matches in 2019 and whether this TMP extended to other sporting fixtures such as A-League soccer games.

4.3.4. Event Parking Summary

While on the surface the existing LY permit parking scheme operates like an event parking scheme similar to that of Brisbane and Auckland, the main difference is that the scheme in Lilyfield is not enforceable due to ambiguous signage and based on discussions with Council at a meeting on 13 March 2020, has not been well enforced in the past due to parking ranger capacity constraints.

The reasons why the schemes in Brisbane and Auckland have functioned well are due to their ability to be enforced and communicated via:

- Effective event traffic management, including street closures supported by the Police and static and VMS signage to inform and dissuade visitors driving into the stadium vicinity; and
- Effective enforcement, this requires a joint effort during an event day from Council parking rangers and contracted towing companies to promptly remove vehicles without a permit from permit zones, supported by legal and unambiguous signage indicating the special event permit restrictions (such as that recommended by TfNSW in Table 2.3).

PARKING MANAGEMENT CASE STUDIES

4.4. Summary

By leaning on the findings from the above case studies on parking management for residential streets and event parking, there are aspects that could be incorporated by Council across Lilyfield and the wider Inner West area. The most relevant lessons transferrable to the Lilyfield and Inner West context include:

- Consistent kerbside space hierarchy that aligns with the local place context and allocates space to the different user groups accordingly, which for Lilyfield means prioritising safety, residential parking and space for buses, with short-stay parking also prioritised in areas requiring a regular turnover of parking such as the Orange Grove Markets
- Close collaboration between all event traffic and parking management mechanisms to ensure event parking restrictions are informed and upheld via a mixture of signage, enforcement and street closures to ensure events that are held at Leichhardt Oval do not adversely affect residents from a parking and traffic perspective.

RECOMMENDATIONS

5. RECOMMENDATIONS

5.1. Introduction

The following details the development of a set of car parking strategy recommendations for the Lilyfield 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 February 2020 showed that overall, parking supply in Lilyfield is sufficient for the demand in the precinct. However, there are small areas of high demand observed and recorded around the Aquatic Centre, shops at Balmain Road and near the Orange Grove Markets on the surveyed Saturday. Taking into account these characteristics and the anticipated high parking demand generated by events at Leichhardt Oval, 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).
- Consideration for the demand of short-stay user-groups for the local attractions where appropriate.
- Consistent parking policies and planning across the Inner West LGA.

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

5.3. Recommendations

5.3.1. Orange Grove Markets

Upon review and analysis of the parking surveys conducted, it is recommended that Saturday time-restricted parking be implemented to encourage higher turnover and lower durations of stay near the Orange Grove Markets to facilitate access by a broader variety of visitors during market opening hours. The area of operation for this time-restricted parking could be that shown in Figure 5.1.

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Given that the markets open from 8am to 1pm on Saturday, the time-restriction duration could adopt a similar timespan with either 1P or 2P restrictions.

Given the survey results indicate that average peak parking occupancies on most residential streets in Lilyfield are either at a low or optimal range, there is no clear case to consider adopting a residential permit parking scheme anywhere in Lilyfield like with other suburbs in the Inner West LGA (noting that the existing LY scheme operates like an event parking permit rather than a residential parking permit). Accordingly, the recommendation is to maintain the status quo of unrestricted residential parking throughout the study area's residential streets. As for the small sections of L1 residential parking in the study area which is currently under Zone B, this can be rolled over into the same 'Zone Type B' scheme under the draft *Public Domain Parking Policy*, meaning any dwelling with two or more parking spaces is ineligible for a permit. If parking conditions change considerably in the future, then there may be a case to re-examine parking demands and the most suitable parking management approach.

Attachment 3

RECOMMENDATIONS

5.3.3. Leichhardt Park Aquatic Centre Car Park

In the Leichhardt Park Aquatic Centre Car Park, the parking survey results showed that the off-street car park was optimally utilised with an average peak parking occupancy that ranged between 70 to 90 per cent on the weekday and weekend while parking turnover was high with an average duration of stay less than three hours, which is expected of a recreational facility that attracts a constant churn of visitors. There is also a limited quantity of on-street parking along Mary Street outside the Leichhardt Park Aquatic Centre that exhibited high average peak parking occupancy of greater than 90 per cent on the weekday and weekend. Accordingly, although a small section of on-street parking appears to have an issue with high occupancy, the vast majority of parking at the Leichhardt Park Aquatic Centre's off-street car park does not have occupancy or turnover concerns. As such, no specific parking management intervention is recommended for this car park but it should be regularly monitored via surveys to adjust the management approach in the future if necessary.

5.3.4. Boat Trailer Parking

Boat trailer parking was found not to be a significant issue in Lilyfield due to the small quantity of boat trailer parking relative to the widespread availability of parking and low parking demand. Accordingly, no specific intervention is recommended in this regard, notwithstanding the discernible clusters observed on Balmain Road, Charles Street and Canal Road.

In the future if the boat trailers are found parking for long durations on streets with high demand (90 per cent occupancy or more) where there is evidently a premium of parking, Council could consider implementing measures to restrict their presence on such streets. It is noted that boat trailers parked on the public roadway will be subject to locational parking restrictions providing these restrictions are clearly designated with legally enforceable signage. Members of the public are within their rights to report to Council's Customer Service to lodge any safety or amenity issues related to boats trailers.

5.3.5. Commuter Parking

The surveys revealed that any instances of commuter parking near light rail stations was not sufficiently high to cause widespread high average peak occupancies of 90 per cent or greater in the streets surrounding the Leichhardt North and Lilyfield light rail stations. Accordingly, no specific intervention is recommended. Noting that if the situation changes in the future in terms of greater commuter parking demand, there are opportunities to investigate angled parking on Charles Street and Hubert Street. However, commuter parking remains the lowest priority in the recommended parking management hierarchy.

5.3.6. Motorcycle Parking

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

5.3.7. Disabled Parking

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

RECOMMENDATIONS

5.3.8. Parking Signage Update

Given the inconsistencies in selected parking signs in the study area as identified in Section 2.7 of this report, it is recommended that such signage be replaced with the standard signage is identified in Table 2.3.

5.3.9. Event Parking Management

Notwithstanding the TMP that was in place for NRL games at Leichhardt Oval, the existing LY resident permit parking scheme for streets near Leichhardt Oval that operates during sporting fixtures is only as effective as the amount of enforcement provided. Given its past experience with enforcement, a reform is required.

Accordingly, it is recommended that this scheme be replaced with a Special Event Parking Permit scheme over the same area as the existing LY zone as per the Roads and Maritime permit parking guidelines and supported by special event parking signage such as that shown in Table 2.3.

To support the implementation of the special event parking permit scheme, on major event days, Council is advised to rollout a full suite of management techniques across multiple facets including:

- Event traffic management and legal signages (including VMS) to inform and dissuade non-residents from entering restricted areas.
- Resourcing parking ranger patrols as well as considering contracting towing companies to remove non-compliant vehicles.
- Investigate direct shuttle services at Central Station for transporting eventgoers to and from Leichhardt Oval.

Through this recommendation, local residents' parking needs and amenity will be prioritised while visitors to Leichhardt Oval can still access the stadium via other means such as light rail, taxi and on-demand vehicle pick-up/ drop off, public bus and any prospective event bus service. In terms of an event bus service, the feasibility of running such as service, including service areas, operational costs and resourcing is recommended to be further investigated, especially given the prospect of more events at Leichhardt Oval following the COVID-19 pandemic due to the temporary closure of Sydney Football Stadium and Sydney Olympic Stadium. These recommendations can be incorporated into a new TMP for Leichhardt Oval that covers not only NRL games but also A-League and other events.

5.3.10. 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.	2P 8am-1pm Sat parking changes in streets near Orange Grove Markets	Perry Street (between Glover Street and Wharf Road), Glover Street (east side), Fredbert Street, Emmerick Street (east side), Rayner Street (north of Eric Street), Eric Street, Balmain Road (between Perry Street and Eric Street)	High

RECOMMENDATIONS

Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
2	Introduction of angle parking (rear to kerb) in Hubert Street, Charles Street and Rayner Street. Change to rear to kerb angle parking on east side of Francis Street.	Hubert Street, Charles Street, Rayner Street, Francis Street	High
3	Special Event Parking Scheme to replace existing LY permit zone. Undertake further parking survey during large sporting event in Leichhardt Oval and review permit zone extent.	Streets within Lilyfield with existing LY permit zone	High
4	Develop an event Traffic Management Plan (TMP)	Streets near Leichhardt Oval during events	Medium
5	Replacement of redundant, faded, damaged signs	Streets identified in the signage audit within study area.	Medium
6	Inner West Council's Parking Services proactively patrols timed parking restrictions across the whole Inner West Council Local Government Area (LGA). Within Parking & Ranger Services there is a specialist Parking Analysis team, who monitor trends within parking throughout the LGA. They continually re-assess parking patrol areas to determine the optimum allocation of resources. If illegal parking, unrelated to timed parking, is reported Parking Services will attend to those complaints as soon as resources are available.	Area-wide	High
7	Undertake regular parking occupancy monitoring in the parts of Lilyfield near Westconnex construction sites, with parking management actions to be taken should parking occupancy regularly exceed 90 per cent average peak occupancy.	Parts of Lilyfield near Westconnex construction sites	High
8	Instances of boat trailers and/or trailers parking illegally reported to Inner West Council are followed up by Council's Parking Services Team, who will organise for an Officer to attend and patrol the location as soon as practical.	Area-wide	High

Long term (5+ years)			
Item no.	Description	Streets affected	Priority
9	Liaise with Leichhardt Oval event organisers to develop a bus shuttle service and satellite parking area.	Area-wide	Medium



Item No: LTC0321(1) Item 9

Subject: BALMAIN EAST PRECINCT PARKING STUDY (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Sunny Jo - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

This is a recommendation to endorse the final Balmain East Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Balmain East 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 2**. The response results indicate that the community had mixed opinions on the proposed changes, with a low support for the draft strategy proposed by Council.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with minor 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. It is recommended that further consideration of street specific RPS other than those proposed in the report not be supported for a period of 24 months until March 2023.

RECOMMENDATION

THAT:

1. The final Balmain East Precinct Parking Study (Attachment 3) be noted;
2. In view of the feedback received from the Public Exhibition, the revised changes to parking strategy as shown in Attachment 2 be adopted, with items 1-3 to be implemented prior to July 2021 and items 4-12 to be implemented with further community engagement;
3. Further consideration of street specific resident parking scheme for the Balmain East precinct, other than those included in Attachment 2 not be supported for 24 months until March 2023; and
4. That post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic Committee, if required.

BACKGROUND

The 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 Balmain East shopping village, Balmain East Ferry Wharf, reserves and schools were considered in the study.

The Study was undertaken by GTA Consultants using parking occupancy and duration data collected in February 2020, site observations, and feedback received during the initial parking survey undertaken in February 2020.

The map of the study area is provided in **Attachment 1**.

FINANCIAL IMPLICATIONS

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

OTHER STAFF COMMENTS

The proposed changes included an expanded RPS to Darling Street between Duke Street and The Avenue, and minor changes in Simmons Street, Gallimore Avenue, Jubilee Street, Darling Street between Duke and Nicholson Street. A complete list can be found in **Attachment 2**.

The Public Exhibition of the draft Study commenced 22 October 2020 and ended 20 November 2020. A total of 1,408 letters were mailed out with a colour map of the draft proposals, inviting to provide comments online and via separate email and paper submissions.

Council's Making Parking Fairer in Balmain East website had 512 visits and 89 submissions received. A further 28 submissions were received via email, customer service enquiry, and post. This represents a response rate of 8.3%.

The online survey resulted in a low support for the Balmain East Parking Strategy with 6.8% support, 65.9% non-support, and 27.3% casting a neutral/unsure vote.

Whilst the survey showed minor support for the entire strategy as a whole, some adjustments were made after considering the responses from the community.

General feedback received was the lack of parking enforcement in Balmain East, general desire for non-resident permit scheme (RPS) areas to be included in the scheme, disagreement with RPS permit eligibility. There were mixed opinions about any potential pricing for second permits, and further clarification requested regarding parking hierarchy and visitor permits.

Area specific feedback include concern with the impact of Fernwick Restaurant, opposition to providing RPS spaces in the Gallimore Avenue carpark, request to include Datchett Street residents as part of the proposed Darling Street RPS and increasing the supply of RPS spaces.

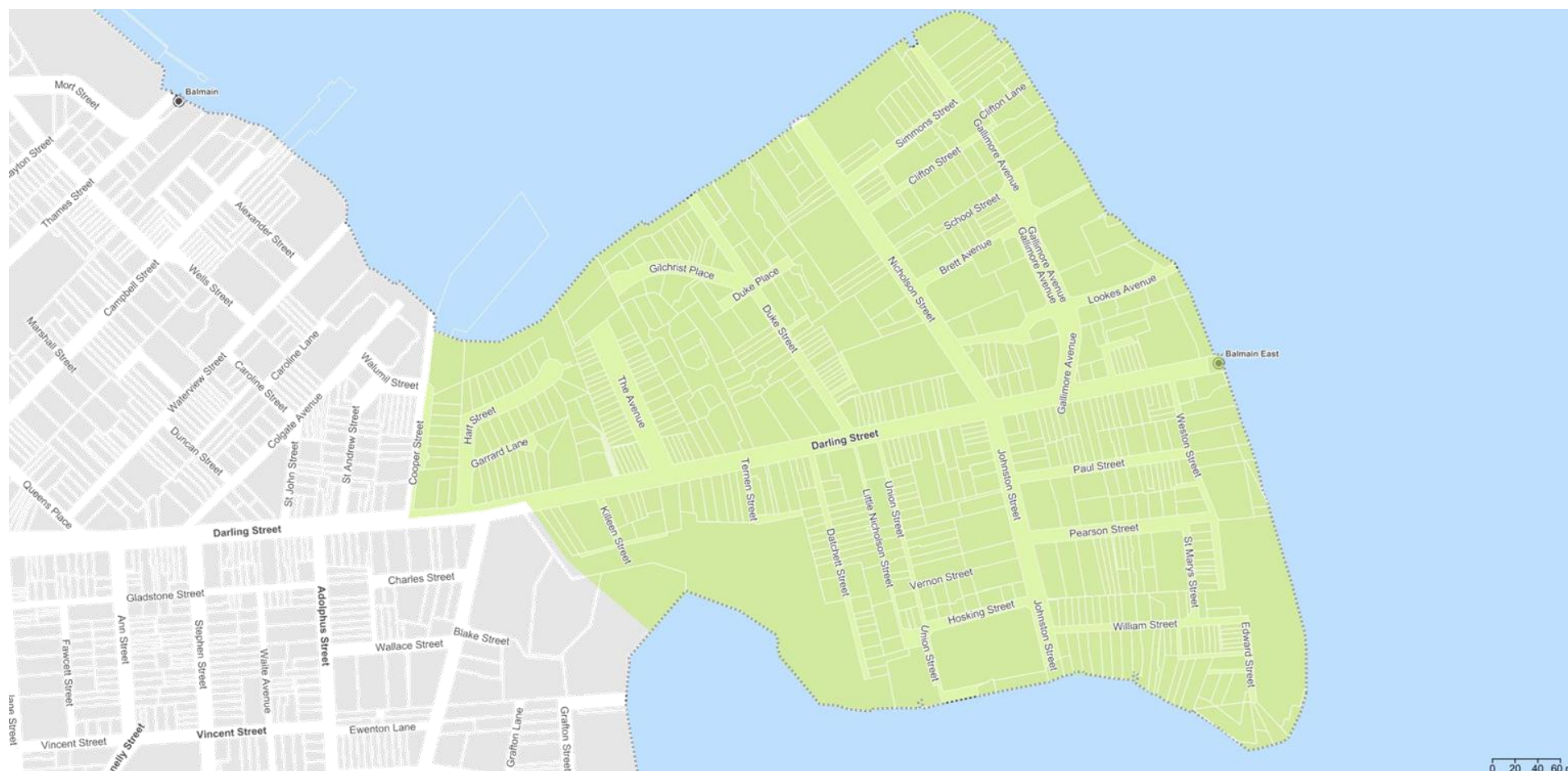
After a review of the submissions and feedback received during the Public Exhibition stage, the following adjustments were made for Council consideration and adoption:

Balmain East Precinct Parking Study Parking Strategy 2021			
Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	Inclusion of additional properties on Clifton Lane to the Resident Parking Scheme (these properties will be limited to 1 BE permit only). Inclusion of properties in Datchett Street, Little Nicholson Street and Union Street	Clifton Lane, Clifton Street, Gallimore Avenue, Datchett Street, Little Nicholson Street,	High

	to the Resident Parking Scheme, subject to the same Zone A restrictions as recommended in this study (these properties will be limited to 1 BE permit only plus visitor permits).	Union Street, Darling Street	
2	2P 8am-10.00am: Permit Holders Excepted area BE RPS expansion in Darling Street between Duke Street and The Avenue (this new section will be limited to 1 BE permit only plus visitor permits)	Darling Street (between Duke Street and The Avenue)	High
3	Reduction of 6m length No Parking zone in east side of Gallimore Avenue, 30m north of Darling Street.	Gallimore Avenue	High
4	Parking management in Jubilee Place. Angle parking opposite Police Marine Area Command to be time limited 4P 8am-6pm Mon-Fri, subject to NSW Police Marine Area Command dedicating Jubilee Place to Council as a public road.	Jubilee Place	High
5	Work with carshare operators to introduce additional fixed car share spaces in Balmain East	n/a	Medium
6	Replacement of redundant, faded, damaged signs	Streets identified in the signage audit within study area.	Medium
7	Inner West Council's Parking and Ranger Services team proactively patrols timed parking restrictions across the whole Inner West Council Local Government Area (LGA). Within Parking & Ranger Services there is a specialist Parking Analysis team, who monitor trends within parking throughout the LGA. They continually re-assess parking patrol areas to determine the optimum allocation of resources. If illegal parking, unrelated to timed parking, is reported Parking Services will attend to those complaints as soon as resources are available.	Area-wide	High
8	2P 8:00am-6:00pm Permit Holders excepted area BE RPS expansion in west side of Johnston Street, opposite Paul Street by 11m.	Johnston Street	High
Long term (5+ years)			
Item no.	Description	Streets affected	Priority
9	Time-restricted parking changes on Darling Street shopfront/ commercial area	Darling Street	High
10	Changes to boat trailer parking management consistent with other areas within Inner West LGA	Streets with historical boat trailer issues	Low
11	Introduction of permit pricing on second residential permit	All streets with RPS in Balmain East	Low
12	Introduce residential permit parking in Gallimore Avenue carpark (corner of Brett Avenue and Gallimore Avenue)	Gallimore Avenue	Low
13	Transition to Permit zone type A within Balmain East (Household without any on-site parking spaces, is eligible for one parking permit, transferrable up to three nominated vehicles registered to that address, plus visitor permits. Households with one or more spaces are not eligible for permits)	All streets with RPS in Balmain East	Low

ATTACHMENTS

1. [↓](#) Balmain East Precinct Parking Study Map
2. [↓](#) Balmain East Final Parking Strategy and Map
3. [↓](#) Balmain East Parking Study report



Balmain East Precinct Parking Study

Final Parking Strategy 2021



Item 9

Attachment 2

Balmain East Precinct Parking Study			
Parking Strategy 2021			
Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	Inclusion of additional properties on Clifton Lane to the Resident Parking Scheme (these properties will be limited to 1 BE permit only). Inclusion of properties in Datchett Street, Little Nicholson Street and Union Street to the Resident Parking Scheme, subject to the same Zone A restrictions as recommended in this study (these properties will be limited to 1 BE permit only plus visitor permits).	Clifton Lane, Clifton Street, Gallimore Avenue, Datchett Street, Little Nicholson Street, Union Street, Darling Street	High
2	2P 8am-10.00am: Permit Holders Excepted area BE RPS expansion in Darling Street between Duke Street and The Avenue (this new section will be limited to 1 BE permit only plus visitor permits)	Darling Street (between Duke Street and The Avenue)	High
3	Reduction of 6m length No Parking zone in east side of Gallimore Avenue, 30m north of Darling Street.	Gallimore Avenue	High
4	Parking management in Jubilee Place. Angle parking opposite Police Marine Area Command to be time limited 4P 8am-6pm Mon-Fri, subject to NSW Police Marine Area Command dedicating Jubilee Place to Council as a public road.	Jubilee Place	High
5	Work with carshare operators to introduce additional fixed car share spaces in Balmain East	n/a	Medium
6	Replacement of redundant, faded, damaged signs	Streets identified in the signage audit within study area.	Medium
7	Inner West Council's Parking Services proactively patrols timed parking restrictions across the whole Inner West Council Local Government Area (LGA). Within Parking & Ranger Services there is a specialist Parking Analysis team, who monitor trends within parking throughout the LGA. They continually re-assess parking patrol areas to determine the optimum allocation of resources. If illegal parking, unrelated to timed parking, is reported Parking Services will attend to those complaints as soon as resources are available.	Area-wide	High
8	2P 8:00am-6:00pm Permit Holders excepted area BE RPS expansion in west side of Johnston Street, opposite Paul Street by 11m.	Johnston Street	High
Long term (5+ years)			
Item no.	Description	Streets affected	Priority
9	Time-restricted parking changes on Darling Street shopfront/ commercial area	Darling Street	High
10	Changes to boat trailer parking management consistent with other areas within Inner West LGA	Streets with historical boat trailer issues	Low
11	Introduction of permit pricing on second residential permit	All streets with RPS in Balmain East	Low
12	Introduce residential permit parking in Gallimore Avenue carpark (corner of Brett Avenue and Gallimore Avenue)	Gallimore Avenue	Low
13	Transition to Permit zone type A within Balmain East (Household without any on-site parking spaces, is eligible for one parking permit, transferrable up to three nominated vehicles registered to that address, plus visitor permits. Households with one or more spaces are not eligible for permits)	All streets with RPS in Balmain East	Low

Balmain East Precinct Parking Study

Inner West Council
Final Report



Prepared by: GTA Consultants (NSW) Pty Ltd for Inner West Council
on 1/03/2021
Reference: N184030
Issue #: B

Balmain East Precinct Parking Study

Inner West Council
Final Report

Client: Inner West Council

on 1/03/2021

Reference: N184030

Issue #: B

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	06/04/20	Draft	G. Cheng, Z. Abbasi	A. Leung	V. Buhl	
A-Dr2	14/05/20	Updated Draft	G. Cheng, Z. Abbasi	A. Leung	V. Buhl	
A-Dr3	03/07/20	Updated Draft	G. Cheng, Z. Abbasi	A. Leung	V. Buhl	
A-Dr4	20/07/20	Updated Draft	G. Cheng, Z. Abbasi	A. Leung	V. Buhl	
A	19/02/21	Final	Z. Abbasi	A. Leung	V. Buhl	V. Buhl
B	01/03/21	Final	Z. Abbasi	A. Leung	V. Buhl	<i>V. Buhl</i>

GTA Report

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Executive Summary

EXECUTIVE SUMMARY

Introduction

Balmain East is predominantly a residential suburb with a mix of single dwellings and low-density multi-storey unit blocks, with a small shopping strip on Darling Street and foreshore areas which have been redeveloped into open domain and areas of employment. Inner West Council has requested a review of the overall parking situation within the Balmain East Precinct as a basis for determining a parking management strategy and has commissioned GTA Consultants (GTA) to undertake a review of parking within the Balmain East precinct and to develop a strategy that sets forward how parking will be provided and managed in the future.



Parking supply and demand conditions

Based on the results from the analysis of parking occupancy, duration of stay, turnover and boat trailer parking survey data collected on Saturday 15 and Wednesday 19 February 2020, the following conclusions can be made about parking demand characteristics in Balmain East:

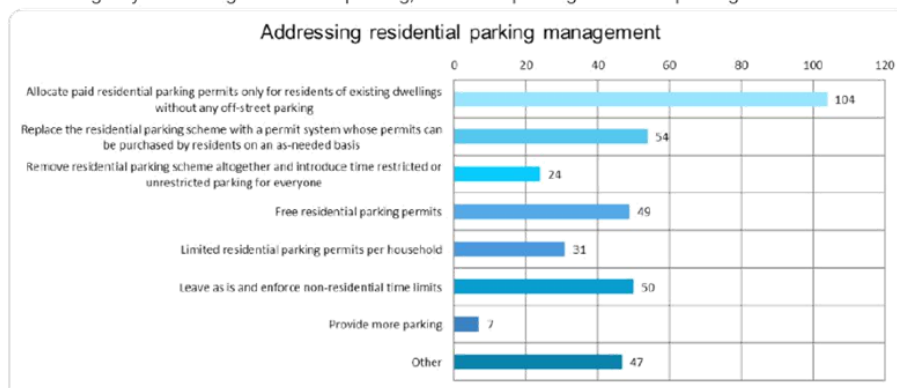
- Average peak parking occupancies in Balmain East are high on the weekday (at or over 90 per cent) in the central core of streets subject to the BE residential parking permit zone such as Darling Street,

Nicholson Street and Johnston Street, but occupancies taper off in the residential streets closer to the edges of the study area and Balmain Peninsula to a level that ensures outside visitors have a chance to find parking without circling around.

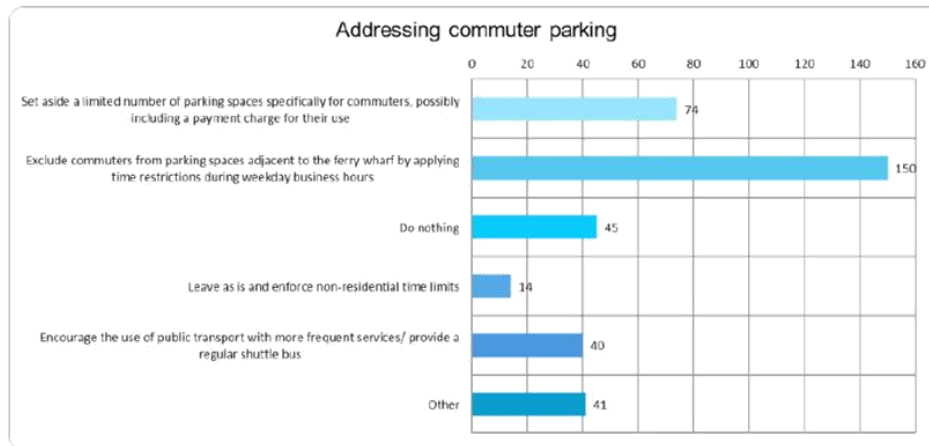
- On the weekend, occupancies taper off compared to the weekday, suggesting more residents are taking their cars out for excursions, leaving more on-street parking capacity available. Conversely, more residents leave their cars parked on a weekday, suggesting more trips to work via other means, which is consistent with the greater than 50 per cent non-car journey to work mode share from the 2016 Census.
- 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 two (the number of unique cars parked during the survey period as a ratio of the total parking capacity on a street).
- 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 small shopping strip on Darling Street as well as the parks near Balmain East wharf, which means there is a regular turnover of customer access to the local shops for those customers arriving by car
- Boat trailer parking was not observed to be a widespread occurrence in Balmain East.
- There are 303 resident permits and 18 business permits issued for the BE zone but only 237 total permit parking spaces available, indicating the total quantum of permits issued is 35 per cent more than the available permit parking capacity. Accordingly, there is evidence of overallocation of parking permits in Balmain East. This overallocation on a street-by-street basis is evident on Brett Avenue, Clifton Street, Darling Street, Duke Street, Hosking Street, Nicholson Street, Paul Street and William Street.

Community feedback

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. An extensive questionnaire letter "Making parking fairer" detailing this parking study was advertised via social media and the Council website to which the public could provide online submissions. Anyone member of the public could also request a physical copy of the questionnaire and submit through the post. The questionnaire asked respondents on their views towards different aspects of parking management in Balmain East, especially concerning ways to manage residential parking, commuter parking and visitor parking. The results are below.



The respondents highly favour resident parking permits to be made available to only those residents of dwellings without any off-street parking or in a manner that can be purchased by residents on an as-needed basis. There is also a substantial number of respondents favouring the status quo of free residential parking permits and leaving the existing scheme untouched with better enforcement.



The most popular mechanism supported by respondents is to deter commuter parking via weekday business hour time restrictions, which is how the existing BE resident parking scheme operates.

SWOT Analysis

In view of the analysis of parking conditions and the community feedback on parking in Balmain East, a high-level Strengths, Weaknesses, Opportunities and Threats analysis was prepared for the study area, as indicated below:

Strengths	Weaknesses
<ul style="list-style-type: none"> Low residential density and low capacity for redevelopment, resulting in low growth in parking demand from residents in the future. Residents appreciate prioritising paid parking permits on an as-needed basis. Low turnover and higher durations of stay mean that visitor parking demand for the residential streets outside of the main Darling Street is low. 	<ul style="list-style-type: none"> Most properties in Balmain East do not have off-street parking, meaning demand for parking cannot be internalised. High (≥90 per cent) parking occupancy on some residential streets combined with a residential parking permit system that does not encourage turnover and is not allocated by need or price, meaning this occurrence may persist. Coverage of residential permit parking zone over the main Darling Street makes it hard for visitors to access the parking to visit the local cafes and shops.
Opportunities	Threats
<ul style="list-style-type: none"> Reform residential parking permit allocation to ensure there is no overallocation and is allocated better according to parking needs. 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. 	<ul style="list-style-type: none"> Longstanding overallocation of residential parking permits (residents, visitors and businesses) creates the perception that anyone eligible for a permit can get a parking space, despite capacity constraints.

Recommendations

The following recommendations were put forward in response to the SWOT analysis, review of community feedback and the analysis of parking supply and demand conditions. These recommendations are categorised into different timeframes for implementation with varying levels of priority depending on the targeted issue. The primary aim of these recommendations is to manage existing car parking provision and demands in a balanced manner which considers the needs of all stakeholders, while realising the following overarching objectives:

- Prioritisation of long-stay residential parking on residential streets over the provision for non-residential long-stay user groups (i.e. commuters or employees).
- Consideration for the demand of short-stay user-groups for businesses where appropriate.
- Consistent parking policies and planning across the Inner West LGA.

Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	Inclusion of additional properties on Clifton Lane, Datchett Street, Little Nicholson Street and Union Street to the Residential Permit Parking Scheme (RPS), subject to the same Zone A restrictions as recommended in this study (these properties will be limited to 1 BE permit only plus visitor permits)	Clifton Lane, Clifton Street, Gallimore Avenue, Datchett Street, Little Nicholson Street, Union Street, Darling Street	High
2	2P 8:00am-10:00pm Permit Holders Excepted area BE RPS expansion in Darling Street between Duke Street and The Avenue (this new section will be limited to 1 BE permit only plus visitor permits)	Darling Street (between Duke Street and The Avenue)	High
3	Reduction of 6m length No Parking zone in east side of Gallimore Avenue, 30m north of Darling Street.	Gallimore Avenue	High
4	Parking management in Jubilee Place. Angle parking opposite Police Marine Area Command to be time limited 4P 8:00am-6:00pm Mon-Fri, subject to dedication of land from NSW Police.	Jubilee Place	High
5	Work with carshare operators to introduce additional fixed car share spaces in Balmain East	n/a	Medium
6	Replacement of redundant, faded, damaged signs	Streets identified in the signage audit within study area.	Medium
7	Inner West Council's Parking Services proactively patrols timed parking restrictions across the whole Inner West Council Local Government Area (LGA). Within Parking & Ranger Services there is a specialist Parking Analysis team, who monitor trends within parking throughout the LGA. They continually re-assess parking patrol areas to determine the optimum allocation of resources. If illegal parking, unrelated to timed parking, is reported Parking Services will attend to those complaints as soon as resources are available.	Area-wide	High
8	2P 8:00am-6:00pm Permit Holders excepted area BE RPS expansion in west side of Johnston Street, opposite Paul Street by 11m.	Johnston Street	High

The rationale behind adding the selected streets to the RPS is because of their physical characteristics that make on-site car access difficult or impossible, e.g. narrow streets or historic dwellings built without off-street parking. Residents of eligible households of such streets will be able to apply for permits that allow them to park their registered vehicle on nearby streets with RPS parking spaces.

Long term (5+ years)			
Item no.	Description	Streets affected	Priority
9	Time-restricted parking changes on Darling Street shopfront/commercial area	Darling Street	High
10	Changes to boat trailer parking management consistent with other areas within Inner West LGA	Streets with historical boat trailer issues	Low
11	Introduce residential permit parking in Gallimore Avenue carpark (corner of Brett Avenue and Gallimore Avenue)	Gallimore Avenue	Low
12	Transition to Permit zone type A within Balmain East (Household without any on-site parking spaces, is eligible for one parking permit, transferrable up to three nominated vehicles registered to that address, plus visitor permits. Households with one or more spaces are not eligible for permits)	All streets with RPS in Balmain East	Low

The rationale behind adding time-restricted parking at the Darling Street shopping area is to facilitate a regular turnover of vehicles parking along this section of Darling Street, which assists visitors arriving by car to have a greater chance of finding an available parking space. The conversion of the Gallimore Avenue car park to RPS parking provides a useful and valuable increase of supply of such parking for nearby residents, e.g. those in Clifton Lane recommended to be added to the scheme and existing permit holders who struggle to find long-term parking due to the current oversupply of permits. Under the RPS scheme, the 2P exemption applies, allowing visitors to park for short durations as well.

The rationale behind the proposed transition to issuing only one residential parking permit per household that have no on-site parking, plus visitor permits, is based on the predominance of narrow streets and a premium of parking throughout the study area and the need to ensure the quantum of permits issued do not exceed capacity. Assuming the number of permits issued will not exceed a street's parking capacity moving forward, this will result in fewer permits issued but across more eligible households, freeing up more space on-street for those residents without any off-street parking, as well as for visitors.

Location-specific recommendations (i.e. excluding area-wide recommendations) are summarised in the map below.



INTRODUCTION

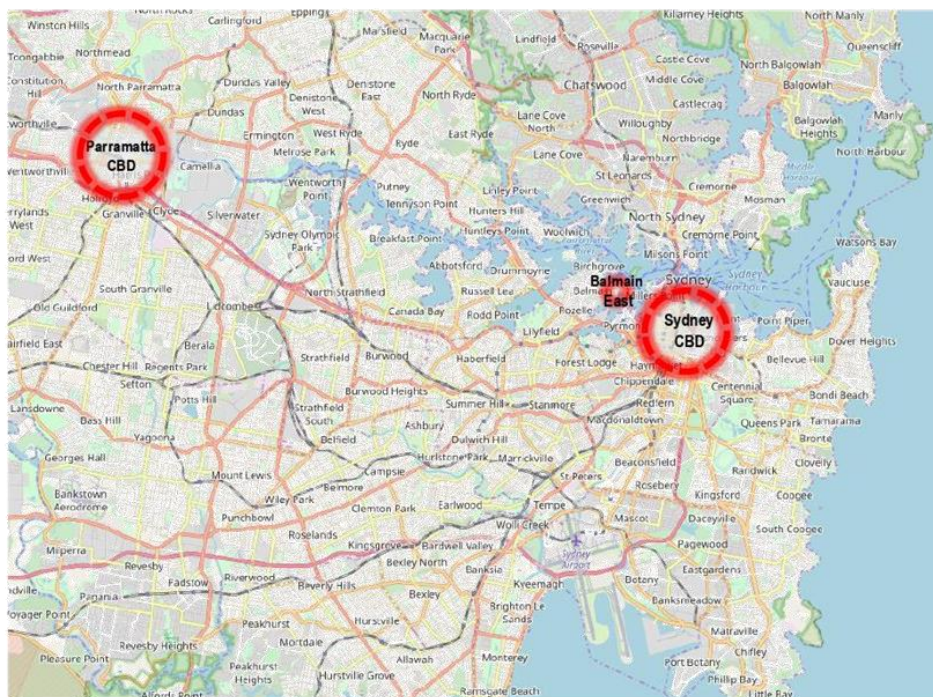
1. INTRODUCTION

1.1. Project Background

Balmain East is a precinct in the Inner West Local Government Area of the Sydney Metropolitan Area and is approximately three kilometres west of the Sydney CBD and 18 kilometres east of Parramatta CBD. The precinct is situated on the eastern end of the Balmain peninsula in Sydney Harbour and shares a boundary with the suburb of Balmain to the west.

Balmain East is predominantly a residential suburb with a mix of single dwellings and low-density multi-storey unit blocks, with a small shopping strip on Darling Street and foreshore areas which have been redeveloped into open domains. The study area mainly consists of residential streets with Darling Street being the only connection going in and out of the peninsula. Public transport options comprise bus services along Darling Street and ferries from Balmain East Wharf.

Figure 1.1: Balmain East within the Sydney Metropolitan Area



Basemap Source: OpenStreetMap

The Balmain East precinct incorporates a range of major developments, consisting of commercial areas, public infrastructures and foreshore redevelopment.

INTRODUCTION

The trip generators for the precinct include:

- Residential dwellings
- Balmain East shopping village
- Schools such as Nicholson Street Public School
- NSW Police Marine Area Command
- Balmain East Wharf
- Various industrial units and places of employment along the northern foreshore
- Parks and informal sports facilities.

Inner West Council has requested a review of the overall parking situation within the Balmain East Precinct as a basis for determining a parking management strategy and has commissioned GTA Consultants (GTA) to undertake a review of parking within the Balmain East 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 Balmain East 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 Balmain East associated with new development.
- To undertake a parking supply and demand assessment and report of parking in Balmain East. 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 Balmain East 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 Balmain East 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.

INTRODUCTION

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 Balmain East, 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 the ferry at Balmain East.

With consideration of the above, it is important to prioritise the demands of short-stay commercial user groups within the commercial village environment in Balmain East 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 Balmain East Context

In this context then, it is important that car parking within Balmain East 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 specially nearby to the Balmain East Wharf.
- Standardise the previous different parking permits format applied to the study area as a result of amalgamation of different council jurisdictions.

EXISTING CONDITIONS

2. EXISTING CONDITIONS

2.1. Planning Context

In preparing this report, relevant policies and guidelines applicable to the Balmain East precinct were explored, which include both the still in effect *2013 Local Environmental Plan* (LEP 2013) and *2013 Development Control Plan* (DCP 2013), developed by the former Leichhardt Council and the recently published *Inner West Integrated Transport Strategy* (ITS) by Inner West 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 released 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 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 Balmain East, 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 Balmain East summarised below.

EXISTING CONDITIONS

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 currently operate under different policies from the former Leichhardt, Marrickville and Ashfield Councils. However, since the amalgamation there has been an absence of a unified parking management policy to manage public parking throughout the Inner West LGA.

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To this end, 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 intent of the Public Domain Parking Policy was to adopt 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 Council¹. 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 Balmain East 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 Balmain East is operating as Zone 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.

¹ http://innerwest.infocouncil.biz/Open/2020/06/C_09062020_MIN_3752.htm

EXISTING CONDITIONS

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. The 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 Balmain East Parking Study area is positioned at the north eastern end of the newly formed Inner West Council, which merged from the three councils of Ashfield, Leichhardt and Marrickville in 2016; Balmain East having been within the jurisdiction of former Leichhardt Council. The area generally comprises of a combination of residential units and homes, a small shopping strip at the crest of Darling Street hill and some commercial/industrial sites at the northern part of the suburb. There are also redeveloped industrial sites and much of the foreshore lands were converted to open space. The study area includes Balmain East Wharf, which was upgraded in 2015 to improve ferry services. This parking study area is bounded within the Balmain Peninsula east of Cooper Street and Jubilee Place as shown in Figure 2.1.

EXISTING CONDITIONS

Figure 2.1: Balmain East 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 two major streets and 12 key places of interest that play a vital role in the study area and these are further detailed in Table 2.1.

EXISTING CONDITIONS

Figure 2.2: Key streets and sites within the Balmain East Precinct

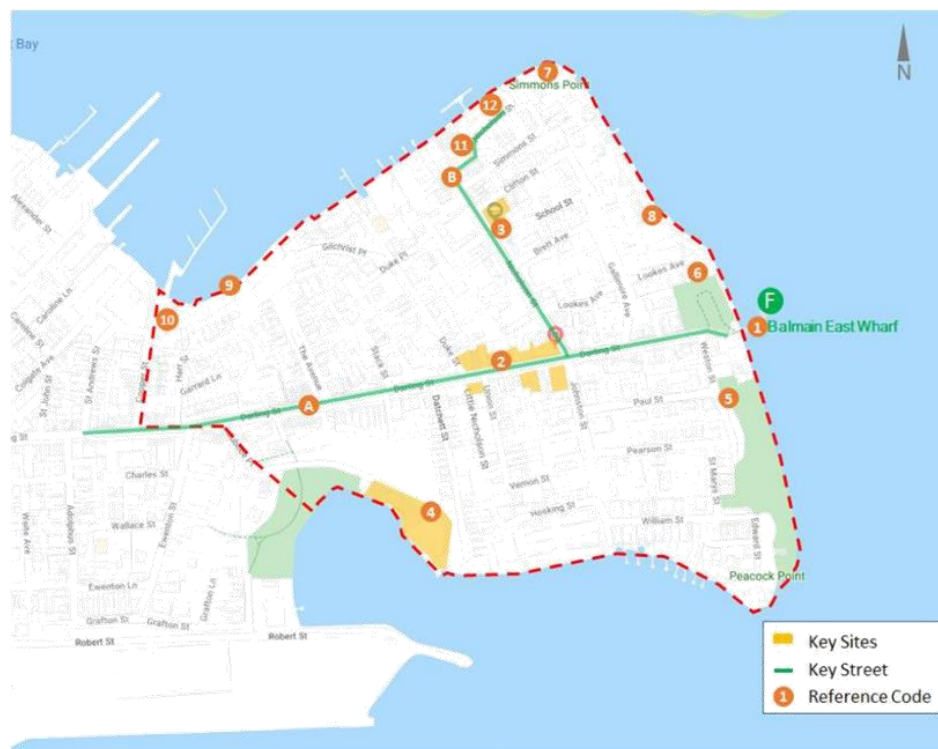


Table 2.1: Key streets and sites within the Balmain East Precinct

Reference	Key Streets	Description
A	Darling Street	Main thoroughfare and high street of Balmain East and a noted café and restaurant strip. The main local road is aligned east-west and has both residential and commercial activities.
B	Nicholson Street	Main local collector road aligned north-south with commercial and residential uses.
1	Balmain East Wharf	Having operated since 1840, it is served by Sydney Ferries' Cross Harbour route operating between Pyrmont Bay and Watsons Bay via Barangaroo. Balmain East wharf is also served by weekday and Saturday evening Parramatta River services from Sydney Olympic Park.
2	Balmain East shopping village	Located in the heart of Balmain East with Darling Street being the main core of commercial activity. The area comprises of local shops, cafes, restaurants, and a hotel.
3	Nicholson Street Public School and Balmain East Out of School Care	Nicholson Street Public School with 150 students.
4	NSW Police Marine Area Command	Located at south west of Balmain East at the end of Jubilee Place, the NSW Marine Area Command has the responsibility for all coastal areas in NSW.

EXISTING CONDITIONS

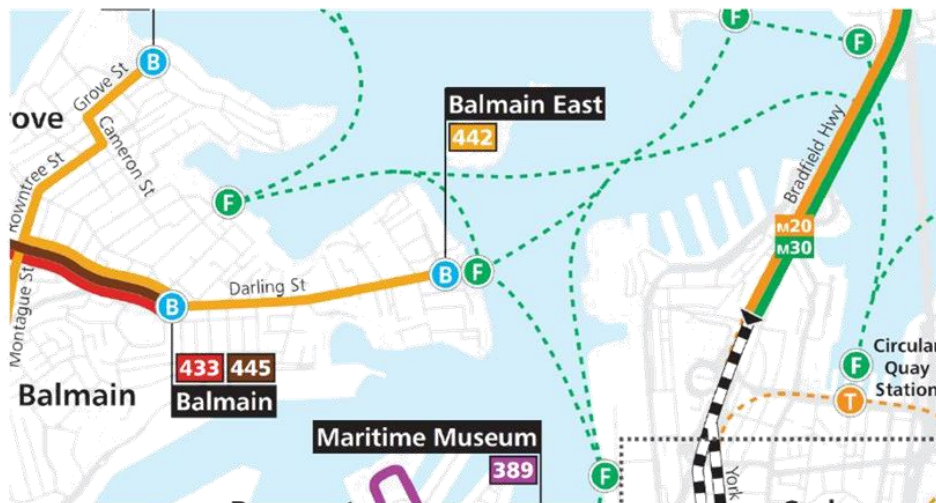
Reference	Key Streets	Description
5	Illoura Reserve	Located on the eastern shoreline of Balmain, Illoura Reserve looks directly at Barangaroo Reserve and is situated next to Balmain East Ferry Wharf.
6	Lookes Avenue Reserve	Located at the end of Lookes Avenue (east of Balmain East). A small local park with good views of the western side of Sydney Harbour Bridge. Free entry and opening times from 8:00am to 1:30am.
7	Simmons Point Reserve	Located at the north east of the area. A small local park with views of the western side of Sydney Harbour Bridge. Opening hours from 10:00am to 1:30am.
8	Origlass Park	Located at the centre of the area and is open 24 hours. Has three walkway accesses with no car access.
9	Propeller Park	Also referred to as The Avenue. It is an open space along the foreshore with views out to Sydney Harbour. Located at the north west of the area.
10	Svitzer Australia Pty Ltd	A company located at the north west corner of the area with transportation services providing harbour towage, terminal towage, and emergency response in the sea.
11	Water Wharf Workshops	Waterview Wharf Workshops is a heritage-listed former shipping company workshops at 37 Nicholson Street, Balmain.
12	Commercial Building	The commercial building includes some different business premises in located North side of Nicholas Street. The operation time for the business are from 9:00am to 5:00pm.

2.2.3. Public Transport

The precinct is well covered by public transport including bus and ferry providing access to the Sydney CBD. The Balmain East ferry wharf located in the east of the precinct provides access to the Inner Harbour ferry services, with ferry services to Circular Quay and Darling Harbour.

There is one bus service that leaves from Balmain East, Route 442, which is a frequent bus service from Balmain East to the Queen Victoria Building in the Sydney city centre.

Figure 2.3: Public Transport Map within the Precinct



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

EXISTING CONDITIONS

Table 2.2: Public transport within the Precinct

Service	Route Number	Route Description	Frequency On/Off-Peak
Bus	442	City QVB to Balmain East Wharf (Loop Service)	6 per hour peak/ 6 per hour off-peak
Ferry	F4	Cross Harbour	2 per hour peak/2 per hour off-peak
	F3	Circular Quay	2 per hour peak/ 2 per hour off-peak

2.3. Existing Travel Behaviour

2.3.1. Journey to Work

The 2016 Census Statistical Areas 1 (SA1) that make up the Destination Zones (DZ) 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

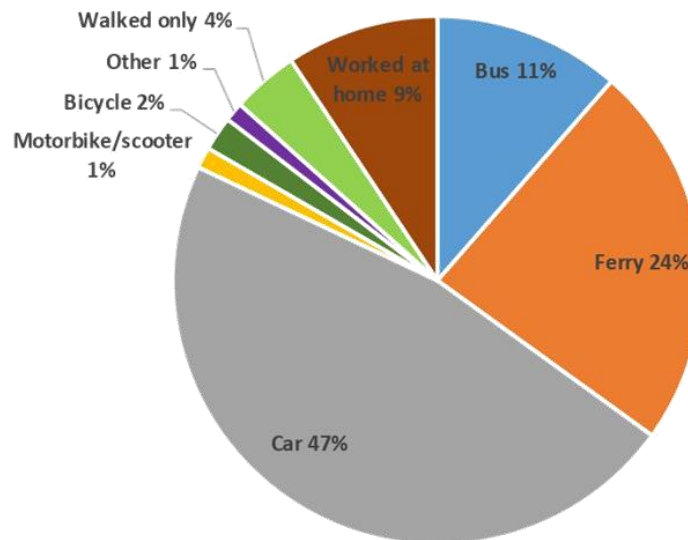


Source: <https://itt.abs.gov.au/itt/r.jsp?ABSMaps>

As indicated in Figure 2.5, residents in the relevant SA1s have a high non-car journey to work mode share of 53 per cent. This high non-car mode share is likely a result of the SA1s' close proximity to the Balmain East Wharf and the bus route 442 providing frequent services to the major employment centre in Sydney CBD.

EXISTING CONDITIONS

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

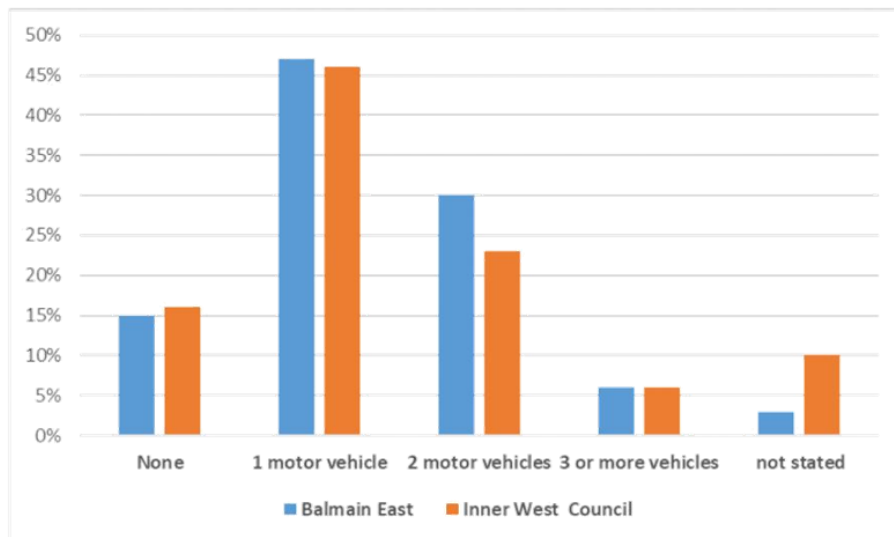


2.3.2. Car Ownership

Based on the 2016 Census, the suburb of Balmain East has 15 per cent of households not owning a motor vehicle and 47 per cent of households owning one car. Figure 2.6 shows that this percentage of zero car ownership and one-car ownership is consistent with that of the entire Inner West Council area while the rate of ownership of two cars in Balmain East is higher than Inner West at-large. This indicates that the suburb of Balmain East is comparably more dependent on private vehicles as a method of travel, which is also reflected in the overall rate of car ownership of 1.3 vehicles per household in Balmain East compared to 1.2 vehicles per household in the overall Inner West Council area. This slightly higher car ownership rate may be due to Balmain East's location at the end of a peninsula that is relatively isolated from other parts of the Inner West and Greater Sydney, despite the strong public transport access to the city centre (which represents only one of many possible destinations).

EXISTING CONDITIONS

Figure 2.6: Percentage of vehicle ownership



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

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 three car share pods within the Balmain East area as shown in Figure 2.7 but this amount is generally limited compared to other suburbs in the Inner West LGA due to the absence of major employment activities and medium to high density residential developments in this suburb.

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 Balmain East study area.

EXISTING CONDITIONS

Figure 2.7: Go-Get car share pods in the Balmain East Precinct



Source: Go-Get Cars (www.goget.com.au)

2.5. Parking Supply and Conditions

2.5.1. Background to Parking in Balmain East

Parking in Balmain East principally comprises on-street parking on residential streets with the exception of small pockets of time-restricted parking along the small shopping strip on Darling Street in the centre of Balmain East, as well as pockets of public off-street parking as documented in Figure 2.2.

EXISTING CONDITIONS

2.5.2. Parking Supply within Balmain East

Figure 2.8: Balmain East Parking Restrictions Map

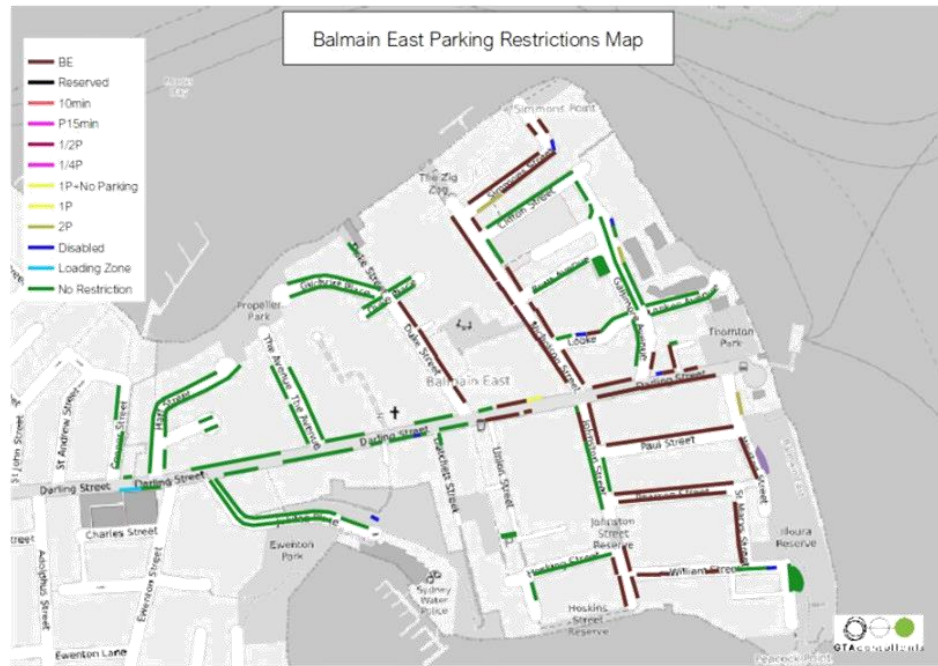


Figure 2.8 shows an overview of the parking restrictions in Balmain East. The on-street parking in the eastern half of the suburb is predominantly subject to the 'BE' resident permit parking zone, exempting holders of a resident parking permit from the prevailing two-hour time restriction (refer to the sub-section below). The remaining streets as shown in Figure 2.8 have unrestricted parking, with small pockets of time-restricted parking near the shops on Darling Street and elsewhere in the suburb. A small selection of disabled parking spaces is available across the study area in both residential and commercial areas.

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2.5.3. Resident Parking Scheme

Figure 2.9: Residential Parking Scheme – Leichhardt BE



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

The BE residential parking scheme in the Balmain East study area is depicted in Figure 2.9. As mentioned earlier in the preceding sub-section, the BE zone allows holders of a resident parking permit to be exempt from the prevailing two-hour time restriction, which is a 2P restriction from Monday to Friday from 8:00am to 6:00pm. Resident parking permits are currently issued to residents living in the properties shown in Figure 2.9, 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.

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2.6. Parking Demand

2.6.1. Parking Surveys

The on-site parking surveys were conducted on Saturday, 15 February and Wednesday, 19 February 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 2p:00m).

2.6.2. 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.

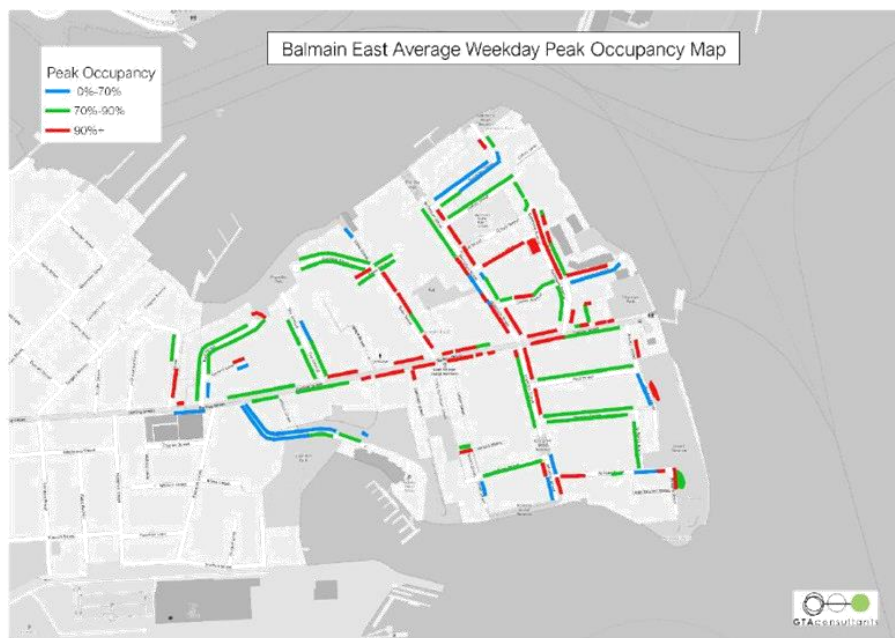
The occupancy rates are subsequently grouped into three different categories, they are as below:

- **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.

EXISTING CONDITIONS

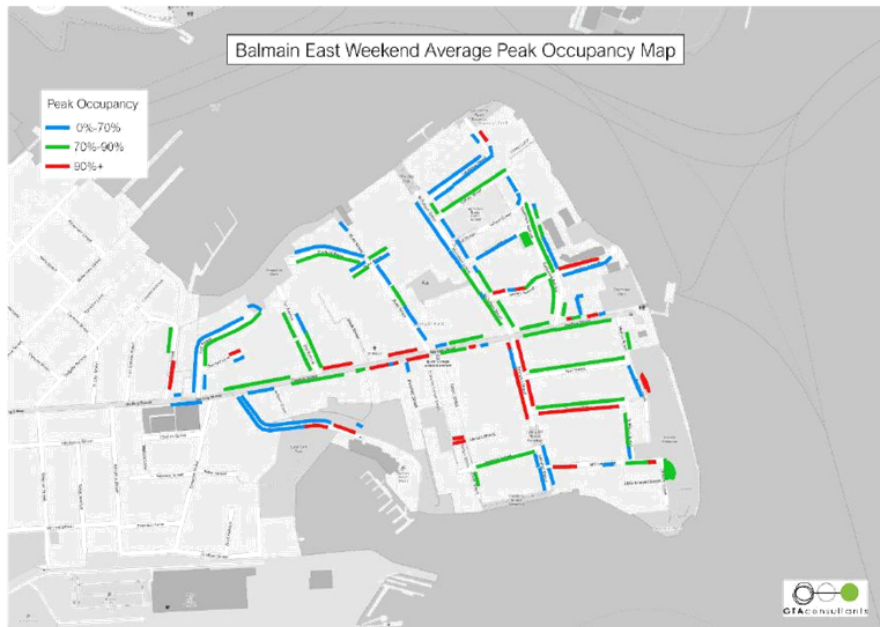
Figure 2.10: Weekday average peak occupancy



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 streets with residential permit parking restrictions such as Nicholson Street, Darling Street and Johnston Street. Farther away from the centre of Balmain East, the average peak occupancy declines to an optimal range of between 70 to 90 per cent on streets closer to the edges of the study area and the Balmain peninsula.

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Figure 2.11: Weekend average occupancy



As shown in Figure 2.11, weekend average occupancies are discernibly lower than those of the surveyed weekday with only selected street segments exhibiting average occupancies of or over 90 per cent. The remainder of the study area's weekend average occupancy ranges between 70 and 90 per cent on streets closer to the centre of Balmain East while average occupancies are below 70 per cent on streets near the edges of the study area and the Balmain peninsula.

A potential explanation between the differences in the weekday and weekend occupancies is that on the weekday, residents leave their cars parked on-street while they go to work using other transport modes, while on the weekend more residents take their cars out for weekend excursions which reduces the average occupancy. Moreover, it is more likely there is commuter parking on a weekday than the weekend, which also contributes to the higher occupancies on the weekday.

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.

EXISTING CONDITIONS

Figure 2.12: Weekday average duration of stay

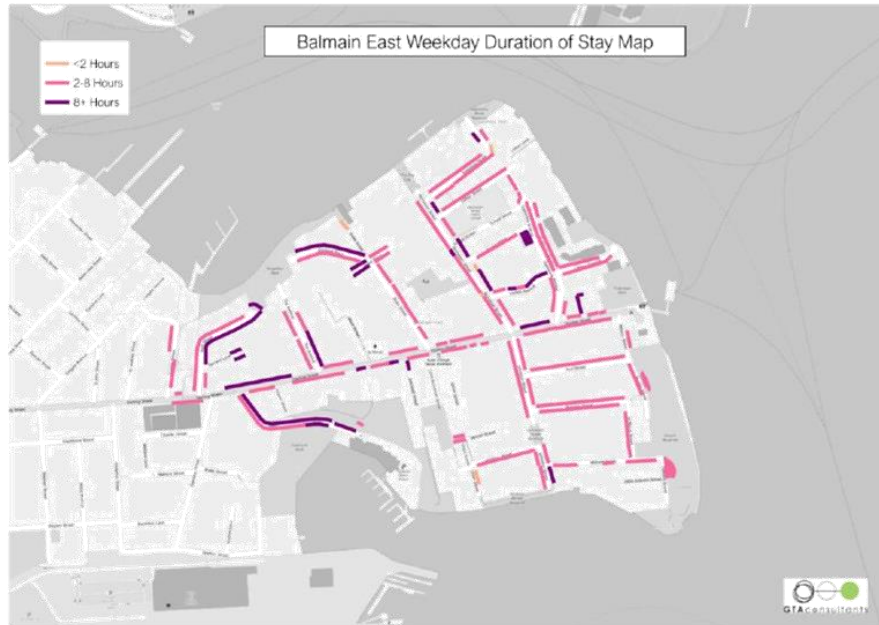


Figure 2.13: Weekend average duration of stay



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As most of the Balmain East 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, which constitutes 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 2.12 and Figure 2.13, short-stay parking was observed primarily in the weekend near the shops on Darling Street as well as near Illoura Reserve and Thornton Park at the eastern edge of the study area beside Balmain East wharf.

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.

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

Figure 2.14: Weekday turnover ratio



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Figure 2.15: Weekend turnover ratio



The turnover ratios observed in Figure 2.14 and Figure 2.15 are higher during weekdays especially along Darling Street where there is some retail and hospitality activity attracting more than twice as many cars compared to parking supply over the weekday survey period. The residential streets elsewhere on the weekday have a ratio less than two, indicating a low level of demand over the course of the day in relation to capacity. This likely means that these streets do not attract many individual vehicles other than those that usually park there such as residents' vehicles.

On the weekend, the turnover ratio is demonstrably lower than the weekday with many more streets having a ratio of less than one. This suggests that in conjunction with the lower occupancies on a weekend, as residents take their car out for weekend excursions, there is a low level of replacement from other individual vehicles on the weekend and there is higher parking availability and lower usage compared to the weekday.

2.6.3. Accessible Parking Spaces

As observed in Figure 2.8, disabled parking spaces are sporadically spread across Balmain East, and a total of 11 parking spaces comprising both on-street and off-street spaces were counted during the survey. The average peak occupancy for these accessible parking spaces was 64 per cent during the weekday while it is 43 per cent for the weekend. Based on the analysis provided in sub-section 2.6.2, occupancy rates for accessible parking in Balmain East are considered to be low with a high degree of availability.

An average duration of stay of 6 hours and 12 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 1.1 over the same survey period. Consequently, accessible parking use in Balmain East is characterised by long-stay and low turnover parking, albeit at a level that does not cause high parking occupancy levels.

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2.6.4. Boat Trailer Surveys

As part of the conducted surveys, the presence of boat trailers parked on-street was also recorded to inform Council whether this occurrence is prevalent in the study area. For example, if boat trailer parking was found to be ubiquitous in Balmain East, resulting in boat trailers taking up the premium of kerbside space that could otherwise have been used for on-street parking or other uses, then Council could use this evidence to inform future policy approaches to manage boat trailer parking.

To that end, the results of the survey for boat trailer parking across the same survey days are shown in Figure 2.16 and Figure 2.17 below.

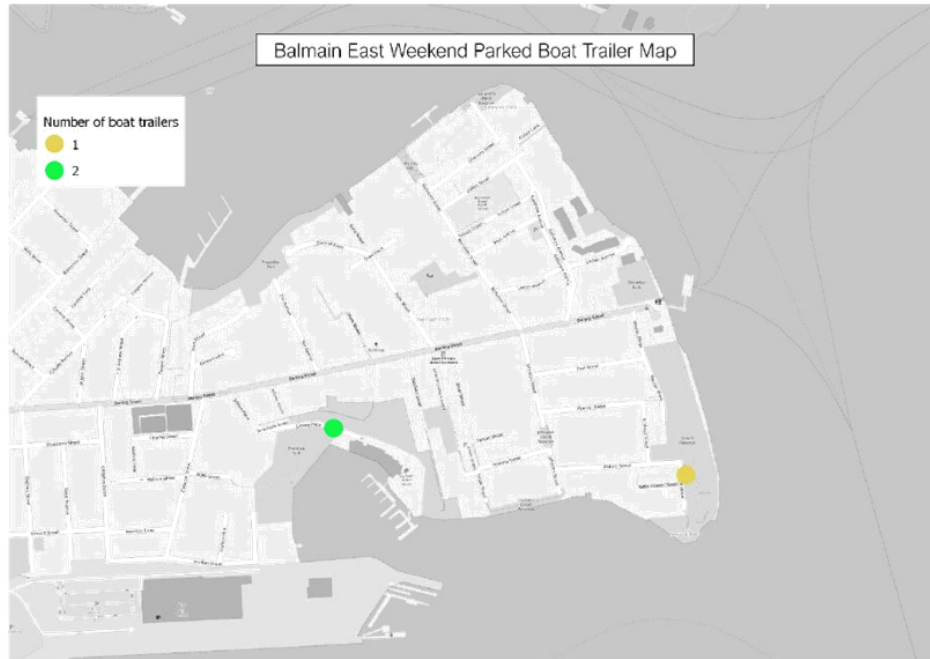
Figure 2.16: Weekday boat trailer parking



Dots shown on the map indicatively represent streets where boat trailers were observed and do not indicate the precise location of boat trailers.

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Figure 2.17: Weekend boat trailer parking



Dots shown on the map indicatively represent streets where boat trailers were observed and do not indicate the precise location of boat trailers.

As shown, scant boat trailers were observed during the surveys, with a total of three boat trailers observed on the weekday and the weekend both confined to Jubilee Place and Edward Street. Based on Figure 2.16 and Figure 2.17, it is concluded that boat trailer parking is not an ubiquitous phenomenon in Balmain East.

2.6.5. Demand Implications

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

- Average peak parking occupancies in Balmain East are high on the weekday (at or over 90 per cent) in the central core of streets subject to the BE residential parking permit zone such as Darling Street, Nicholson Street and Johnston Street, but occupancies taper off in the residential streets closer to the edges of the study area and Balmain Peninsula to a level that ensures outside visitors have a chance to find parking without circling around.
- 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. Conversely, more residents leave their cars parked on a weekday, suggesting more trips to work via other means, which is consistent with the greater than 50 per cent non-car journey to work mode share in Figure 2.5.
- 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

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three hours was the most widespread parking duration observed and supported by turnover ratios of less than two

- 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 small shopping strip on Darling Street as well as the parks near Balmain East wharf.
- Boat trailer parking was not observed to be a widespread occurrence in Balmain East.

2.7. 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 as the source of truth for what is the correct parking signage² 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 Balmain East 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 2.3 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 18 March 2020.

Table 2.3: Non-compliant signs and recommended sign

Locations	Current sign and issue	Recommended TfNSW sign example
Darling Street, Paul Street	 <p>"1 hour" or "2 hour" is no longer used</p>	 <p>R5-1-1</p>

² <https://www.rms.nsw.gov.au/cgi-bin/index.cgi?action=searchtrafficsigns.form>

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Locations	Current sign and issue	Recommended TNSW sign example
William Street	 <p>"No parking" is no longer used</p>	 <p>R5-40</p>

2.8. Resident Permit Parking Allocation

A key aspect of the existing parking conditions in Balmain East is the current operation of the BE residential parking permit zone and the quantum of permits that are allocated. The number of permits allocated in comparison to the parking capacity of a street or the permit zone reveals the proportion of the capacity that has been set aside for residential permit parking. The *Permit Parking Guidelines* from 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 Balmain East and based on data provided by Inner West Council, there are 303 resident permits, 317 visitor permits and 18 business permits issued for the BE zone. Meanwhile, across the entire BE permit parking zone, there are only 237 total permit parking spaces available, indicating the total quantum of permits issued is almost three times the available parking capacity. Accordingly, there is evidence of overallocation of parking permits in Balmain East, contrary to the guidelines referenced above.

Table 2.4 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 BE zone, which provides an insight into which streets exhibit localised overallocation. Streets with overallocation are highlighted in red in the table.

Table 2.4: BE residential parking permit zone – number of permits issued per street in relation to the total capacity of parking spaces subject to the BE zone

Location	Number of business permits	Number of residential permits	Total capacity of parking spaces subject to the BE zone
Brett Avenue		4	0
Clifton Street		3	0
Darling Street	12	64	37
Duke Street		27	16
Gallimore Avenue		4	5
Hosking Street		14	0

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Location	Number of business permits	Number of residential permits	Total capacity of parking spaces subject to the BE zone
James Lane		3	4
Johnston Street		8	25
Lookes Avenue		9	2
Nicholson Street	5	51	46
Paul Street		36	20
Pearson Street	1	38	39
Simmons Street		9	24
St Marys Street		8	9
Weston Street		3	5
William Street		21	5
Balmain East total	18	303	237

The consequence of this overallocation is that there are more permits issued than the parking capacity of the zone or street allows, causing further difficulties for residents to find an available parking space as more than the available capacity has been set aside for residential permit parking, and is a classic example of the 'tragedy of the commons'. In contrast, had the Roads and Maritime guidelines been adhered to or the permit cap set at below capacity, then those issued with residential parking permits should not be confronted with parking resource allocation problems.

2.9. 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.

2.9.1. Survey Statistics

After a consultation period of one month during February to March 2020, Council received 369 questionnaire responses; the key insights to the responses are as follows:

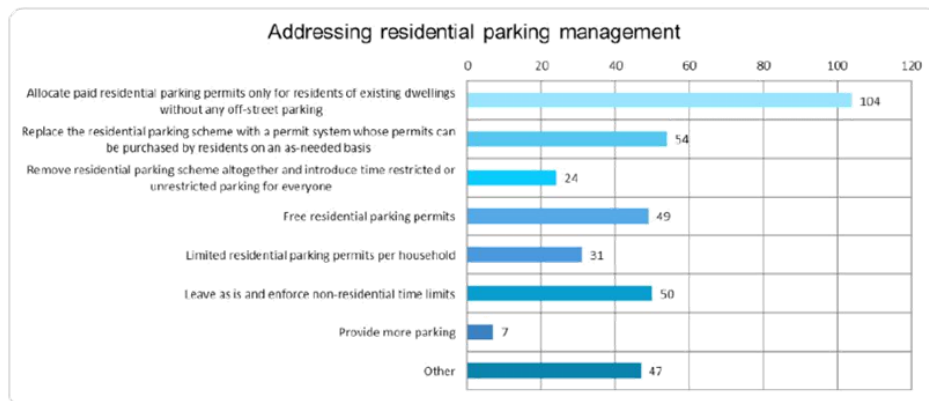
- 83 per cent of the respondents responded "Yes" to living in Balmain East
- 79 per cent of the respondents live in a house
- 42 per cent of the respondents usually park less than 100 metres away from their place of residence
- 49 per cent of the respondents responded "Yes" to having off-street parking at their residence, 28% percent of whom have more than one off-street parking space
- 70 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
- 97 per cent of the respondents live in the Balmain East postcode area, the others are all from adjacent postcode areas.

EXISTING CONDITIONS

2.9.2. Survey Responses

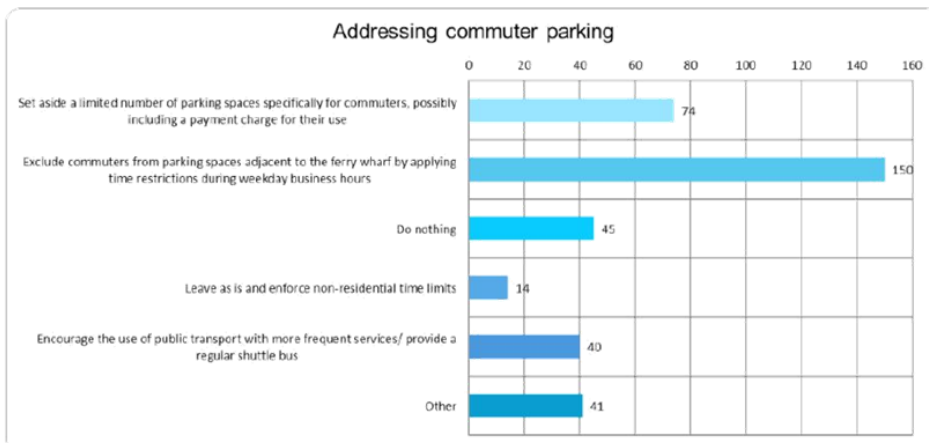
In addition to the respondents' characteristics highlighted above, the questionnaire also asked respondents on their views towards different aspects of parking management in Balmain East, especially concerning ways to manage residential parking, commuter parking and visitor parking. The results and commentary are provided below.

Figure 2.18: Respondents' views toward addressing residential parking management



The respondents highly favour resident parking permits to be made available to only those residents of dwellings without any off-street parking or in a manner that can be purchased by residents on an as-needed basis. There is also a substantial number of respondents favouring the status quo of free residential parking permits and leaving the existing scheme untouched with better enforcement.

Figure 2.19: Respondents' views toward addressing commuter parking



The most popular mechanism supported by respondents is to deter commuter parking via weekday business hour time restrictions, which is how the existing BE resident parking scheme operates.

SWOT ANALYSIS

3. SWOT ANALYSIS

3.1. SWOT Analysis

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

Table 3.1: SWOT Analysis for Balmain East Precinct Parking Study

Strengths	Weaknesses
<ul style="list-style-type: none"> Low residential density and low capacity for redevelopment, resulting in low growth in parking demand from residents in the future. Residents appreciate prioritising paid parking permits on an as-needed basis. Low turnover and higher durations of stay mean that visitor parking demand for the residential streets outside of the main Darling Street is low. 	<ul style="list-style-type: none"> Most properties in Balmain East do not have off-street parking, meaning demand for parking cannot be internalised. High (≥90 per cent) parking occupancy on some residential streets combined with a residential parking permit system that does not encourage turnover and is not allocated by need or price, meaning this occurrence may persist. Coverage of residential permit parking zone over the main Darling Street makes it hard for visitors to access the parking to visit the local cafes and shops.
Opportunities	Threats
<ul style="list-style-type: none"> Reform residential parking permit allocation to ensure there is no overallocation and is allocated better according to parking needs. 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. 	<ul style="list-style-type: none"> Longstanding overallocation of residential parking permits (residents, visitors and businesses) creates the perception that anyone eligible for a permit can get a parking space, despite capacity constraints.

PARKING MANAGEMENT CASE
STUDIES

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 Balmain East 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

Austrorads


According to the *Austrorads 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.

PARKING MANAGEMENT CASE STUDIES

Figure 4.1: Example parking hierarchy from Austroads

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
	Motorcycle/ scooter and cyclists	Long-stay/ commuter & residents	Long-stay/ commuter	Motorcycle/ scooter
Least important	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: Austroads 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 Balmain East), 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.

PARKING MANAGEMENT CASE STUDIES

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.

PARKING MANAGEMENT CASE STUDIES

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. While this has not been practised in Balmain East, 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 zone³. 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 Balmain East.

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 Balmain East and the wider Inner West area. The most relevant lessons transferrable to the Balmain East and Inner West context include the establishment of a kerbside space hierarchy that aligns with the local place context and allocates space to the different user groups accordingly, which for Balmain East means prioritising safety, residential parking and space for buses, with short-stay parking also prioritised in the Balmain East shopping area. Other salient lessons include the adoption of a permit cap that does not exceed 100 per cent of a street or area's parking capacity to avoid overallocation issues.

³ <https://at.govt.nz/driving-parking/parking-permits/residential-parking-zone-permits-coupons/>

RECOMMENDATIONS

5. RECOMMENDATIONS

5.1. Introduction

The following details the development of a set of car parking strategy recommendations for the Balmain East 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 February 2020 showed that overall, average peak parking occupancies in Balmain East are high on the weekday (at or over 90 per cent) in the central core of streets subject to the BE residential parking permit zone but occupancies taper off in the residential streets closer to the edges of the study area. 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 the parks near Balmain East wharf. 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).
- Consideration for the demand of short-stay user-groups for businesses where appropriate.
- Consistent parking policies and planning across the Inner West LGA.

5.3. Recommendations

5.3.1. Residential Parking in Balmain East

Permit Cap

Based on the review and analysis of the parking surveys undertaken in February 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 overall allocation of residential parking permits relative to total parking capacity.

In fact, it is contrary to the mandatory Roads and Maritime permit parking guideline to issue more parking permits than total parking capacity. As residential parking permits are reset throughout the LGA under the soon-to-be-adopted *Public Domain Parking Policy*, it is recommended to at least cap the number of resident parking permits to capacity or a 1:1 parking space to permits ratio, if not lower for Balmain East and all other areas that have a resident parking permit scheme.

Resident Parking Permit Scheme

Aside from the permit cap recommendation, given the predominant residential character of the study area and the need to supply parking for residents' vehicles as most properties do not have off-street parking, it is recommended that the existing BE resident permit parking scheme be continued under the new regime of the *Public Domain Parking Policy*.

RECOMMENDATIONS

In terms of which zone (Zone Type A or Zone Type B) of the new regime should be implemented in Balmain East, it is recommended that Balmain East changes from Zone Type B to Type A, meaning only those dwellings without an off-street parking space is eligible for one permit only and any dwelling with one parking space or more is ineligible for a permit. This recommendation is based on the predominance of narrow streets and a premium of parking throughout the study area and the need to ensure the quantum of permits issued do not exceed capacity. Assuming a 100 per cent of capacity permit cap, implementing Zone Type A will result in fewer permits issued but across more eligible households, freeing up more space on-street for those residents without any off-street parking, as well as for visitors (see sub-section below).

In contrast, adopting Zone Type B at a 100 per cent of capacity cap means that the cap would be saturated earlier since more households can apply for more than one permit on a first-come first-serve basis, resulting in fewer households overall being able to get one permit.

Moreover, implementing Zone A and capping it further (e.g. at 85 per cent) would result in an even greater availability of parking for residents and visitors alike.

Permit Scheme Pricing

As the Roads and Maritime parking permit guideline and the *Public Domain Parking Policy* are silent on permit pricing, it is recommended Council use the opportunity of priced parking permits (as current 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), which is not inconsistent with the feedback from the community survey. Hence, the pricing will be able to offset some of the demand for parking permits.

5.3.2. Residential Visitor Parking Permit

Visitor parking permits under the *Public Domain Parking Policy* would continue in the form of the current annual allocation of up to 30 one-day permits for eligible households. However, the availability of parking spaces for visitors (irrespective of whether a visitor permit is used) is closely correlated with which zone under the *Public Domain Parking Policy* is used for Balmain East and how it is implemented. To elaborate further, in the case that Zone A is adopted for Balmain East and capped at 100 per cent of available parking capacity, there is a better chance for visitors or even tradespeople to find a parking space.

In contrast, maintaining Zone B would result in more permits being issued since it is more likely households are issued with multiple permits, leading to a greater demand for parking and less chance for visitors to access parking.

5.3.3. Parking near shops on Darling Street

GTA's on-site observations along with the parking survey results show that there is an insufficient turnover of parking along the small section of shops on Darling Street in Balmain East to provide a churn of customer access to these local cafes and stores. This is a result of very few solely time-restricted spaces available on Darling Street with most time-restricted spaces being subject to the BE residential parking permit zone that exempts residents from the time restriction.

Accordingly, it is recommended that Council allocate more time-restricted parking spaces with 1P or 2P during business hours on weekdays and on Saturday from 8am until 1:00pm without any residential permit parking overlay, and then after these business hours these spaces revert to unrestricted parking, during which residents could park. The recommended coverage of this time-restricted area is shown in Figure 5.1.

RECOMMENDATIONS

Figure 5.1: Recommended time-restricted parking area for Balmain East shops



Basemap Source: Google Maps

5.3.4. Boat Trailer Parking

Boat trailer parking was found not to be a significant issue in Balmain East due to the small quantity of boat trailer parking relative to the study area size. Accordingly, no specific intervention is recommended in this regard but in the future if the situation changes Council could consider implementing measures to restrict it.

5.3.5. Commuter Parking Permit Scheme

Based on community feedback, commuter parking for ferry users would be unpopular and is discouraged via the existing BE residential permit parking scheme, although this could be better enforced based on this feedback. Moreover, it is considered that commuter parking should not be encouraged in the study area given its location at the end of a peninsula, as the increase in traffic flow to Balmain East from commuters would cause discernible additional traffic effects on the study area. As such, the recommendation would be to maintain the status quo of discouraging commuter parking through the operation of the reformed Zone A permit parking zone that would by extension exclude commuter parking.

The Gallimore Avenue car park, given its proximity to the ferry wharf is likely to be used for commuter parking during business hours and residential parking at other times given the surrounding residential land use. To further discourage commuter parking, Council could consider incorporating this car park into the recommended Zone A permit parking scheme for Balmain East through updated signage. This car park is not recommended for conventional parking metering as such measures are typically only appropriate for short-stay parking in activity centres.

5.3.6. Parking Signage Update

Given the inconsistencies in selected parking signs in the study area as identified in Section 2.7 of this report, it is recommended that such signage be replaced with the standard signage is identified in Table 2.3.

RECOMMENDATIONS

5.3.7. 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	Inclusion of additional properties on Clifton Lane, Datchett Street, Little Nicholson Street and Union Street to the Residential Permit Parking Scheme (RPS), subject to the same Zone A restrictions as recommended in this study (these properties will be limited to 1 BE permit only plus visitor permits)	Clifton Lane, Clifton Street, Gallimore Avenue, Datchett Street, Little Nicholson Street, Union Street, Darling Street	High
2	2P 8am-10.00am: Permit Holders Excepted area BE RPS expansion in Darling Street between Duke Street and The Avenue (this new section will be limited to 1 BE permit only plus visitor permits)	Darling Street (between Duke Street and The Avenue)	High
3	Reduction of 6m length No Parking zone in east side of Gallimore Avenue, 30m north of Darling Street.	Gallimore Avenue	High
4	Parking management in Jubilee Place. Angle parking opposite Police Marine Area Command to be time limited 4P 8:00am-6:00pm Mon-Fri, subject to dedication of land from NSW Police.	Jubilee Place	High
5	Work with carshare operators to introduce additional fixed car share spaces in Balmain East	n/a	Medium
6	Replacement of redundant, faded, damaged signs	Streets identified in the signage audit within study area.	Medium
7	Inner West Council's Parking Services proactively patrols timed parking restrictions across the whole Inner West Council Local Government Area (LGA). Within Parking & Ranger Services there is a specialist Parking Analysis team, who monitor trends within parking throughout the LGA. They continually re-assess parking patrol areas to determine the optimum allocation of resources. If illegal parking, unrelated to timed parking, is reported Parking Services will attend to those complaints as soon as resources are available.	Area-wide	High
8	2P 8:00am-6:00pm Permit Holders excepted area BE RPS expansion in west side of Johnston Street, opposite Paul Street by 11m.	Johnston Street	High

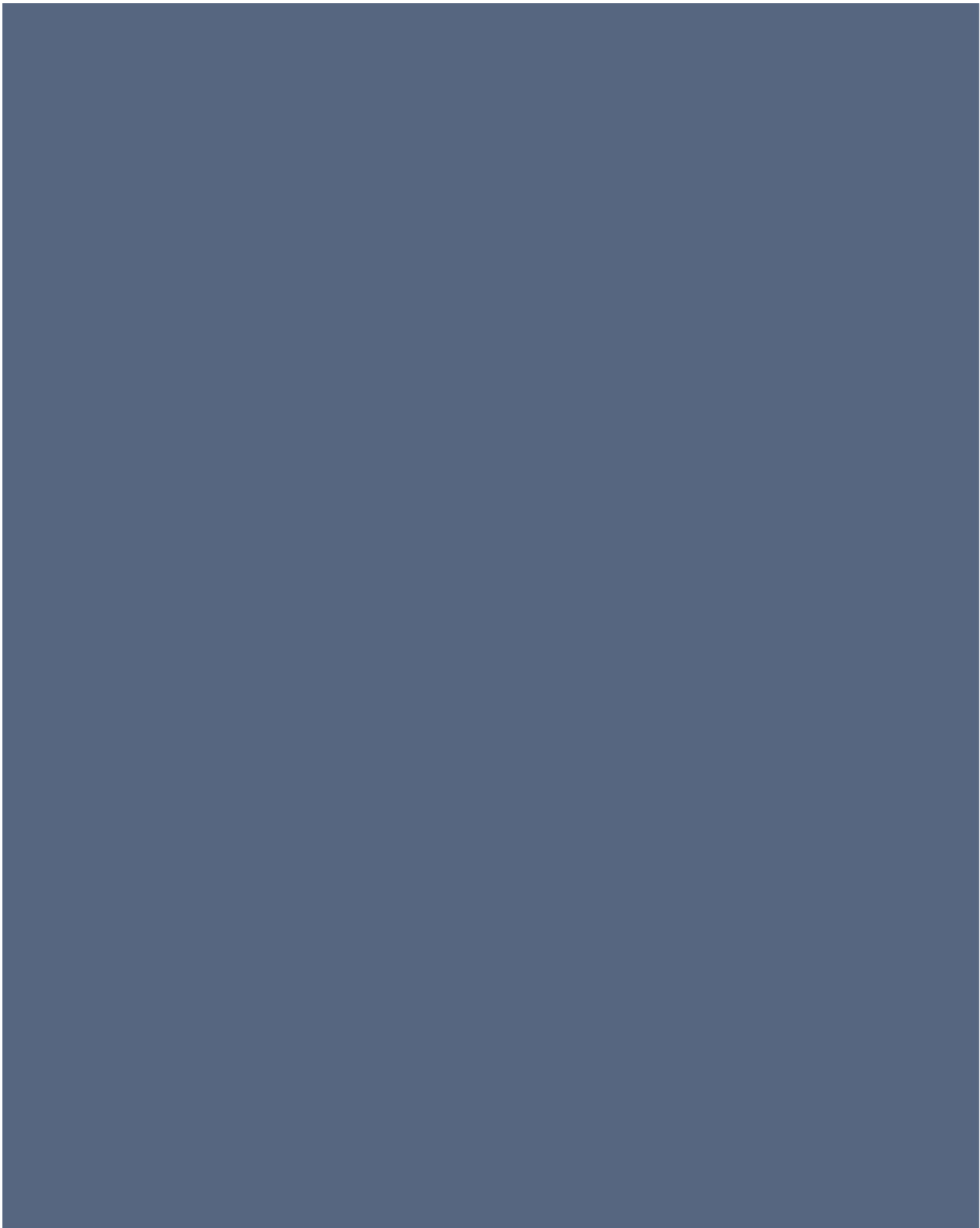
Long term (5+ years)			
Item no.	Description	Streets affected	Priority
9	Time-restricted parking changes on Darling Street shopfront/ commercial area	Darling Street	High
10	Changes to boat trailer parking management consistent with other areas within Inner West LGA	Streets with historical boat trailer issues	Low
11	Introduce residential permit parking in Gallimore Avenue carpark (corner of Brett Avenue and Gallimore Avenue)	Gallimore Avenue	Low
12	Transition to Permit zone type A within Balmain East (Household without any on-site parking spaces, is eligible for one parking permit, transferrable up to three nominated vehicles registered to that address, plus visitor permits. Households with one or more spaces are not eligible for permits)	All streets with RPS in Balmain East	Low

RECOMMENDATIONS

Location-specific recommendations (i.e. excluding area-wide recommendations) are summarised in the map below.

Figure 5.2: Location-specific recommendations





Item No: LTC0321(1) Item 10

Subject: 15-17 MARION STREET, LEICHHARDT - TEMPORARY RELOCATION OF EXISTING BUS ZONE (GULGADGA - LEICHHARDT/ 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 a request for the temporary relocation of the existing 'Bus Zone' on the northern side of Marion Street in front of Nos. 15-17 Marion Street Leichhardt to provide a safe area for patrons to access bus services during ongoing construction works at Nos. 15-17 Marion Street.

RECOMMENDATION

THAT:

- a) the existing 'Bus Zone' on the northern side of Marion Street, Leichhardt in front of 15-17 Marion Street be temporarily relocated 26m to the east replacing the existing '2P ticket 10am-6pm Mon-Fri 8am-6pm Sat, 4P 6pm-10pm Mon-Sat, 8am-10pm Sun; No Stopping 7am-10am Mon-Fri' ticket parking restrictions (25m total) for 54 weeks.
- b) That parking meter LMP-10216 be temporarily decommissioned during this period
- c) '4P ticket 8am-10pm' parking restrictions be provided in place of the existing 'Bus Zone' until such time that re-establishment of the 'Bus Zone' is required or until a temporary 'Works Zone' is established.

BACKGROUND

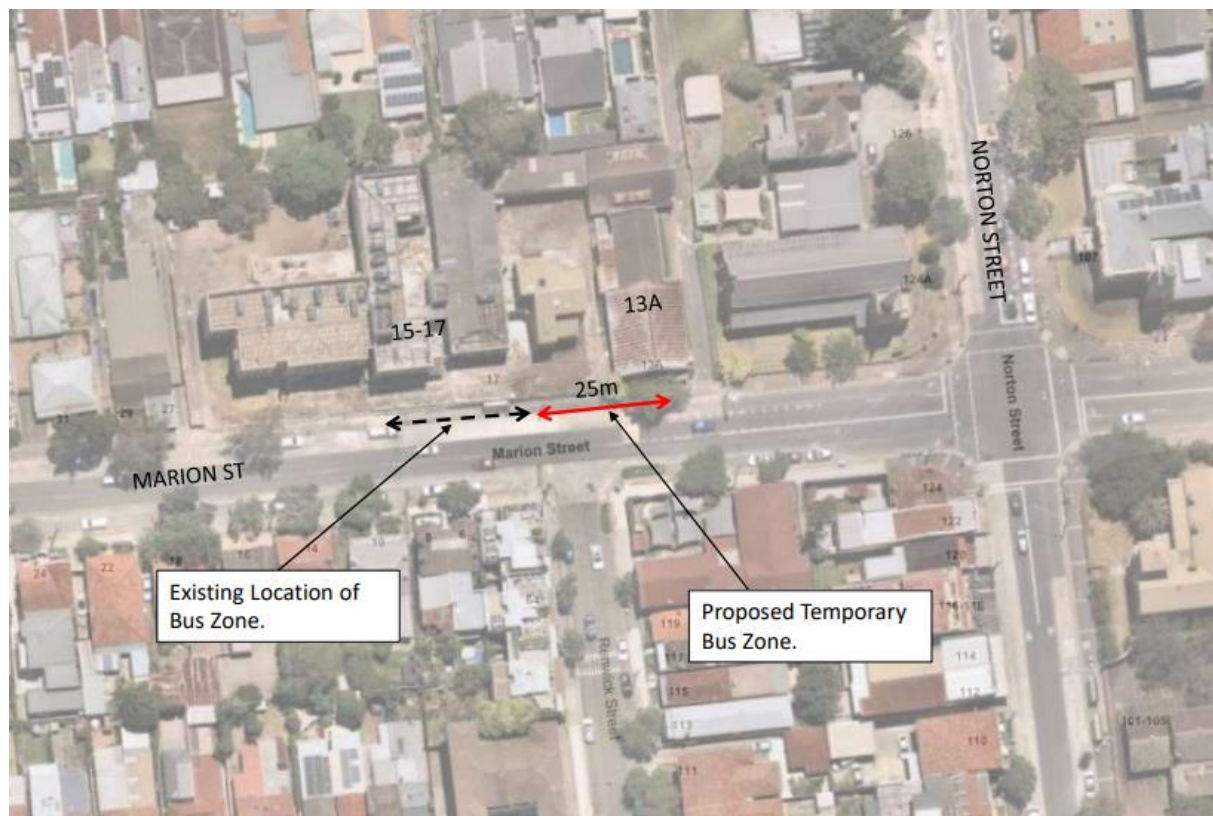
Council received a request for the temporary relocation of the existing bus zone on the northern side of Marion Street in front of Nos.15-17 Marion Street, Leichhardt in order to provide a safe area for patrons to access bus services during ongoing construction works.

As part of this, Council initially consulted on a proposal to relocate the 'Bus Zone' to be in front of 53-63 Marion Street, Leichhardt. However, an alternative location closer to the existing Bus Zone has been identified and agreed to by Transit Systems.

It is proposed to temporarily relocate the existing 'Bus Zone' by 26m to the east (in front of 13A and 15-17 Marion Street). The relocated 'Bus Zone' would be a total of 25m in length and is expected to be in place for approximately 54 weeks. As a result, there will be a temporary loss of four '2P ticket 10am-6pm Mon-Fri 8am-6pm Sat, 4P 6pm-10pm Mon-Sat, 8am-10pm Sun; No Stopping 7am-10am Mon-Fri' parking spaces.

A traffic controller will be made available to assist with bus operations at this location, between 7:00am to 5:00pm (Monday to Friday) and 8:00am to 1:00pm (Saturday).

Council has received in-principle support for the proposal from Transit Systems and TfNSW.



FINANCIAL IMPLICATIONS

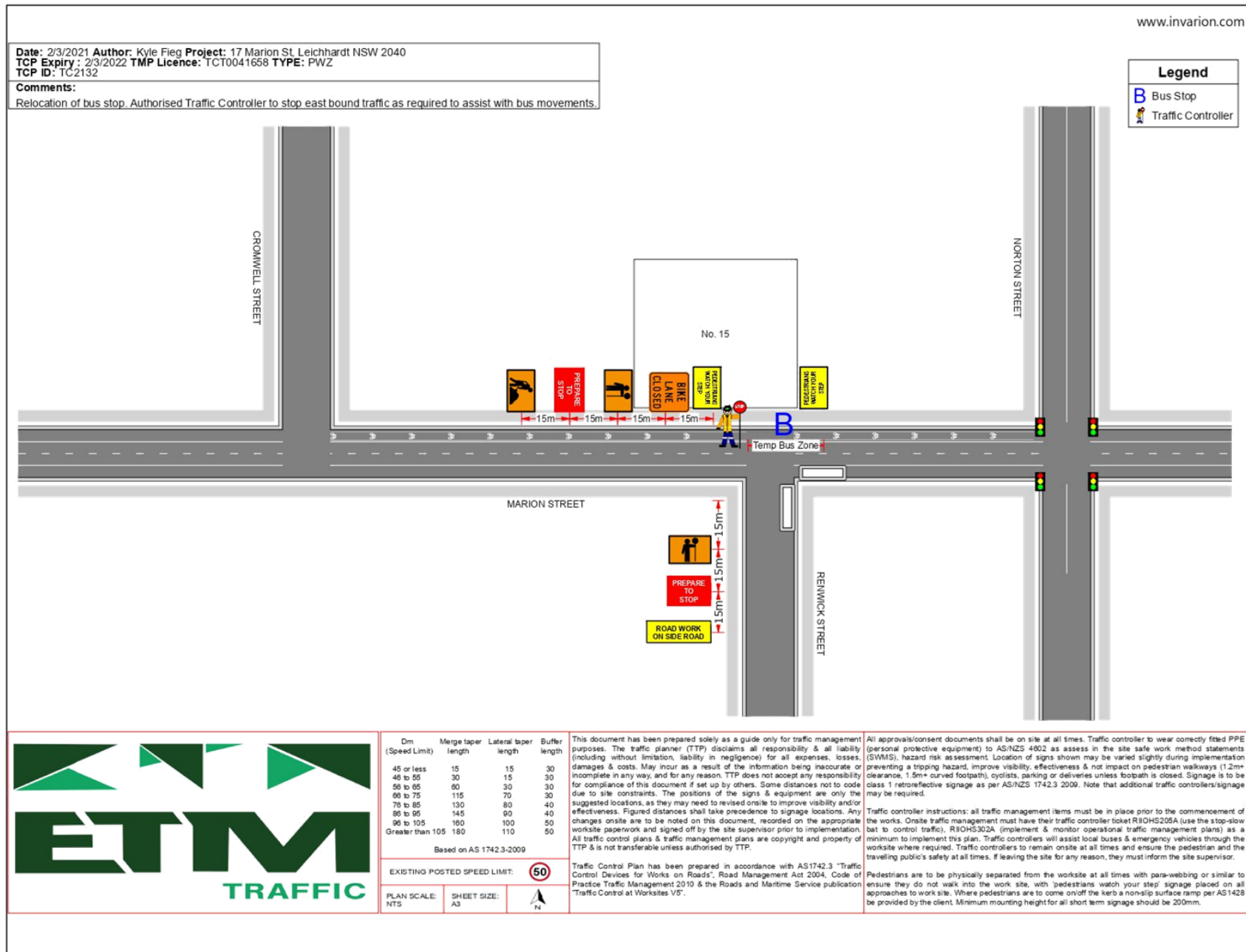
Nil

PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties in Marion Street and Norton Street. Council did not receive any submissions in response to the public consultation.

ATTACHMENTS

1. [15 Marion Street, Leichhardt - Traffic Control Plan \(TCP\)](#)



Item No: LTC0321(1) Item 11

Subject: 168 NORTON STREET (BETWEEN CARLISLE STREET AND MACCAULEY STREET), LEICHHARDT - ROAD OCCUPANCY (GULGADGA - LEICHHARDT/ 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 an application from Growth Built Pty Ltd for approval of a temporary full road closure of Norton Street (in front of 168 Norton Street), between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Tuesday 11 May 2021 to 5:00am Wednesday 12 May 2021 (with a contingency period of three weeks) for dismantling of a tower crane at 168 Norton Street, Leichhardt.

RECOMMENDATION

THAT the proposed temporary full road closure of Norton Street, between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Tuesday 11 May 2021 to 5:00am Wednesday 12 May 2021 (with a contingency period of three weeks – only between Sundays and Wednesdays) be approved for dismantling of a tower crane at 168 Norton Street, Leichhardt subject to, but not limited to, the following conditions:

1. A Traffic Management Plan (TMP) for the attached Traffic Control Plan (TCP) be submitted to TfNSW prior to the start of works;
2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
3. All affected residents and businesses, including, Transit Systems, STA, NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

BACKGROUND

Council has received an application from Growth Built Pty Ltd for the approval of a temporary full road closure of Norton Street, between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Tuesday 11 May 2021 to 5:00am Wednesday 12 May 2021 (with a contingency period of three weeks). This road closure application is sought for dismantling of a tower crane at 168 Norton Street, Leichhardt.

The Traffic Control Plan (TCP) and vehicle detour route submitted with the application is available in **Attachment 1**.

Transit Systems have been advised of the road closure and will detour buses (routes 437 & 440) on Norton Street via Allen Street, Flood Street and Marion Street.

FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closure.

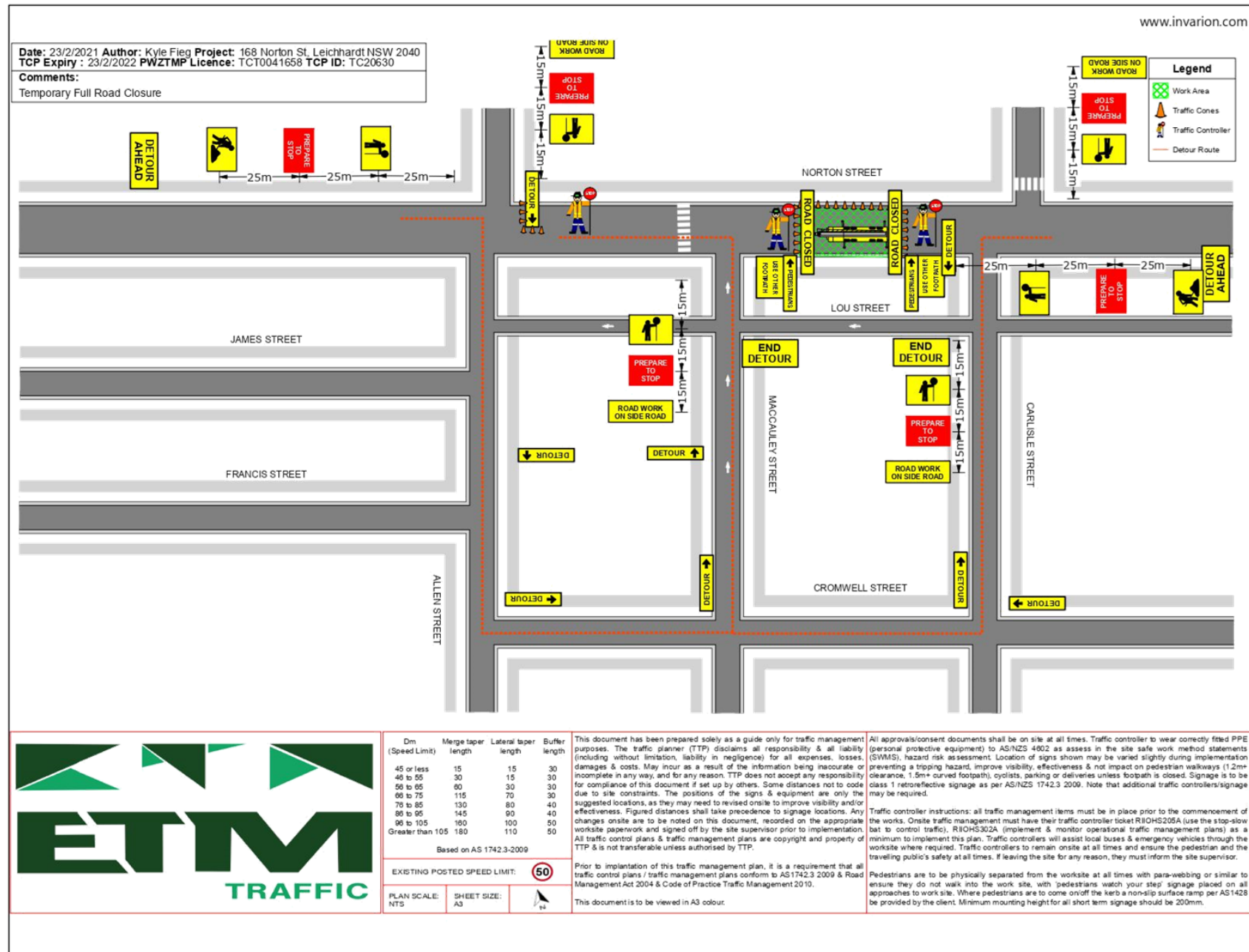
PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

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

ATTACHMENTS

1. [↓](#) Traffic Conton Plan (TCP) - 168 Norton Street, Leichhardt



Item No: LTC0321(1) Item 12

Subject: CARLISLE STREET BETWEEN NORTON STREET AND UNNAMED LANEWAY, LEICHHARDT - ROAD OCCUPANCY - ANZAC DAY EVENT (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 has received an application from the licensee of The Royal Hotel in Leichhardt for approval of a temporary full road closure in Carlisle Street between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street to be held on Sunday, 25 April 2021 between the hours of 6am and 12 midnight.

The road closure has been requested to facilitate The Royal Hotel ANZAC Day Event.

RECOMMENDATION

THAT the temporary road closure of Carlisle Street, Leichhardt between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street to be held on Sunday, 25 April 2021 between the hours of 6am and 12 midnight be supported, subject to the following conditions:

1. Latest government and health advice on Covid-19 is followed at the time of the event including gatherings and/or social distancing restrictions;
2. All affected residents and businesses, including the NSW Police Local Area Command, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. That an unencumbered passaged minimum of 4.0m wide be available for emergency vehicles through the closed section of Carlisle Street, Leichhardt;
4. The occupation of the road carriageway must not occur until the road has been physically closed;

BACKGROUND & OTHER STAFF COMMENTS

A request for approval to conduct The Royal Hotel ANZAC Day Event on Sunday, 25 April 2021 between the hours of 6am and 12 midnight has been received from the organiser of the event, the Licensee of The Royal Hotel.

This event involves the temporary closure of Carlisle Street between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street.

In accordance with the RMS "Guide to Traffic and Transport Management for Special Events V3.4 August, 2006", and based on information supplied by the organiser, the event is classified as a Special Event Class 2.

A Traffic Control Plan and Traffic Management Plan are attached in **Attachment 1**.
Detour Routes

All traffic is expected to detour via Cromwell Street and Marlborough Street as shown on the attached TCPs.

FINANCIAL IMPLICATIONS

Nil, the supported Traffic Control Plan (TCP) be implemented at the applicant's expense.

PUBLIC CONSULTATION

All affected businesses, residents and other occupants will be notified of the road closure, activities, parking changes and changes to public transport arrangements. The notification will be distributed at least two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period will be reviewed and approved by Inner West Council's Traffic Section one week prior to distribution.

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

ATTACHMENTS

1. [↓](#) The Royal Hotel ANZAC Day Event - TMP
2. [↓](#) The Royal Hotel ANZAC Day Event - TCP

TRAFFIC MANAGEMENT PLAN CARLISLE STREET (NORTON STREET-UNNAMED LANEWAY), LEICHHARDT

A) Description or detailed plan of proposed measures.

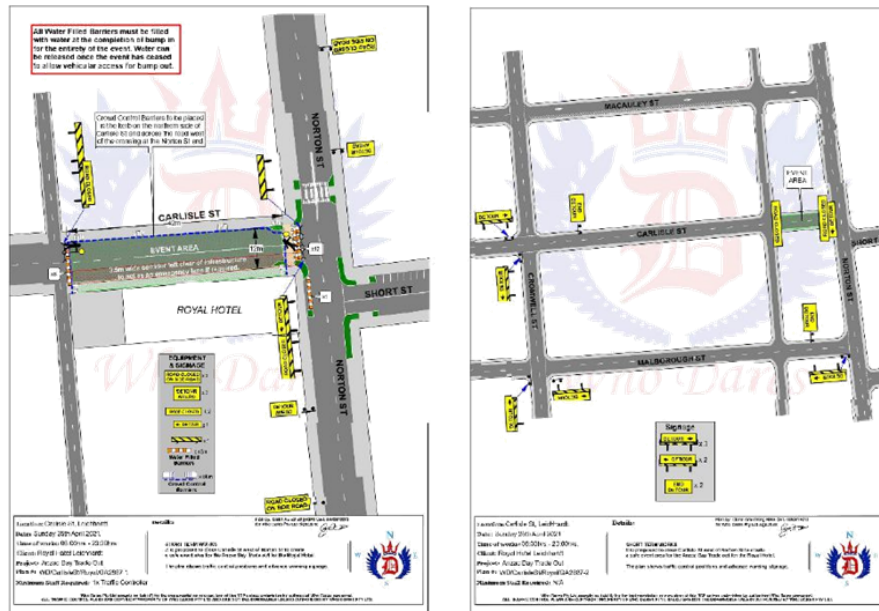
As part of the Royal Hotel ANZAC Day, the licensee of the Royal Hotel in Leichhardt has requested a temporary closure of Carlisle Street at Norton Street.

The details of the event are as follows:

- Date & time:** Sunday 25th April 2021 between the hours of 6am – 11.59pm
- Closure section:** Carlisle Street between Norton Street and the unnamed Laneway

The Licensee (event organiser) is proposing a temporary full road closure of 45 metres in Carlisle Street, west of Norton Street, for hotel patrons' use.

The traffic control plans are shown below.



B) Identification and assessment of impact of proposed measures.

The proposed road closure section within Carlisle Street is towards the eastern end of the road between Norton Street and the Unnamed Laneway. The land uses in the subject section of Carlisle Street/Norton Street consist of a mix of retail/commercial and residential properties.

Access to a small number of off-street parking spaces will be lost during this period.

Traffic diversion routes are as follows:

- Traffic on Norton Street (southbound): via Allen Street-Cromwell Street-Carlisle Street
- Traffic on Norton Street (northbound): via Marlborough Street-Cromwell Street-Carlisle Street
- Traffic on Carlisle Street (eastbound): via Cromwell Street-Marlborough Street-Norton Street

C) Measure to ameliorate the impact of re-assigned traffic

Through traffic is required to use alternate routes via Cromwell Street, Marlborough Street and Allen Street. As this event takes place on the weekend afternoon/early evening, the impact on reassigned traffic is minimal and can be catered for in the local road network.

D) Assessment of public transport services affected.

There are no bus routes along Carlisle Street. Bus services along Norton Street are not affected. STA will be advised of the road closure details.

E) Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.

During the road closure time, heavy vehicles and cyclists will be detoured around the closure via Macauley Street, Allen Street and Cromwell Street. As this event takes place on the weekend, heavy vehicle volumes are expected to be minimal. Emergency vehicle access will be provided by provision of a 4m emergency vehicle path that will be maintained by the applicant. Pedestrian Access will be maintained through the closed section of Carlisle Street.

F) Assessment of effect on existing and future developments with transport implications in the vicinity of proposed measures.

There are no impacts to existing and future developments.

G) Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

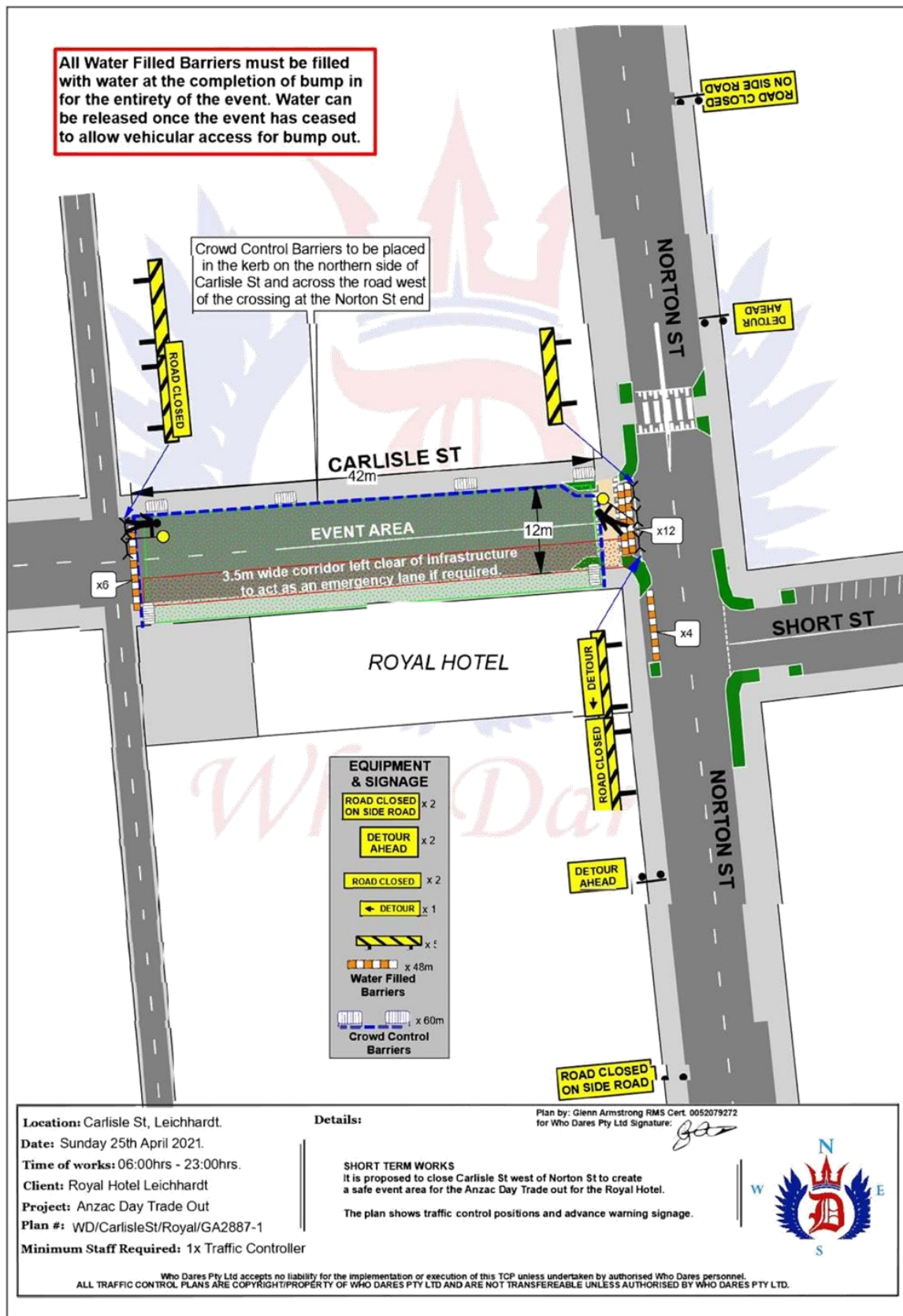
There are no impacts on adjoining Council areas

H) Public consultation process.

All affected properties will be advised in writing of the proposed temporary road closure two weeks or more in advance by the organiser.

Temporary advisory signs will be erected 1 week in advance within the road closure area to inform the public of the road closure event and relocate their vehicles during those times.

The temporary road closure will also be advertised in the Inner West Courier for a period of 28 days.



Item 12

Attachment 2

