

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 19 JULY 2021

10.00AM

Function of the Local Traffic Committee

Background

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

Role of the Committee

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

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

Committee Delegations

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

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

Committee Membership & Voting

Formal voting membership comprises the following:

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

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

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

Committee Chair

Council's representative will chair the meetings.

Public Participation

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

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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

**Minutes of Local Traffic Committee Meeting
Held at Level 6, Ashfield Service Centre**

Meeting commenced at 10.21AM

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)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Mark Carruthers	Transport for NSW (TfNSW)
Ben Borger	Transport for NSW (TfNSW)

OFFICERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
Christina Ip	IWC's Business Administration Officer

VISITORS

Kristine Wyld	Item 13 – Resident
Rocco Ranieri	Item 13 – Resident
Helen	Item 7 – Summer Hill Organic Fruit Market
Alexandra	Item 7 – Summer Hill Organic Fruit Market

APOLOGIES:

Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Maryanne Duggan	Representative for Jodi McKay MP, Member for Strathfield
SC Anthony Kenny	NSW Police – Inner West Police Area Command
Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Clr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward (Alternative Chair)

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee meeting held on Monday, 17 May 2021 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held in April 2021 were adopted at Council's meeting held on 24 May 2021.

The Local Traffic Committee recommendations of its meeting held on 17 May 2021 were adopted subject to the following amendments:

- a) That point 5 of Item 7 Review- Detailed Works (Traffic & Parking) in Trafalgar Street, Petersham-RSL Petersham Development- DA201800173 & Implementation of Regional Bicycle Route 7 (RR7) (Stanmore Ward- Damun/Newtown Electorate/Inner West PAC) in the Traffic Committee Minutes of 17 May 2021 be deferred to enable Council to seek information from Transport for NSW in relation to contingency plans for access from New Canterbury Road to Regent Street, given that the alternative right turns from New Canterbury Road into Crystal Street and West Street are heavily congested by traffic and difficult to access; and
- b) That Council writes to Transport for NSW requesting further leafleting of residents affected by the shutdown of the Sydenham to Bankstown Rail Line in regards to Item 2 Garnet Street and Dudley Street, Dulwich Hill; Illawarra Road and Marrickville Road, Marrickville; and (Lower) Railway Parade, Sydenham - Bus Replacements During Major Rail Shutdown - Temporary Parking Changes During T3 Line Upgrade For Sydney Metro - (Midjumburi -Marrickville Ward / Summer Hill Electorate / Inner West PAC).

EMAIL CONFIRMATION OF OFFICER'S RECOMMENDATION

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

The representative for the Member for Strathfield supported the Officer's recommendations.

The representative for the Member for Newtown supported the Officer's recommendations.

LTC0621(1) Item 1 Henry Street, Sydenham from Railway Road to George Street – Road and Footpath Improvement Works – Design Plan 10161 (Midjumburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council has finalised a design plan (10161) for road and footpath improvement works in Henry Street Sydenham from Railway Road to George Street. The proposed works will realign the road and footpath at Reilly Lane adjacent to Sydenham Green.

Officer's Recommendation

THAT the detailed design plan for the road and footpath improvement works in Henry Street Sydenham from Railway Road to George Street and associated signs and line markings in Henry Street, Sydenham (as per Plan No.10161) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan for the road and footpath improvement works in Henry Street Sydenham from Railway Road to George Street and associated signs and line markings in Henry Street, Sydenham (as per Plan No.10161) be APPROVED.

For motion: Unanimous

**LTC0621(1) Item 2 Ferris Lane, Annandale - Proposed Permanent Road Closure
(Gulgadya-Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)**

SUMMARY

Council at its meeting held on 28 August 2018 resolved to permanently close Ferris Lane (between Whites Creek Lane and Ferris Street), Annandale to create a licensed community garden.

Officer's Recommendation

THAT the permanent full road closure of Ferris Lane between Whites Creek Lane and Ferris Street, Annandale be approved subject to a Traffic Management Plan (TMP) be prepared and forwarded to TfNSW for approval.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the permanent full road closure of Ferris Lane between Whites Creek Lane and Ferris Street, Annandale be approved subject to a Traffic Management Plan (TMP) be prepared and forwarded to TfNSW for approval.

For motion: Unanimous

**LTC0621(1) Item 3 Dalhousie Street, Haberfield - Bus Zone Permanent Relocation
(Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)**

SUMMARY

Following completion of works to Haberfield Library, Transit Systems have proposed that the temporary relocation of the Bus Zone in Dalhousie Street, 30m north of Ramsay Street be made permanent. At its previous location, (No.78 Dalhousie Street, Haberfield) a mobility parking space and a '1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat' zone is proposed.

Officer's Recommendation

THAT:

1. The temporary 36m length Bus Zone on the western side of Dalhousie Street, currently located 30m north of Ramsay Street to be made permanent.
2. A 6m length mobility parking space and a 14m length '1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat' zone be installed along the frontage of Haberfield Library replacing the existing temporary 'Works Zone' restrictions.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The temporary 36m length Bus Zone on the western side of Dalhousie Street, currently located 30m north of Ramsay Street to be made permanent.
2. A 6m length mobility parking space and a 14m length '1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat' zone be installed along the frontage of Haberfield Library replacing the existing temporary 'Works Zone' restrictions.

For motion: Unanimous

LTC0621(1) Item 4 Smith Street, Summer Hill- Appeal On Refused Application of a Mobility (Disabled) Parking Space Outside No.60 Smith Street. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

A Notice of Motion (in part) was carried at Council meeting on the 13 April 2021 as follow:

That the application for a mobility parking space outside 60 Smith Street Summer Hill be referred to the Local Traffic Committee for review.

This report outlines the above application for a mobility parking space as per the Public Domain Parking Policy for Inner West Council. The applicant is required to carry out reasonable rectification for off-street parking accessibility, or provide evidence after rectification, if parking is still inaccessible, to re-apply for re-consideration of a mobility parking space.

Officer's Recommendation

THAT:

1. Under current circumstances, the placement of a mobility parking space outside 60 Smith Street, be not supported.
2. The applicant be requested to clear material and/or modify/provide access from either of the existing off-street parking spaces.
3. Should accessibility issues remain following clearance and modification of the car/garage, the applicant is to provide to Council a report from My Age Care or an Occupational Therapist who has examined the property, to support any future request; and
4. A 'Letter of support' be attained from the applicant's neighbour at 58 Smith Street, Summer Hill as any mobility parking space would overhang the frontage of this property

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. Under current circumstances, the placement of a mobility parking space outside 60 Smith Street, be not supported.
2. The applicant be requested to clear material and/or modify/provide access from either of the existing off-street parking spaces.
3. Should accessibility issues remain following clearance and modification of the

car/garage, the applicant is to provide to Council a report from My Age Care or an Occupational Therapist who has examined the property, to support any future request; and

4. A 'Letter of support' be attained from the applicant's neighbour at 58 Smith Street, Summer Hill as any mobility parking space would overhang the frontage of this property.

For motion: Unanimous

LTC0621(1) Item 5 Arthur Street, Ashfield (at Joseph Street)- Proposed New Speed Cushion and Kerb Blister (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council has prepared a design plan to install a new speed cushion with associated new kerb blister in front of No.26 Arthur Street, Ashfield. The intention of the proposal is to slow traffic on approach to the intersection of Joseph Street and improve road safety for pedestrian and motorists at the intersection.

Officer's Recommendation

THAT the design plan (Design Plan No. 10172) for the proposed speed cushion, kerb blister, and associated signs and line marking at the intersection of Arthur Street and Joseph Street be APPROVED.

DISCUSSION

Clr Macri requested that only low plantings be used in the landscaped kerb blister to ensure sightlines are maintained. Council Officers will pass this onto Council's Design Services team.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the design plan (Design Plan No. 10172) for the proposed speed cushion, kerb blister, and associated signs and line marking at the intersection of Arthur Street and Joseph Street be APPROVED.

For motion: Unanimous

LTC0621(1) Item 6 Spencer Street and Carrington Street, Summer Hill-Proposed Extension of Resident Parking Scheme (AREA 13) (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council has finalised an investigation into an extension of the Resident Parking Scheme (RPS) (AREA 13) in sections of Spencer Street, between Wellesley Street and Old Canterbury Road, and Carrington Street, between Wellesley Street and Old Canterbury Road Summer Hill. The RPS was proposed to address issues with long-term parking by non-resident vehicles in the above sections of Spencer Street and Carrington Street.

Officer's Recommendation

THAT:

1. '2P 8am-6pm Mon-Fri, Permit Holders Excepted, AREA 13 parking restrictions be installed on the eastern side of Spencer Street, between premises No.28 Spencer Street to Wellesley Street, Summer Hill.
2. No further action be carried out at present to extend Resident Parking Scheme into Carrington Street, between Wellesley Street and Old Canterbury Road, Summer Hill due to insufficient support from residents in Carrington Street.
3. Any further request for residential parking not be considered for a minimum of 24 months in the above section of Carrington Street as per Inner West Council Parking Domain Parking.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. '2P 8am-6pm Mon-Fri, Permit Holders Excepted, AREA 13 parking restrictions be installed on the eastern side of Spencer Street, between premises No.28 Spencer Street to Wellesley Street, Summer Hill.
2. No further action be carried out at present to extend Resident Parking Scheme into Carrington Street, between Wellesley Street and Old Canterbury Road, Summer Hill due to insufficient support from residents in Carrington Street.
3. Any further request for residential parking not be considered for a minimum of 24 months in the above section of Carrington Street as per Inner West Council Parking Domain Parking.

For motion: Unanimous

LTC0621(1) Item 7 Carrington Street, Summer Hill- Request for 1/2 Hour Period Parking Adjacent to No. 162 Old Canterbury Road, Summer Hill. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

The proprietor of the Summer Hill Organic Fruit Market, premises No.162 Old Canterbury Road, Summer Hill, has requested ½ hour period parking to the side of the market shop in Carrington Street to assist in customer parking to the store.

Officer's Recommendation

THAT:

1. (3) carparking spaces on the eastern side of Carrington Street, side of No. 162 Old Canterbury Road, Summer Hill be allocated as '½ P 8.30am-5.30pm Tues-Sat';
2. A request to TfNSW be made to:
 - a. Remove the short section of 'No Parking' to the front of No.162 Old Canterbury Road; and

- b. Extend the 'No Stopping' in length from 14 m to 16.8 m on the northern side of Old Canterbury Road, east of Carrington Street, Summer Hill.

DISCUSSION

Public speaker: Helen and Alexandra, Summer Hill Organic Fruit Market, attended at 10.52am.

Helen and Alexandra supported the proposed '½ P 8.30am-5.30pm Tues-Sat' parking zone as it will provide parking turnover for their customers in Carrington Street.

(Helen and Alexandra left at 10.56am)

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. (3) carparking spaces on the eastern side of Carrington Street, side of No. 162 Old Canterbury Road, Summer Hill be allocated as '½ P 8.30am-5.30pm Tues-Sat';
2. A request to TfNSW be made to:
 - a. Remove the short section of 'No Parking' to the front of No.162 Old Canterbury Road; and
 - b. Extend the 'No Stopping' in length from 14 m to 16.8 m on the northern side of Old Canterbury Road, east of Carrington Street, Summer Hill.

For motion: Unanimous

LTC0621(1) Item 8 Moodie Street, Rozelle - Proposed No Left Turn Restrictions (Baludarri - Balmain /Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council at its meeting held on March 2021 resolved to temporarily introduce a 'No Left Turn' restriction from Moodie Street into Victoria Road with a Local Area Traffic Management (LATM) Study to be undertaken within 6 months so that a permanent change, pending the outcome of the LATM, can be considered. Community engagement for this change has now been completed with 83 responses being received with 43% of residents supporting the proposal and 57% in objection.

Officer's Recommendation

THAT:

1. Due to the level of non-support from the community, the temporary 'No Left Turn' restriction from Moodie Street at Victoria Road not be supported at this time;
2. The Local Area Traffic Management (LATM) study for this area be undertaken after the completion of the WestConnex Rozelle Interchange in 2023;
3. The area continue to be monitored after the WestConnex construction works in Moodie Street are completed.

DISCUSSION

The representative for the Member for Balmain raised concerns with the impact the 'No Left Turn' restriction from Moodie Street will have on motorists, particularly residents from streets south of Callan Street who need the left turn from Moodie Street to head westbound on Victoria Road. The representative commented that the impact will likely worsen if the Norton Street, James Street, Darley Road and City West Link intersections are upgraded and when Rozelle Interchange traffic merges with traffic from Darling and Moodie Streets going towards the Iron Cove Bridge.

The TfNSW representative noted the concerns raised; however, they could not comment on the potential impacts the wider major project could have on Moodie Street and surrounding local streets.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. **Due to the level of non-support from the community, the temporary 'No Left Turn' restriction from Moodie Street at Victoria Road not be supported at this time;**
2. **The Local Area Traffic Management (LATM) study for this area be undertaken after the completion of the WestConnex Rozelle Interchange in 2023;**
3. **The area continue to be monitored after the WestConnex construction works in Moodie Street are completed.**

For motion: Unanimous

**LTC0621(1) Item 9 Council Resolution for Local Traffic Committee March 2021 Item 7
- 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)**

SUMMARY

During the Local Traffic Committee Meeting held in March 2021, the recommendations for Item 7 Unwins Bridge Road, Way Street, Toyer Street & Collins Street, St Peters for formalising parking restrictions around Tempe High School were adopted as per Council Officer's recommendation.

Subsequent to Local Traffic Committee adoption, residents of Toyer Street requested Councillors to amend the proposed 'No Stopping' restrictions in Toyer Street, Tempe.

During the Council Meeting held on 11th May 2021, Council adopted an amended recommendation for 'No Stopping' restrictions in Toyer Street and requested the concerns of the residents be referred back to the Local Traffic Committee (LTC).

Officer's Recommendation

THAT the findings of this report be noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the findings of this report be noted.

For motion: Unanimous

LTC0621(1) Item 10 Campbell Street ST PETERS – C0621(1) Item 30 Mayoral Minute and C0621(1) Item 17 Notice of Motion - Pedestrian safety on Campbell Street, St Peters (Midjuburi - Marrickville Ward/ Heffron Electorate/ Inner West Pac)

SUMMARY

This report has been prepared in response to Council's Mayoral Minute C0621(1) Item 30 and Notice of Motion C0621(1) Item 17 regarding Pedestrian safety on Campbell Street, St Peters.

Officer's Recommendation

THAT this report be received and noted.

DISCUSSION

The representative for the Inner West Police Area Command advised by email that they had recently spoken to numerous parents of St Peters Primary School regarding pedestrian safety at the Campbell Street intersection during the morning school zone period. Highway Patrol vehicles have had a presence at the intersection and noted that their presence was enough of a deterrent for motorists during those times. It was however acknowledged that this is not a long-term solution.

The TfNSW representative advised that the area now has more signage advising of school children crossing and traffic signals on approach to the intersection. The Committee members agreed to acknowledge the increased signage in the recommendation.

COMMITTEE RECOMMENDATION

THAT:

- 1. this report be received and noted; and**
- 2. it be noted that:**
 - a) TfNSW has increased signposting, advising motorists of traffic signals and school children crossing, on approach to the Campbell Street signalised pedestrian crossing;**
 - b) TfNSW will arrange an on-site meeting with Council Officers to go over the safety concerns on Campbell Street.**

For motion: Unanimous

**LTC0621(1) Item 11 Ramsay Street, Haberfield - New Pedestrian Refuge Island
(Gulgadya-Leichhardt Ward/ Summer Hill Electorate/ Burwood
PAC)**

SUMMARY

Council has finalised a design plan for the proposed upgrade of the existing pedestrian refuge island on Ramsay Street west of Gillies Avenue, Haberfield. The upgrade will widen the existing refuge island, improving pedestrian safety crossing Ramsay Street and assist in reducing vehicle speeds.

Officer's Recommendation

THAT the attached detailed design plan (Design Plan No.6196) for the proposed upgrade of the existing pedestrian refuge on Ramsay Street, at Gillies Avenue, Haberfield be approved.

DISCUSSION

Clr da Cruz emailed correspondence from a resident who raised concerns with the loss of parking near the medical centre and pharmacy on Ramsay Street. Council Officers advised that the loss of parking has been minimised with the proposed kerb extension on one side of Ramsay Street that will reduce length of the statutory 20m 'No Stopping' zone from the corner of Gillies Avenue.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the attached detailed design plan (Design Plan No.6196) for the proposed upgrade of the existing pedestrian refuge on Ramsay Street, at Gillies Avenue, Haberfield be approved.

For motion: Unanimous

LTC0621(1) Item 12 168 Norton Street (Between Carlisle Street and Maccauley 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 Norton Street (in front of No.168 Norton Street), between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Monday, 19 July 2021 to 5:00am Tuesday, 20 July 2021 (with a contingency period of six weeks) for dismantling of a tower crane at 168 Norton Street, Leichhardt.

Officer's Recommendation

THAT the proposed temporary full road closure of Norton Street, between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Monday, 19 July 2021 to 5:00am Tuesday, 20 July 2021 (with a contingency period of six weeks – only between Sundays and Wednesdays) be approved for dismantling of a tower crane at No.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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Norton Street, between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Monday, 19 July 2021 to 5:00am Tuesday, 20 July 2021 (with a contingency period of six weeks – only between Sundays and Wednesdays) be approved for dismantling of a tower crane at No.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.**

For motion: Unanimous

LTC0621(1) Item 13 Trafalgar Lane, Annandale - Proposed 'No Parking' Restrictions (Baludarri-Balmain/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received concerns from a resident of Trafalgar Street, Annandale regarding vehicles parking on the eastern side of Trafalgar Lane, Annandale and subsequently obstructing rear driveway access for properties No.195 and No.197 Trafalgar Street, Annandale. An investigation has now been completed and is presented in this report.

Officer's Recommendation

THAT a 11.1m 'No Parking' zone be installed on the eastern side of Trafalgar Lane between the rear access driveways of No.222 and No.226 Nelson Street and opposite to the rear garage of No.195 and No.197 Trafalgar Street, Annandale.

DISCUSSION

Public speaker: Kristine Wyld attended at 10.23am.

Ms Wyld read a statement from her neighbours, David and Kim Cox, who could not attend the meeting: Mr and Ms Cox do not support the reasoning for the recommendation and commented that the laneway provides rear access for deliveries, maintenance workers, and residents and visitors with mobility issues who cannot easily access the steep frontages of properties on Nelson Street.

Ms Wyld also did not support the recommendation for similar reasons and stated that it will further increase parking pressure in the laneway. Ms Wyld suggested only restricting parking during the morning and evening hours when the proponent is most affected by vehicle obstruction.

(Ms Wyld left at 10.37am)

Public speaker: Rocco Ranieri attended at 10.37am.

Mr Ranieri supported the recommendation as access to his garage has been increasingly difficult due to vehicle obstruction and stated that the proposed 'No Parking' zone will ensure continual access to his garage.

The Committee members noted that there is unrestricted parking on the northern end of Trafalgar Lane that allow for maintenance workers to park, and tree loppers typically apply for standing plant permits to park on the street. It was also noted that it is permissible for deliveries and drop-offs/pick-ups to be made in 'No Parking' zones.

(Mr Ranieri left at 10.50am)

Clr Macri requested that the Committee recommend that Council Officers write to residents who did not support the proposal informing them of behaviour that is permitted in 'No Parking' zones. The Committee members agreed to include this in the recommendation.

COMMITTEE RECOMMENDATION

THAT:

- 1. a 11.1m 'No Parking' zone be installed on the eastern side of Trafalgar Lane between the rear access driveways of No.222 and No.226 Nelson Street and opposite to the rear garage of No.195 and No.197 Trafalgar Street, Annandale.**
- 2. Council Officers write to the residents who did not support the proposal to inform them of permitted behaviours within a 'No Parking' zone.**

For motion: Unanimous

General Business

LTC0621 Item 14 Request for angle parking in School Parade, Marrickville

Clr Macri received a request for angle parking in School Parade to address a shortfall in parking in the street. Council Officers will investigate.

LTC0621 Item 15 Request for more parking in The Boulevarde, Lewisham

Residents of The Boulevarde have requested increasing parking supply in the street. It was noted that Council does not typically remove vegetation to increase parking supply due to the streetscape impacts. The residents of The Bourlevarde also requested for verge gardens that they can implement themselves.

LTC0621 Item 16 Update on the one way proposal for Warren Road, Marrickville

TfNSW is continuing to process the proposed one way treatment for Warren Road and will be contacting Council this week to discuss.

LTC0621 Item 17 Increase in parking issues in the LGA

Clr Macri raised concerns that parking issues seem to be increasing in the LGA and questioned how Council is responding strategically to the demand for more on-site residential and business parking, particularly in preparation for increasing use of electric vehicles. Council Officers advised that an Electric Vehicle Charging Strategy and a holistic Inner West Parking Strategy is currently in development and these strategies will feed into planning controls related to on-site parking. Various stakeholders will be engaged during the development of the draft strategies and the community will be given opportunities to provide input when the drafts are publicly exhibited.

LTC0621 Item 18 Maintenance request for footpath between City West Link and Iron Cove Creek, Haberfield

The IWBC representative commented that the footpath between the City West Link and Iron Cove Creek needs maintenance works. The TfNSW representative will submit a request for footpath maintenance for that location.

LTC0621 Item 19 Works at the intersection of Livingstone Road and Hastings Street, Marrickville

Clr Macri raised concern with the current works at the intersection of Livingstone Road and Hastings Street, Marrickville with regards to drainage and the tight left turn that has been created. Council Officers will investigate.

Meeting closed at 11.50am.

Item No: LTC0721(1) Item 1

Subject: WARDELL ROAD/RIVERSIDE CRESCENT, MARRICKVILLE/DULWICH HILL
- NO LEFT TURN RESTRICTION (DJARRAWUNANG-MARRICKVILLE
WARD/SUMMER HILL ELECTORATE/INNER WEST PAC

Prepared By: Jason Scoufis - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

A 'No Left Turn' restriction was installed in early 2021 to ban vehicles heading northeast in Wardell Road from making a left turn into Riverside Crescent, Dulwich Hill/ Marrickville. Since the sign was installed, Council has received numerous correspondence from the community regarding the negative impact the banned left turn movement restriction has had on traffic delays and travel times in Wardell Road , in particular in the weekday AM peak period heading towards Dulwich Hill.

A number of treatments are proposed to alleviate traffic congestion whilst supporting cycling for the on-road sections of the Greenway.

RECOMMENDATION

THAT:

1. The 'No Left Turn' sign in Wardell Road facing northeast bound motorists at Riverside Crescent be replaced with a 'No Left Turn Vehicles over 6 metres' sign subject to TfNSW approval of a TMP.
2. The BB lines in Riverside Crescent at Wardell Road be adjusted by relocating 1m northeast for a length of 10 metres.
3. A concept design for traffic calming in the form of kerb extensions at the Tennyson Street/Riverside Crescent be prepared for consideration by Traffic Committee
4. A 30 km/h speed limit in Ness Avenue along the on-road Greenway route be supported for a 12-month trial period subject to approval of the trial by TfNSW

BACKGROUND

A 'No Left Turn' restriction was installed in early 2021 to ban vehicles heading northeast in Wardell Road from making a left turn into Riverside Crescent, Dulwich Hill/Marrickville.

The left turn ban was imposed as part of the Greenway Project, with the aim of reducing traffic volumes and improving safety and amenity for cyclists in and around Ness Avenue, which forms part of the on- road section of the Greenway.

The restriction was installed after consultation with residents regarding various options to reduce traffic volumes in Ness Avenue.

Since the sign was installed, Council has received numerous correspondence from the community regarding the negative impact the banned left turn movement restriction has had on traffic delays and travel times in Wardell Road , in particular in the weekday AM peak period heading towards Dulwich Hill. This has been exacerbated by the traffic which use to make the left turn into Riverside Crescent being redistributed to a left turn into Ewart Street adding extra traffic volumes in this section of Wardell Road.

As a result of these concerns, Council requested TfNSW investigate adjusting the traffic signal timings at the Wardell Road/Ewart Street signals to provide additional time for northeast bound traffic in Wardell Road on approach to Ewart Street. TfNSW subsequently advised that they were able to adjust the timings and these were made in early June which has reduced traffic delays.

Whilst the traffic signal adjustments have improved traffic flow there is still considerable traffic queueing. This results in a significant number of vehicles which continue to illegally make the left turn into Riverside Crescent, or alternatively make the left turn by travelling through the Budget Petrol station on the corner of Riverside Crescent/Wardell Road.

In order to assess how many vehicles, continue to make this left turn, a traffic count was carried out on Thursday 24th June 2021 between 8:00am and 9:00am with the following results:

- Left turn from Wardell Road into Riverside Crescent - 52 vehicles
- Left turn by travelling through the Budget Petrol Station - 12 vehicles

These traffic volumes are significant. No further physical constraints can be installed at the intersection to prevent this from occurring as they would further reduce options for traffic to travel through this area by needing to ban additional movements. This would likely result in additional traffic using the Budget Petrol station to make this turn, which is a safety concern.

In order to continue to provide safe conditions for cyclists, whilst providing adequate access for motorists, the following measures are proposed:

- Replace the 'No Left Turn' sign in Wardell Road facing northeast bound motorists at Riverside Crescent with a 'No Left Turn Vehicles over 6 metres' sign which will allow cars to make the left turn but all trucks will be banned . It will also allow cyclists to make the left turn which they currently are not permitted to do. It will slightly reduce traffic volumes in and around the local road network.
- Adjust the double centrelines (BB) line in Riverside Crescent at Wardell Road by relocating 1.0 metre northeast to provide additional width for large vehicles to make the right turn from Wardell Road into Riverside Crescent, and also allow vehicles to make the left turn from Wardell Road into Riverside Crescent without travelling over the BB lines. This currently occurs as a result of the kerb blister installed on the south western corner of the intersection as part of the on-road Greenway improvements.
- Provide additional traffic calming measures at the Riverside Crescent/Tennyson Street intersection in the form of kerb extensions in and around the kerb returns to narrow the road width and slow turning traffic.
- Introduce a 30km/h speed limit in Ness Avenue along the on-road section of the Greenway for a 12 month trial period to provide additional safety and amenity for cyclists in line with Council's Integrated Transport Strategy which advocates for an LGA wide 40km/h zone, with investigative areas of 30km/h in areas of demonstrated high pedestrian flow or pedestrian/cyclist crash clusters.

It should be noted that the 'No Left Turn Vehicles over 6 metres' sign will require a TMP to be submitted to TfNSW for approval. Similarly, the 30km/h speed limit trial will require approval from TfNSW.

A concept design for the kerb extensions at the Riverside Crescent/Tennyson Street will be brought back to a future traffic committee meeting for approval.

FINANCIAL IMPLICATIONS

The cost to adjust the linemarking and signposting at the Wardell Road/Riverside Crescent intersection will be funded from Council's Traffic Facilities Budget, whilst the kerb extension works at the Tennyson Street/Riverside Crescent intersection will be funded as part of the Greenway on-road works.

PUBLIC CONSULTATION

Nil. Subsequent consultation will be undertaken as required in finalising the concept design, TMP and speed limit trial.

ATTACHMENTS

Nil.

Item No: LTC0721(1) Item 2

Subject: LIBERTY STREET AND KINGSTON ROAD, ENMORE / NEWTON / CAMPERDOWN – TRUCKS AND REQUEST TO RECLASSIFY ROAD – LTC0321 ITEM 15 GENERAL BUSINESS (DAMUM-STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received concerns regarding truck movements along Liberty Street and Kingston Road, Enmore and an Item was raised in General Business at the March 2021 Committee meeting to assess the need for reclassification of the existing Regional Road. Past traffic count data was compared with current traffic volume counts and it is recommended that no action be taken at this time and the traffic situation in the area continue to be monitored.

RECOMMENDATION

THAT this report be received and noted.

BACKGROUND

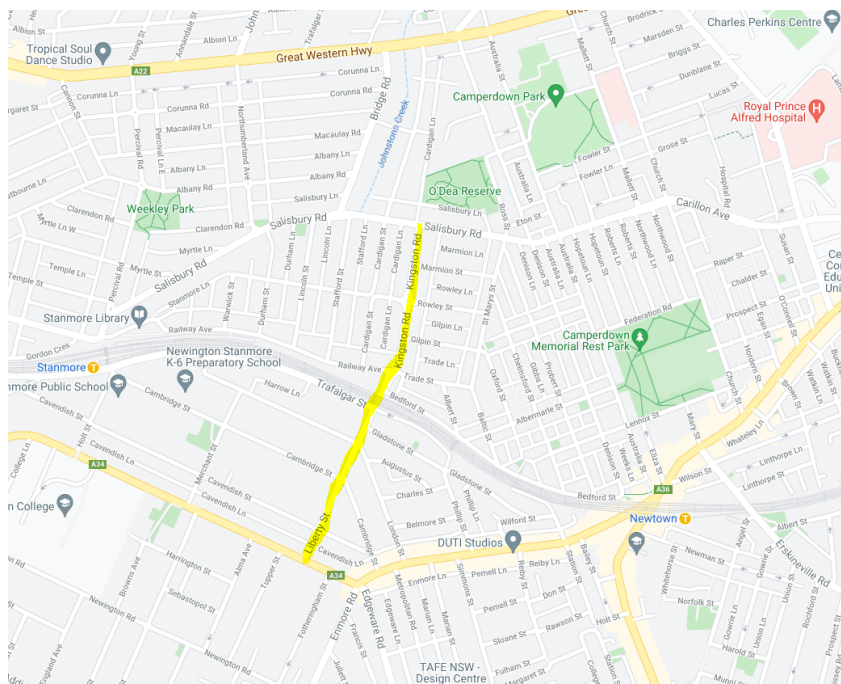
At the March 2021 LTC meeting in 'General Business' an item was listed regarding heavy vehicle access in Liberty Street and Kingston Road (LTC0315 Item 15):

"A resident of Kingston Road contacted the Member for Newtown's Office indicating that she and many neighbours are concerned about the number and type of large vehicles using Liberty Street and Kingston Road including cement trucks, Newington school buses (large tourist buses), semitrailers (including one with containers on it) and WestConnex 'truck and dogs'. The resident has also contacted Newtown Police about this issue.

The representative for the Member for Newtown indicated that they have raised the issue of construction trucks on many key roads in the Inner West including King Street, Edgeware Road and Enmore Road in the past, while realising that these roads come under the control of TfNSW. However, given the high pedestrian and cycle usage as well as the size of these streets, the representative suggested that Council look at whether some of these roads need to be assessed for reclassification with TfNSW."

OTHER STAFF COMMENTS

Liberty Street is a street running north from Stanmore Road to a rail underpass where it connects with Kingston Road which carries on through to Salisbury Road. These roads which are mainly residential in composition, are classified as Regional Roads and provide an important connecting link between Parramatta Road and Stanmore Road and beyond.



A considerable volume of traffic uses the subject streets particularly as access under the railway line is possible via the underpass near the junction of Liberty and Trafalgar Streets. Traffic volumes on Liberty Street between London Street and Cambridge Street, presently (May 2021) are approximately 12,000 vehicles per day with trucks (all sizes) representing approximately 5.5% of the total, which is normal for this class of road. It is noted that comparison counts from 2014 reveal a traffic volume of approximately 15,500 vehicles per day with 7.2% being trucks. That is, both the traffic volume and amount of trucks using Liberty Street currently is now less than it was in 2014.

Traffic volumes on Kingston Road, between Rowley Street and Gilpin Street, presently (May 2021) are approximately 16,500 vehicles per day with trucks (all sizes) representing approximately 7.3% of the total. Comparison counts from 2014 reveal a traffic volume of approximately 16,100 vehicles per day with 5.3% being trucks. Thus, traffic volumes currently using Kingston Road are comparable with 2014 despite a slight increase in the number of trucks using Kingston Road, which is still considered acceptable for a Regional Road. It is noted that the 85th percentile speeds are less now at 37.9km/h (2021) down from 43.2km/h (2014).

Kingston Road, Camperdown/Newtown and Liberty Street Enmore/Newtown are classed as Regional Roads and are under Council's jurisdiction. From a functional road hierarchy, they are expected to carry heavy vehicles and provide an important north-south corridor between Salisbury Road (Regional road) and Stanmore Road (State road). Alternative routes for trucks should they not use this road network link would be Crystal Street and/or West Street (where access over the railway line is available) which are also partially residential streets.

Regional Roads are also eligible for annual assistance grants from the State Government in recognition of their relative importance (e.g. the Repair Program provides 50 per cent funding for specific rehabilitation or enhancement works). Thus, reclassification is not considered practicable at this time therefore it is recommended that no action be taken now and the traffic situation in the area continue to be monitored.

ATTACHMENTS

Nil.

Item No: LTC0721(1) Item 3

Subject: BAILEY STREET, AT ENMORE ROAD, NEWTOWN – 10KM/H 'SHARED ZONE' TREATMENT – DESIGN PLAN 10133 (DAMUM -STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has finalised a design plan (10133) for a 10km/h 'Shared Zone' treatment in Bailey Street at Enmore Road, Newtown. The proposal for a 'Shared Zone' with threshold treatments and associated signs and line markings will improve safety and accessibility for pedestrians and traffic conditions at this location. The proposed works are part of recommendations endorsed in September 2019 and listed in the Newtown Local Area Traffic Management (LATM) report.

RECOMMENDATION

THAT the detailed design plan for the 10km/h 'Shared Zone' treatment in Bailey Street at Enmore Road, Newtown and associated signs and line markings (as per Plan No.10133) be APPROVED, subject to separate TfNSW approval.

BACKGROUND

Council is planning to construct a 'Shared Zone' treatment in Bailey Street at Enmore Road, Newtown to increase safety for pedestrians and motorists. At its meeting in September 2019, Council endorsed the final Newtown Local Area Traffic Management (LATM) report. The proposals within the report were based on community input and analysis offered back from the Public Exhibition period in April 2019. Following project prioritisation, the shared zone proposal in Bailey Street was selected to proceed to detailed concept design development and eventually construction implementation in the 2021/22 financial year.

The 30m 'Shared Zone', when proposed as part of the Newtown ATM Strategy, received in-principle support from TfNSW prior to Traffic Committee and Council adoption. The 'Shared Zone' treatment (Category 2) will prioritise pedestrians, as this is a high pedestrian area off the Enmore Road shopping strip. Benefits of this treatment include improved pedestrian safety, reduced vehicular speeds, enhanced quality and liveability of the area including walking and cycling. By creating a 10km/h 'Shared Zone' treatment on side streets along the Enmore Road commercial areas this will meet the public domain principles by creating a respite area and improving walkability through the commercial areas.

A 'Shared Zone' application was submitted to the TfNSW for consideration and approval. On 25 September 2020 TfNSW commented:

"Approval to the Shared Zone and for the construction of the treatments will be provided following the results of a Road Safety Audit and Community Consultation. Any corrective actions that may be necessary as a result of the Road Safety Audit should also be made. Consultation is to also include presentation to the Local Traffic Committee as well as consultation with emergency services. The results of these, along with the previously provided information should be submitted in a report format once complete. (Similar to a TMP)."

A detailed design road safety audit was prepared for the project, a copy of which is attached at the end of this report. Minor changes were subsequently made to the final design plan. It was noted that vehicles wishing to turn into Bailey Street, which is one-way south bound, from the eastbound inner lane of Enmore Road had the potential to hold up traffic and/or take risks in choosing small gaps. This was acknowledged and though the volume of right turning traffic is relatively low this situation will be assessed post construction and measures will be considered to address this if required. A review of the last five years of TfNSW recorded crash data revealed two 'Right thru' (RUM 21) crashes, one in December 2017 and the other in June 2018.

Currently a TMP is being prepared to submit to TfNSW to obtain final approval. The proposed '10km/h Shared Zone' and associated regulatory signage is now presented to the Traffic Committee for approval, subject to TfNSW approval.

FINANCIAL IMPLICATIONS

The works are listed on Council's Capital Works budget for 2021/2022 and funding of \$100,000 has been allocated to this project.

STAFF COMMENTS

The detailed design plan for the provision of a 'Shared Zone' with threshold treatments in Bailey Street, at Enmore Road, Newtown including the proposed signs and line markings (ATTACHMENT - design plan No. 10133) are submitted for consideration.

The proposed scope of work includes the following:

- Removal of existing kerb ramps in Enmore Road and construct a new raised stenciled threshold in Bailey Street so that footpath and road are the same level;
- Providing a terracotta coloured stenciled treatment for the length of the proposed 'Shared Zone';
- Repairing paving surrounding the works (The paving extent shown on the plans are indicative only and will be finalised in the detailed design);
- Reconstructing existing concrete footpath within the area of works
- Marking parking bays within the 'Shared Zone' area
- Installing associated signage and line marking.

This proposal will result in no loss of legal on-street parking spaces in Bailey Street, Newtown.

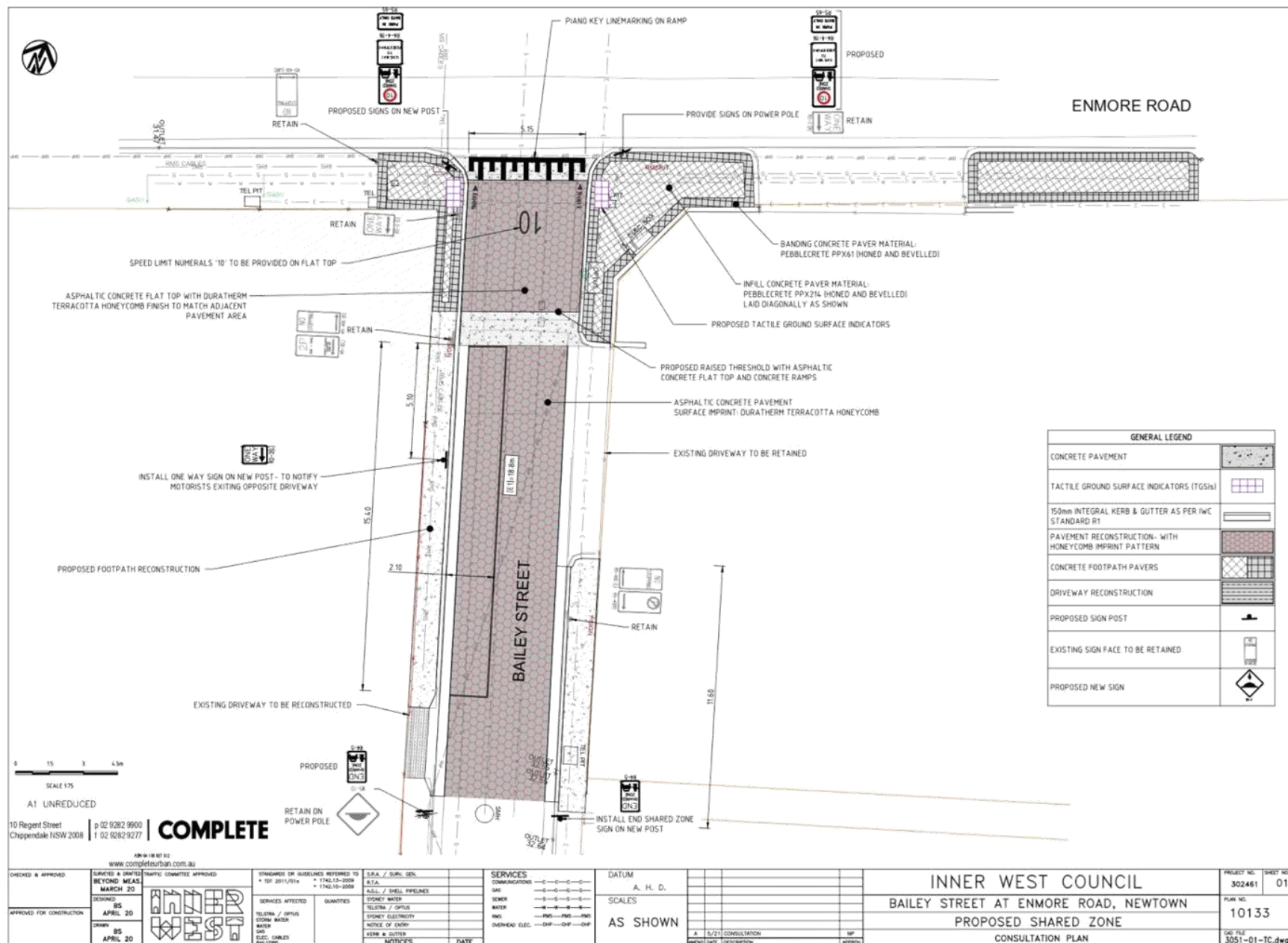
PUBLIC CONSULTATION

A letter outlining the proposal was distributed to all effected surrounding properties in the area. Consultation was conducted between 7 June and 28 June 2021. A total of 145 letters were distributed.

In total five (5) responses were received. Two were not related to the project works and were complaints about works in the area being carried out by Sydney Water. The other three (3) responses were all in general support of the proposed 'Shared Zone' works. In addition to general support all three respondents commented on various unrelated issues in the locality and/or with requests for various other traffic calming works (deterrents for stopping local rat running; lower speed limit etc). Accordingly, the suggestions offered for these other traffic calming facilities have been listed for review in the next LATM Scheme Review for Newtown – Area 6.

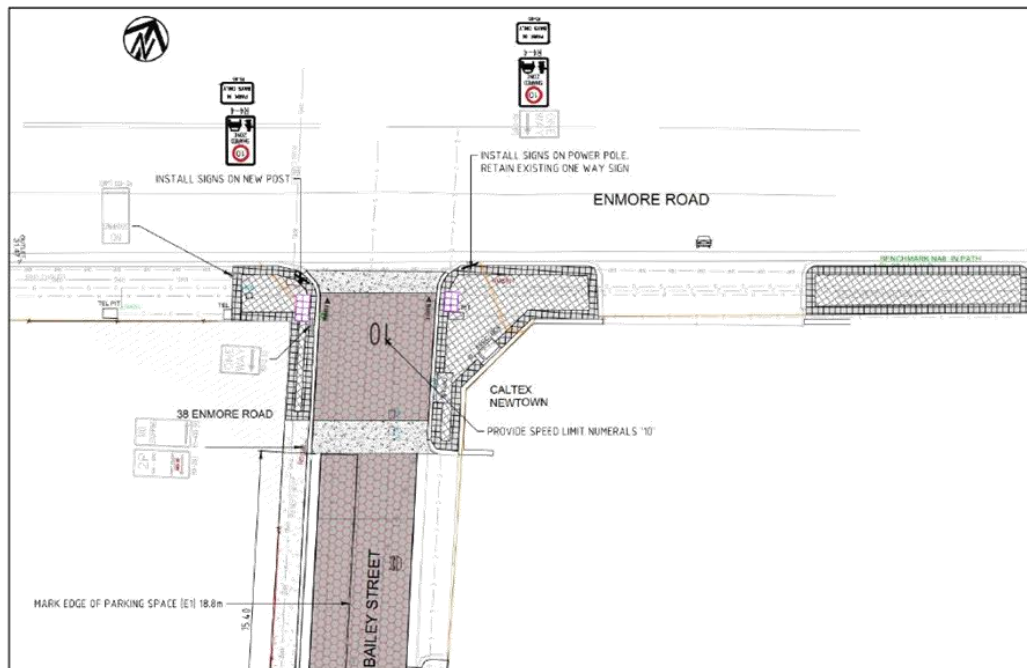
ATTACHMENTS

1. [↓](#) 210527 3051-01 Bailey St - Detailed design plan
2. [↓](#) MAR-PROJ-0008-01 DD RSA Bailey Street Rev 2



Inner West Council Bailey Street, Newtown

Detailed design road safety audit



DC Traffic Engineering Pty Ltd
ABN 50 148 960 632
www.dctrfficengineering.com.au



Inner West Council Bailey Street, Newtown

Detailed design road safety audit

Authors

Damien Chee

Report No

MAR-PROJ-0008-01 DD RSA BAILEY STREET Rev 2

Date

1/4/2021

This report has been prepared for Inner West Council.

Bailey Street, Newtown-Detailed design road safety audit
DC Traffic Engineering Pty Ltd –ABN 50 148 960 632
mar-proj-0008-01 dd rsa bailey street rev 2- cu responses



CONTENTS

1	Introduction	2
1.1	Project and audit details	2
1.2	Responding to the audit report	3
1.3	Previous audits	3
2	Safety audit findings	4
3	Concluding statement.....	8

Appendices

- Appendix A
- Road Safety Audit Checklist

1 Introduction

1.1 Project and audit details

Details of the audit have been summarised in Table 1.

Table 1 Details of the road safety audit.

Audited project	Proposed shared zone on Bailey Street, from 0-30m south of Enmore Road, Newtown.																																																																								
Client/ contact	Pierre Ayoub Civil Engineer – Design & Investigation Inner West Council Ph: (02) 8595 2447 E: Pierre.Ayoub@innerwest.nsw.gov.au																																																																								
Audit type	<i>Detailed design</i> road safety audit.																																																																								
Purpose	A <i>detailed design</i> road safety audit was required to identify potential safety risks prior to the construction stage.																																																																								
Background	Inner West Council is proposing to provide a 10km/h shared zone in Bailey Street between 0-30m south of its intersection with Enmore Road. This is a local road with a narrow formation width and a one-way <i>southbound only</i> travel restriction. A <i>detailed design</i> road safety audit was required to assess for potential safety risks prior to the construction stage.																																																																								
Scope of audit	<p>As a detailed design, the following plans were issued to the audit team and regarded as the auditable materials. Version information is also available below.</p> <p>DRAWING SCHEDULE</p> <table><tr><th>Drawing Number</th><th>Rev</th><th>Date</th><th>Drawing Description</th></tr><tr><td>3051-01-01</td><td>F</td><td>JULY 2020</td><td>COVER SHEET, GENERAL NOTES & DRAWING SCHEDULE</td></tr><tr><td>3051-01-02</td><td>F</td><td>JULY 2020</td><td>EXISTING SURVEY & SERVICES PLAN</td></tr><tr><td>3051-01-03</td><td>F</td><td>JULY 2020</td><td>DEMOLITION & PROTECTION PLAN</td></tr><tr><td>3051-01-04</td><td>F</td><td>JULY 2020</td><td>CIVIL PLAN</td></tr><tr><td>3051-01-05</td><td>F</td><td>JULY 2020</td><td>MATERIALS & FINISHES PLAN</td></tr><tr><td>3051-01-06</td><td>F</td><td>JULY 2020</td><td>SETOUT PLAN & LONGITUDINAL SECTIONS - 'CL1'</td></tr><tr><td>3051-01-07</td><td>F</td><td>JULY 2020</td><td>SETOUT PLAN & LONGITUDINAL SECTIONS - 'CL2'</td></tr><tr><td>3051-01-08</td><td>F</td><td>JULY 2020</td><td>SETOUT PLAN & LONGITUDINAL SECTIONS - 'CL3'</td></tr><tr><td>3051-01-09</td><td>F</td><td>JULY 2020</td><td>RAISED THRESHOLD SETOUT DETAILS</td></tr><tr><td>3051-01-10</td><td>F</td><td>JULY 2020</td><td>CROSS SECTIONS- ACROSS 'CL1'</td></tr><tr><td>3051-01-11</td><td>F</td><td>JULY 2020</td><td>SIGNAGE & LINEMARKING PLAN</td></tr></table> <p>DETAIL SCHEDULE (INCLUDING IWC COUNCIL STANDARDS)</p> <table><tr><th>REFERENCE IN DWG</th><th>PLAN NO</th><th>Drawing Description</th></tr><tr><td>3051-01-12</td><td>D10</td><td>KERB STORMWATER OUTLETS</td></tr><tr><td>3051-01-13</td><td>E1</td><td>SEDIMENT & EROSION CONTROL PLAN</td></tr><tr><td>3051-01-14</td><td>F2</td><td>100mm CONCRETE PATH</td></tr><tr><td>3051-01-15</td><td>F3</td><td>PAVED FOOTPATH</td></tr><tr><td>3051-01-16</td><td>R1</td><td>STANDARD KERB PROFILES</td></tr><tr><td>3051-01-17</td><td>R3</td><td>VEHICLE CROSSING & LAYBACK DETAILS</td></tr><tr><td>3051-01-18</td><td>N/A</td><td>RAISED THRESHOLD DETAILS (NON-STANDARD)</td></tr></table>	Drawing Number	Rev	Date	Drawing Description	3051-01-01	F	JULY 2020	COVER SHEET, GENERAL NOTES & DRAWING SCHEDULE	3051-01-02	F	JULY 2020	EXISTING SURVEY & SERVICES PLAN	3051-01-03	F	JULY 2020	DEMOLITION & PROTECTION PLAN	3051-01-04	F	JULY 2020	CIVIL PLAN	3051-01-05	F	JULY 2020	MATERIALS & FINISHES PLAN	3051-01-06	F	JULY 2020	SETOUT PLAN & LONGITUDINAL SECTIONS - 'CL1'	3051-01-07	F	JULY 2020	SETOUT PLAN & LONGITUDINAL SECTIONS - 'CL2'	3051-01-08	F	JULY 2020	SETOUT PLAN & LONGITUDINAL SECTIONS - 'CL3'	3051-01-09	F	JULY 2020	RAISED THRESHOLD SETOUT DETAILS	3051-01-10	F	JULY 2020	CROSS SECTIONS- ACROSS 'CL1'	3051-01-11	F	JULY 2020	SIGNAGE & LINEMARKING PLAN	REFERENCE IN DWG	PLAN NO	Drawing Description	3051-01-12	D10	KERB STORMWATER OUTLETS	3051-01-13	E1	SEDIMENT & EROSION CONTROL PLAN	3051-01-14	F2	100mm CONCRETE PATH	3051-01-15	F3	PAVED FOOTPATH	3051-01-16	R1	STANDARD KERB PROFILES	3051-01-17	R3	VEHICLE CROSSING & LAYBACK DETAILS	3051-01-18	N/A	RAISED THRESHOLD DETAILS (NON-STANDARD)
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Audit team details	Damien Chee, level 3 (lead) road safety auditor - Registration number: RSA-02-0094. Linda Chee, level 2 road safety auditor –Registration number RSA-02-1069.																																																																								
Audit methodology	<p>The audit was undertaken using the following methodology:</p> <ul style="list-style-type: none">A review of the detailed design plans listed in <i>scope of audit</i> was carried out on 28/2/2021.A site inspection was carried out on 1/3/2021. This was only for the purposes of contextualising the detailed design against the existing road, traffic and land use conditions.The road safety audit findings have been documented in this report in accordance with the NSW Centre for Road Safety's <i>Guidelines for Road Safety Audit Practices</i> (2011).This report includes completed <i>checklist 3 –detailed design stage audit</i> as sourced from the Austroads <i>Guide to Road Safety Part 6A: Implementing Road Safety Audits</i>.																																																																								

Material supplied	See scope of audit.
Meeting and assessment details	Review of plans on 28/2/2021. Site inspection carried out on 1/3/2021.

1.2 Responding to the audit report

Road safety audits provide the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

The responsibility for the project rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Also, it is not the role of the auditor to agree to, or approve the project manager's responses to the audit.

1.3 Previous audits


There were no previous road safety audit reports issued to the audit team of direct relevance to this project.

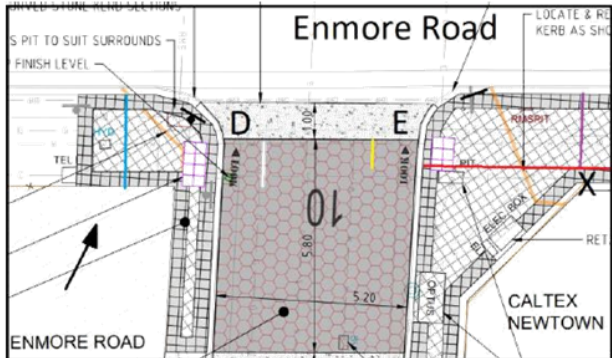
2 Safety audit findings

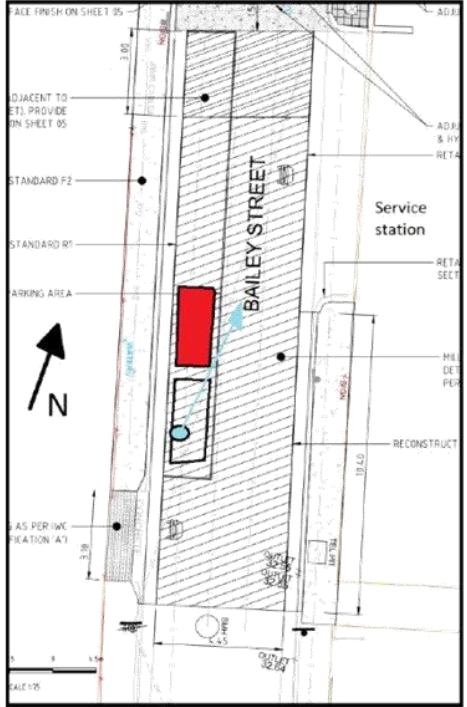
The road safety audit findings are presented in Table 2.

Table 2 Road safety audit findings.

Ref	Location	Road safety audit finding	Priority	Council's comments
1	Right-turn movements from Enmore Road to Bailey Street.	<p>Under pre-project conditions, right-turn movements are permitted from Enmore Road (from eastbound direction) to Bailey Street. These drivers are required to select gaps in the two westbound lanes of Enmore Road and then filter through these gaps. The high-volume nature of Enmore Road often means there are infrequent gaps in this traffic stream. As a result, several right-turners were observed rushing through small gaps.</p> <p>With the raised threshold to be installed as part of the design, any vehicles entering Bailey Street would be forced to slow down when entering this side road. Whilst this is commendable from a pedestrian and bicycle safety perspective and in ensuring better compliance with the 10kmh shared zone speed limit, the raised threshold will inevitably require entering vehicles to slow down when turning into Bailey Street. This includes left and right-turners. Right-turners may have prolonged presence over the westbound traffic lanes as a result of this slowed entry movement. This could increase exposure to <i>right-thru</i> crashes as depicted in the left-hand image.</p> <p>The reluctance to wait for larger gaps in the westbound traffic stream could also be due to the high-volume conditions in the eastbound travel direction as well. That is, since there is no right-turn lane in place, and the eastbound right-turning driver is required to stop and perform the right-turn in lane 2, this blocks the trailing traffic stream. The right-turning driver (the cause of the queue in lane 2) may feel pressured to take substandard gaps due to the presence of frustrated trailing drivers.</p> <div data-bbox="555 898 1025 1161"> </div> <div data-bbox="1032 898 1480 1161"> </div> <p>Left: Similar to present pre-project conditions, eastbound right-turners on Enmore Road (red vehicle) are required to detect and select gaps in the westbound traffic stream (blue vehicle) to perform filtered right-turns into Bailey Street. Right: During the site inspection, the audit team noted that many right-turning drivers entering Bailey Street rushed this turn. This was due to the high-volume nature of Enmore Road and the lack of gaps in the westbound direction.</p>	Medium	<p><i>Whilst the issue is understood, it is also noted that facilitating higher speed turn movements into Bailey Street due to a lack of gaps in the approaching traffic is not considered a safe situation.</i></p> <p><i>It is noted that the volume of right turning traffic is low.</i></p> <p><i>Given the safety benefit to pedestrians, it is proposed to retain the CFT.</i></p> <p><i>However, Council will assess the situation post construction and consider measures to address right turning traffic as and if required.</i></p>

Ref	Location	Road safety audit finding	Priority	Council's comments
2	General – One-way southbound only restriction on Bailey Street.	<p>One of the key features of merit that contribute to the limited crash risk exposure along Bailey Street is the pre-existing one-way <i>southbound only</i> restriction. With traffic confined to southbound only movements, this eliminates many “would-be” risks including any <i>cross traffic</i> crash risks that would otherwise prevail at the Enmore Road/ Bailey Street intersection. As such, it is imperative that the one-way restriction is clearly understood by road users on this side road. Many permanent residents along Bailey Street would become accustomed to the one-way southbound only restriction. As such, the main risk user-groups would be those that emerge from the service station*. There may be a need for appropriate regulatory signage such as one or a combination of the following: (i) R2-2 ONE WAY sign, (ii) R2-6 NO RIGHT TURN sign or R2-14 LEFT TURN ONLY sign, and (iv) pavement arrows to confirm the travel direction.</p> <p>There may also need to be additional reassurance signs at the southern boundary to the shared zone regarding the one way <i>southbound only</i> rule. As shared zones allow for shared use by road vehicles, pedestrians and cyclists, the one-way restriction may not be understood by cyclists. This may lead to wrong-way movements by cyclists who falsely believe that as a shared zone, the one-way restriction only applies to road vehicles (and not cyclists as a vulnerable road user group). Any wrong way movement by cyclists could lead to <i>head-on</i> crashes with conforming southbound vehicles. These cyclists may also be exposed to <i>cross traffic</i> crashes at Enmore Road, or may resort to entering the footpath as a rider and hence endangering pedestrians.</p> <p>* Note: At the time of the inspection, the service station was not opened nor operational. The audit team were uncertain whether this will continue to operate as a service station in future. However, notwithstanding that, whilst ever the site continues to operate as a commercial premise and continues to have an egress driveway onto Bailey Street, there would be a risk of unfamiliar drivers egressing into this side road with a lack of information on the one-way restriction.</p>  <p>Left: a wrong-way northbound movement from Bailey Street as observed during the site inspection. Note the conflicts that this vehicle faces by emerging onto Enmore Road under the prevailing traffic conditions. The audit team were uncertain whether this was deliberate or inadvertent non-compliance.</p>	Medium	<i>Drawings revised to include ‘ONE WAY’ sign opposite the Caltex driveway to provide additional notification of the one way operation.</i>

Ref	Location	Road safety audit finding	Priority	Council's comments
3	Footpath interfaces with the raised threshold.	<p>The raised threshold acts as a gateway treatment to the shared zone at its northern end. This will form a flush connection with the footpaths either side. Tactile ground surface indicators (TGSIs) are proposed at the interfaces between the footpath and the raised threshold. These are intended as a tactile and visual interface treatment to alert pedestrians (particularly vision-impaired ones) that they are moving from a pedestrian-exclusive zone in the footpath, to a shared space on the threshold. Notwithstanding this, the audit team notes the following issues:</p> <ul style="list-style-type: none"> The southern boundaries of the TGSi matrices do not line up with each other. This appears to be because of a pit lid on the eastern side of the road, and the decision to discontinue the TGSi pads over this lid. This reduces legibility of the TGSIs since pedestrians will not be able to line up the boundaries of the walk-crossing path. The northern boundary of the western TGSi matrix does not line up with the boundary of the threshold ramp (D-E). The TGSi should ideally line up to alert the pedestrian that they should not encroach over the northern boundary of the TGSi matrix, due to the risk of tripping/ slipping on the threshold ramp. The threshold ramp (D-E) imposes a severe restriction on the width of the cross-able area. This is illustrated by the width markers below. The blue and purple width markers illustrate the walk-able area in the footpaths to the west and east of Bailey Street respectively. However, as shown, the cross-able width reduces to the white width marker and the yellow width marker for pedestrians entering the shared zone from the western and eastern sides respectively. These reductions in width may cause difficult for mobility-impaired pedestrians, such as wheelchair users, gophers and pedestrians with prams. For example, if a pedestrian enters the shared zone at the same time as a mobility-impaired pedestrian wishes to depart from the shared zone, both pedestrians may converge into a squeeze point with risks of obstructing each other. In general, the threshold ramp (D-E) is rather unforgiving for a vision-impaired pedestrian. If a pedestrian falls/ slips as a result of this ramp, they would tend to fall towards the higher-speed live traffic environment of Enmore Road. This includes any pedestrians with wheeled devices that roll towards Enmore Road. 	Low	<p>1. TGSi's have been realigned and the use of infill pit lids proposed to facilitate improved alignment and consistent extents.</p> <p>2. TGSi's have been realigned.</p> <p>3. Whilst the width reduction is noted, it is considered that this is an improvement over the current situation which has narrow and non-compliant kerb ramps. The proposed measures do provide an improved crossing for pedestrians, at grade, and is proposed to be retained, albeit with the TGSi improvements as noted above.</p> <p>4. It is anticipated that any pedestrians crossing the road will do so through the flat top and not the ramp. It is noted that such a treatment is common practise and as such is proposed to be retained.</p>

Ref	Location	Road safety audit finding	Priority	Council's comments
4	Marked parking bays.	 <p>A marked parking area has been provided on the plans as shown to the left. This complements the R5-65 PARK IN BAYS ONLY base plates at the northern entry point to the scheme. Whilst this emulates the pre-existing parking arrangement, the audit team notes the following issues:</p> <ul style="list-style-type: none"> Since Bailey Street is a one-way <i>southbound only</i> road, the marked parking bay is a right-hand parking facility. This means drivers are more likely required to perform a parallel parking manoeuvre on the right-hand side of the channel compared with the more conventional left-hand side. This could lead to steering errors and nuisance collisions with other parked cars. Due to the right-hand parking requirement, drivers would be set deeper into the parking space as indicated by the blue dot (representing the driver) in the depicted parked car. By being set deeper, the driver may have poorer sight lines to vehicles approaching from the north. This could be due to poor inter-cabin visibility and limited view scope via the side mirrors. The driver's visibility could also be blocked by another vehicle parked to its rear. This would be more of an impact compared with the equivalent situation with left-hand parking. Vehicles parked in this marked bay may also inhibit the outbound movements of vehicles from the service station. A row of parked cars in this marked bay would significantly reduce the width of the receiving channel when the vehicle performs the left-turn out of the driveway. It should be noted that at the time of the inspection, the service station was closed for business. It was uncertain whether this will continue to operate as a service station and/or whether the Bailey Street egress point will be retained. <p><i>Left: Extract from the design showing the proposed marked parking bay on the western side of Bailey Street.</i></p>	Low	<p><i>It is noted that the proposed layout, with parking on the right hand side of the road, is same as existing with the only change being delineation of the edge of parking bay.</i></p> <p><i>In relation to the visibility, the bays are within the 10km/hr shared zone and as such the risk of collision between parking / exiting vehicles and through traffic is reduced.</i></p>

3 Concluding statement

DC Traffic Engineering has undertaken a *detailed design* road safety audit of this project in accordance with the methodology outlined in Section 1 of this report.

Issues identified have been noted in this report for the Project Manager to review, assess, and where appropriate, make the necessary recommendations to improve safety.



Damien Chee
Audit Team Leader
DC Traffic Engineering Pty Ltd

Appendix A

Road Safety Audit Checklist

Checklist questions	Comments
3.1 General topics	
3.1.1 Changes since previous audit <ul style="list-style-type: none"> Do the conditions for which the scheme was originally designed still apply? (i.e. no significant changes to the surrounding network or area to be served, or traffic mix). Has the design of the project remained unchanged since previous audit (if any)? 	There were no previous road safety audit reports issued to the audit team.
3.1.2 Drainage <ul style="list-style-type: none"> Will the new road drain adequately? Are the road grades and crossfalls adequate for satisfactory drainage? Are flat spots avoided or adequately dealt with at start/end of superelevation? Has the possibility of surface flooding been adequately addressed, including overflow from surrounding or intersecting drains and water courses? Is gully pit spacing adequate to limit flooding? Is pit grate design safe for pedal cycles? (i.e. gaps not parallel with wheel tracks) Will footpaths drain adequately? 	Yes.
3.1.3 Climatic conditions <ul style="list-style-type: none"> Has the design taken into account weather records or local experience which may indicate a particular problem? (for example, snow, ice, wind, fog) 	Yes.
3.1.4 Landscaping <ul style="list-style-type: none"> Will drivers be able to see pedestrians (and vice versa) past or over the landscaping? Will intersection sight lines be maintained past or over the landscaping? Will safety be adequate with seasonal growth? (for example, no obscuring of signs, shading or light effects, slippery surface, etc.) Will roadside safety be adequate when trees or plantings mature (no roadside hazard)? Has 'frangible' vegetation been used in possible run-off road areas? 	Yes.
3.1.5 Services <ul style="list-style-type: none"> Does the design adequately deal with buried and overhead services? (especially in regard to overhead clearances, etc.) Has the location of fixed objects/furniture associated with services been checked? (including any loss of visibility, position of poles, and clearance to overhead wires) 	There is evidence on the designs that services and utilities have been considered in detail.

Checklist questions	Comments
3.1.6 Access to property and developments <ul style="list-style-type: none"> Can all accesses be used safely? Is the design free of any downstream or upstream effects from accesses, particularly near intersections? Do rest areas and truck parking area have adequate sight distance at access points? 	Vehicles parked in the marked bay may constrain the outbound movements from the service station.
3.1.7 Emergencies, breakdowns, emergency and service vehicle access <ul style="list-style-type: none"> Has provision been made for safe access and movements by emergency vehicles? Does the design and positioning of medians and vehicle barriers allow emergency vehicles to stop and turn without unnecessarily disrupting traffic? Have broken-down vehicles or stopped emergency vehicles been adequately considered? Is provision for emergency telephones satisfactory? Are median breaks on divided carriageways safely located? (i.e. frequency, visibility) 	Similar to existing conditions.
3.1.8 Future widening and/or realignments <ul style="list-style-type: none"> If the scheme is only a stage towards a wider or dual carriageway is the design adequate to impart this message to drivers? (is the reliance on signs minimal/appropriate, rather than excessive?) Is the transition between single and dual carriageway (either way) handled safely? 	Unknown
3.1.9 Staging of the scheme <ul style="list-style-type: none"> If the scheme is to be staged or constructed at different times: <ul style="list-style-type: none"> are the construction plans and program arranged to ensure maximum safety? do the construction plans and program include specific safety measures, signing; adequate transitional geometry; etc. for any temporary arrangements? 	Unknown.
3.1.10 Staging of the work <ul style="list-style-type: none"> If the construction is to be split into several subprojects, is the order safe? (i.e. the stages are not constructed in an order that creates unsafe conditions) 	Unknown.
3.1.11 Adjacent developments <ul style="list-style-type: none"> Does the design handle accesses to major adjacent generators of traffic and developments safely? Is drivers' perception of the road ahead free of misleading effects of any lighting or traffic signals on an adjacent road? Has the need for screening against glare from lighting of adjacent property been adequately considered? 	Yes.

Checklist questions	Comments
3.1.12 Stability of cut and fill <ul style="list-style-type: none"> Is the stability of batters satisfactory? (for example, no potential for loose material to affect road users) 	NA.
3.1.13 Skid resistance <ul style="list-style-type: none"> Has the need for anti-skid surfacing been considered where braking or good road adhesion is most essential? (for example, on gradients, curves, approaches to intersections and signals) 	Yes.
3.2 Design issues (general)	
3.2.1 Geometry of horizontal and vertical alignment <ul style="list-style-type: none"> Does the horizontal and vertical design fit together correctly? Is the vertical alignment consistent and appropriate throughout? Is the horizontal alignment consistent throughout? Is the alignment consistent with the function of the road? Is the design free of misleading visual cues? (for example, visual illusions, subliminal delineation like lines of poles) 	Similar to existing conditions.
3.2.2 Typical cross-sections <ul style="list-style-type: none"> Are lane widths, shoulders, medians and other cross section features adequate for the function of the road? Are the shoulder widths adequate for stationary vehicles and errant vehicles? Are median widths adequate for road furniture? Is superelevation consistent with the road environment? Is the width of traffic lanes and carriageways suitable in relation to: <ul style="list-style-type: none"> alignment? traffic volume? vehicle dimensions? the speed environment? combinations of speed and traffic volume? Are the shoulder crossfalls safe for vehicles to traverse? Are batter slopes drivable for cars, trucks? Are side slopes under structures appropriate? Have adequate facilities been provided for pedestrians and cyclists? 	Departure width for egressing vehicles from service station is likely to be constrained by parked cars.
3.2.3 Effect of cross-sectional variation <ul style="list-style-type: none"> Is the design free of undesirable variations in cross section design? Are crossfalls safe? (particularly where sections of existing highway have been used, there have been compromises to accommodate accesses, at narrowings at bridges, etc.) Are any curves with adverse crossfall within appropriate limits? Is superelevation provided and sufficient at all locations where required? 	See above.

Checklist questions	Comments
3.2.4 Roadway layout <ul style="list-style-type: none"> Are all traffic management features designed so as to avoid creating unsafe conditions? Is the layout of road markings and reflective materials able to deal satisfactorily with changes in alignment? (particularly where the alignment may be substandard) Is there adequate provision for overtaking? Are overtaking lanes provided where required and safely commenced and ended? Are overtaking requirements satisfactory? Is the design free of sunrise/sunset problems? Have public transport requirements been adequately catered for? 	Similar to existing case conditions.
3.2.5 Shoulders and edge treatment <ul style="list-style-type: none"> Are the shoulders likely to be safe if used by slow moving vehicles or cyclists? Are the following safety aspects of shoulder provision satisfactory? <ul style="list-style-type: none"> provision of sealed or unsealed shoulders width and treatment on embankments crossfall of shoulders 	NA.
3.2.6 Effect of departures from standards or guidelines <ul style="list-style-type: none"> Any approved departures from standards or guidelines: is safety maintained? Any hitherto undetected departures from standards: is safety maintained? 	NA.
3.2.7 Visibility and sight distance <ul style="list-style-type: none"> Are horizontal and vertical alignments consistent with visibility requirements? Has an appropriate design speed been selected for visibility requirements? 	Yes.
3.2.8 Environmental treatments <ul style="list-style-type: none"> Has safety been considered in the location of environmental features? (for example, noise fences) 	Yes.
3.3 Alignment details	

Checklist questions	Comments
3.3.1 Visibility; sight distance <ul style="list-style-type: none"> Are horizontal and vertical alignments consistent with the visibility requirements? Is the design free of sight line obstructions due to safety fences or barriers? <ul style="list-style-type: none"> boundary fences? street furniture? parking facilities? signs? landscaping? bridge abutments? parked vehicles in laybys or at the kerb? queued traffic? Are railway crossings, bridges and other hazards all conspicuous? Is the design free of any other local features which may affect visibility? Is the design free of overhead obstructions (for example, road or rail overpasses, sign gantries, overhanging trees) which may limit sight distance at sag curves? Has a clear headroom or a high vehicle detour been provided where necessary? Is visibility adequate at: <ul style="list-style-type: none"> any pedestrian, bicycle or cattle crossings? access roads, driveways, on and off ramps, etc.? Has the minimum sight triangle been provided at: <ul style="list-style-type: none"> entry and exit ramps? gore areas? intersections? roundabouts? other conflict points? 	Yes.

Checklist questions	Comments
3.3.2 New/existing road interface <ul style="list-style-type: none"> Have implications for safety at the interface been considered? Is the transition from old road to the new scheme satisfactory? If the existing road is of a lower standard than the new scheme, is there clear and unambiguous warning of the reduction in standard? Have the appropriate provisions for safety been made where sudden changes in speed are required? Is access or side friction handled safely? Does the interface occur well away from any hazard? (for example, a crest, a bend, a roadside hazard or where poor visibility/distractions may occur) If carriageway standards differ, is the change effected safely? Is the transition where the road environment changes (for example, urban to rural; restricted to unrestricted; lit to unlit) done safely? Has the need for advance warning been considered? 	Ramp entry to the shared zone puts the ramp slope immediately adjacent to a pedestrian crossing path. Any tripped pedestrians may fall towards the live traffic lanes of Enmore Road.
3.3.3 Readability of the alignment by drivers <ul style="list-style-type: none"> Will the general layout, function and broad features be recognised by drivers in sufficient time? Will approach speeds be suitable and will drivers correctly track through the scheme? 	Yes.
3.3.4 Detail of geometric design <ul style="list-style-type: none"> Are the design standards appropriate for all the requirements of the scheme? Is consistency of general standards and guidelines, such as lane widths and crossfalls, maintained? 	Yes.
3.3.5 Treatment at bridges and culverts <ul style="list-style-type: none"> Is the geometric transition from the standard cross-section to that on the bridge handled safely? 	NA.
3.4 Intersections	

Checklist questions	Comments
3.4.1 Visibility to and at intersections <ul style="list-style-type: none"> Are horizontal and vertical alignments at the intersection or on the approaches to the intersection consistent with the visibility requirements? Is the standard adopted for provision of visibility appropriate for the speed of traffic and for any unusual traffic mix? Will the design be free of sight line obstructions due to safety fences or barriers <ul style="list-style-type: none"> boundary fences? street furniture? parking facilities? signs? landscaping? bridge abutments? parked vehicles in laybys and at the kerb? queued traffic? Are railway crossings, bridges and other hazards all conspicuous? Is the design free of any other local features which may affect visibility? 	Yes.
3.4.2 Layout <ul style="list-style-type: none"> Are intersections and accesses adequate for all vehicular movements? Have the appropriate design vehicle and check vehicle been used for turning dimensions? Are swept paths accommodated for all likely vehicle types? (has the appropriate design vehicle been used?) Are intersections free of any unusual features which could affect road safety? Are pedestrian fences provided where needed? (for example, to guide pedestrians or discourage parking) Has pavement anti-skid treatment been provided where needed? Have islands and signs been provided where required? Vehicles which may park at or close to the intersection: can they do this safely or does this activity need to be relocated? Are safety hazards due to parked vehicles avoided? 	These will remain largely unchanged.
3.4.3 Readability by drivers <ul style="list-style-type: none"> Will the existence of the intersection and its general layout, function and broad features be perceived correctly and in adequate time? Are the approach speeds and likely positions of vehicles tracking through the intersection safe? Is the design free of misleading elements? Is the design free of sunrise or sunset problems which may create a hazard for motorists? 	Yes.

Checklist questions	Comments
3.4.4 Detailed geometric design <ul style="list-style-type: none"> Can the layout safely handle unusual traffic mixes or circumstances? Does any median or any island safely account for: <ul style="list-style-type: none"> vehicle alignments and paths? future traffic signals? pedestrian storage space and surface? turning path clearance? stopping sight distance to the nose? mountability by errant vehicles? Is adequate vertical clearance to structures provided? (for example, powerlines, shop awnings) 	NA.
3.4.5 Traffic signals <ul style="list-style-type: none"> Is the signal phasing/sequence safe? Is adequate time provided for traffic movements and pedestrian movements? Will the signal lanterns be visible? (for example, not obstructed by trees, poles, signs or large vehicles) Are lanterns for other approach directions adequately shielded from view? Are high-intensity signals and/or target boards provided if likely to be affected by sunrise/sunset? Does the alignment (vertical and horizontal) provide satisfactory stopping sight distance to the intersection or back of queue? Are pedestrian facilities provided where they are required? Will approaching drivers be able to see pedestrians? Are partially or fully controlled turning phases provided where required? Are signal posts located where they are not an undue hazard? Are road markings for turning traffic satisfactory? Have adequate pedestrian phases been provided? 	NA.

Checklist questions	Comments
3.4.6 Roundabouts <ul style="list-style-type: none"> Is adequate deflection provided to reduce approach speeds? If splitter islands are needed, are they adequate for sight distance, length, pedestrian storage, etc.? Is the central island prominent? Can the appropriate design vehicle and check vehicle be accommodated? Are the central island details satisfactory? (delineation, mountability, conspicuousness) Can pedestrians be seen by drivers in sufficient time? Can pedestrians determine whether vehicles are turning? (no obstructions to sight lines) Are direction markings in approach lanes provided where required? Is the lighting adequate? 	NA.
3.4.7 Other intersections <ul style="list-style-type: none"> Has the need for kerbed or painted islands and refuges been considered? Do intersections have adequate queue length/storage for turning movements (including in the centre of a staggered intersection)? 	Yes.
3.5 Special road users	
3.5.1 Adjacent land <ul style="list-style-type: none"> Are all accesses to and from adjacent land/properties safe? Have the special needs of agriculture and stock movements been considered? 	Yes.

Checklist questions	Comments
3.5.2 Pedestrians <ul style="list-style-type: none"> Can pedestrians cross safely at: <ul style="list-style-type: none"> intersections? signalised and pedestrian crossings? refuges? kerb extensions? bridges and culverts? other locations? Is each crossing point satisfactory for: <ul style="list-style-type: none"> visibility, for each direction? use by the disabled? use by the elderly? use by children/schools? Is pedestrian fencing on reservations and medians provided where required for each crossing? Is fencing adequate on freeways? Are pedestrians deterred from crossing roads at unsafe locations? Are pedestrian related signs appropriate and adequate? Is width and gradient of pedestrian paths, crossings, etc. satisfactory? Is surfacing of pedestrian paths, crossings, etc. satisfactory? Have dropped kerbs been provided for each crossing? Have channels and gullies been avoided at each crossing? Is lighting satisfactory for each crossing? Are crossings sited to provide maximum use? Is avoidance of a crossing unlikely? (for example, by more direct but less safe alternative) 	<p>The TGSi matrices either side of Bailey Street do not line up with each other.</p>
3.5.3 Cyclists <ul style="list-style-type: none"> Have the needs of cyclists been considered: <ul style="list-style-type: none"> at intersections (particularly roundabouts)? especially on higher speed roads? on cycle routes and crossings? at freeway entry and exit ramps? Are shared cycleway/footway facilities (including subways and bridges) safe and adequately signed? 	<p>Relevant issues raised.</p>

Checklist questions	Comments
3.5.4 Motorcyclists <ul style="list-style-type: none"> Has the location of devices or objects that might destabilise a motorcycle been avoided on the road surface? Is the roadside clear of obstructions where motorcyclists may lean into curves? Will warning or delineation be adequate for motorcyclists? Has barrier kerb been avoided in high-speed areas? In areas more likely to have motorcycles run off the road is the roadside forgiving or safely yielded? Are all unnecessary poles, posts and devices removed or appropriately shielded? Are drainage pits and culverts traversable by motorcycle? 	This is a low-speed environment.
3.5.5 Equestrians and stock <ul style="list-style-type: none"> Have the needs of equestrians been considered, including the use of verges or shoulders and rules regarding the use of the carriageway? Can underpass facilities be used by equestrians/stock? 	NA.
3.5.6 Freight <ul style="list-style-type: none"> Have the needs of truck drivers been considered, including turning radii and lane widths? Have the needs of freight transport been considered, adequately signed and catered for? 	The road is not appropriate for heavy vehicles other than those that need to egress from the service station.
3.5.7 Public transport <ul style="list-style-type: none"> Have the needs for public transport been considered, adequately signed and catered for? Have the needs of public transport users been considered? Have the manoeuvring needs of public transport vehicles been considered? Are bus stops well positioned for safety? 	Yes.
3.5.8 Road maintenance vehicles <ul style="list-style-type: none"> Have the needs of road maintenance vehicles been considered, adequately signed and catered for? Can maintenance vehicles be safely located? 	Similar to existing conditions.
3.6 Lighting, signs and delineation	

Checklist questions	Comments
3.6.1 Lighting <ul style="list-style-type: none"> Has lighting been adequately provided where required? Is the design free of features which interrupt illumination? (for example, trees or overbridges) Is the design free of lighting poles that would present a fixed roadside hazard? Are frangible or slip-base poles to be provided? Ambient lighting: if it creates special lighting needs, have these been satisfied? Is the lighting scheme free of confusing or misleading effects on signals or signs? Does the lighting adequately illuminate crossings, nearby paths, refuges, etc.? Are all gore areas adequately illuminated? Are all merge areas adequately illuminated? Is the scheme free of any lighting black patches? If there are locations with accident problems that are known to be amenable to treatment with improved lighting, has this lighting been provided? 	As per existing conditions.
3.6.2 Signs <ul style="list-style-type: none"> Are signs appropriate for their location? Are signs located where they can be seen and read in adequate time? Will signs be readily understood? Are signs appropriate to the driver's needs? (for example, direction signs, advisory speed signs, etc.) Are signs located so that drivers' sight distance is maintained? Are signs located so that visibility is maintained: <ul style="list-style-type: none"> to/from accesses and intersecting roads? to/from pedestrians and important features on the road? Have the consequences of vehicles striking signposts been considered? Are sign supports out of the clear zone? If not, are they: <ul style="list-style-type: none"> frangible? shielded by barriers (e.g. guard fence, crash cushions)? Has an over-reliance on signs (in lieu of adequate geometric design) been avoided? Are signs on the new scheme consistent with those on the adjoining section of road (or will the previous signs need to be upgraded)? 	Several signage deficiencies noted in the audit.

Checklist questions	Comments
3.6.3 Marking and delineation <ul style="list-style-type: none"> Are markings (lines, arrows, etc.) consistent with standard markings? Have any locations where standard markings might be confusing or misread been identified and treated in a way which considers road users' likely responses? Are barrier lines (no overtaking) provided where required? Are raised retroreflective pavement markers (RRPMs) provided where necessary? Are curve warning signs, advisory speed plates or chevron alignment markers provided where required? Are markings on the new scheme consistent with those on the adjoining section of road (or will the previous markings need to be upgraded)? Are diagonal markings or chevrons painted where required? Will markings and delineation be visible at night-time? Will markings and delineation be visible in wet weather? Has the need for profiled (audible) line marking been considered? Have both high and low-beam cases been considered? Are guide posts of the frangible type? 	Yes.
3.7 Physical objects	
3.7.1 Median barriers <ul style="list-style-type: none"> Have median barriers been considered and properly detailed? Have all design features that require special attention (for example, end treatments) been considered? 	NA.
3.7.2 Poles and other obstructions <ul style="list-style-type: none"> Are all poles located well away from moving traffic? Have frangible or breakaway poles been included where required? Are median widths adequate to accommodate lighting poles or trees? Is the position of traffic signal controllers and other service apparatus satisfactory? Is the roadside clear of any other obstructions that may create a safety hazard? Have all necessary measures been taken to remove, relocate or shield all hazards? Can roadside drains and channels be safely traversed by any vehicle that runs off the road? 	This is a low-speed environment.

Checklist questions	Comments
3.7.3 Crash barriers <ul style="list-style-type: none"> Are crash barriers provided where necessary and properly detailed? (for example, at embankments, structures, trees, poles, drainage channels, bridge piers, gore areas) Is the crash barrier safe? (i.e. unlikely to create a danger for road users including pedestrians, cyclists, motorcyclists, etc.) Are the end conditions of the crash barrier safe and satisfactory? Is the guard fence designed according to standards for: <ul style="list-style-type: none"> end treatments? anchorage? post spacing? block outs? post depth? rail overlap? stiffening at rigid obstacles? Is all guard fence necessary? (i.e. what it shields is a greater hazard than the fence) Where pedestrians and cyclists travel behind guard fence, is the rear of the fence safe for them? 	Yes.
3.7.4 Bridges, culverts and causeways/floodways <ul style="list-style-type: none"> Are bridge barriers and culvert end walls safe regarding: <ul style="list-style-type: none"> visibility? ease of recognition? proximity to moving traffic? the possibility of causing injury or damage? collapsible or frangible ends? signs and markings? connection of crash barriers? roadside hazard protection? Is the bridge railing at the correct level and strong enough? Is the shoulder width on the bridge the same as on the adjacent road lengths? Is safe provision made for non-vehicular traffic over structures? (for example, pedestrians, pedal cycles, horses/stock, etc). Are all culvert end walls (including driveway culverts) drivable or outside the clear zone? Have causeways/floodways etc. been given correct signing and adequate sight distance? 	NA.
3.8 Additional questions to be considered for development proposals	Questions omitted as this is not a development proposal.
3.9 Any other matter	

Checklist questions	Comments
Safety aspects not already covered <ul style="list-style-type: none"> ▪ Is the road able to safely handle oversize vehicles, or large vehicles like trucks, buses, emergency vehicles, road maintenance vehicles? ▪ If required, can the road be closed for special events in a safe manner? ▪ If applicable, are special requirements of scenic or tourist routes satisfied? ▪ Have all unusual or hazardous conditions associated with special events been considered? ▪ Have all other matters which may have a bearing on safety been addressed? 	NA.

Item No: LTC0721(1) Item 4

Subject: TERMINUS STREET, PETERSHAM – TfNSW PETERSHAM STATION UPGRADE PROJECT - SIGNS AND LINE MARKINGS PLAN 150272-PET-CI-DRG-45402 (DAMUN -STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The signs and line marking plan for the proposed traffic / parking changes in Terminus Street, Petersham associated with Petersham Station Upgrade Project works have been submitted to Council (150272-PET-CI-DRG-45402) by Arenco, on behalf of TfNSW. It is recommended that the signs and line marking plan be approved.

RECOMMENDATION

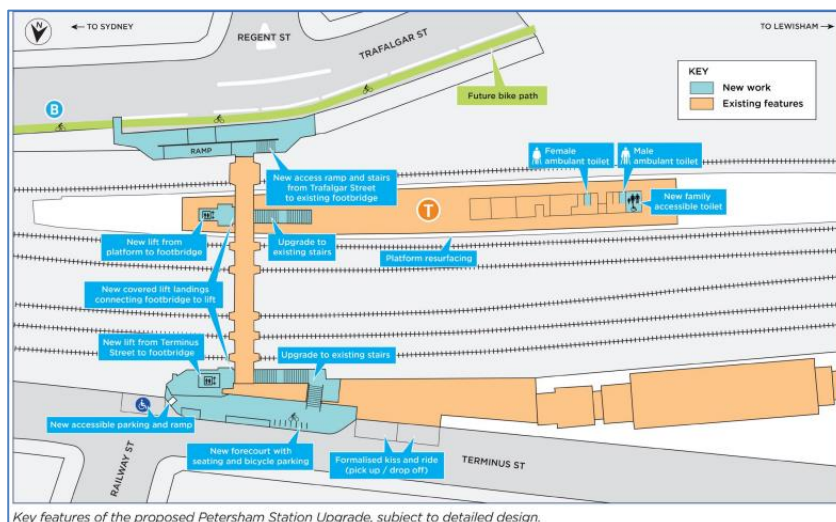
THAT the detailed signs and line marking plan for Terminus Street, Petersham (as part of Petersham Station Upgrade works) as per the attached plan (Signage and Line Marking Plan - Sheet 2 - 150272-PET-CI-DRG-45402) be approved.

BACKGROUND

TfNSW have engaged Arenco to undertake the Petersham Station Upgrade works to facilitate their Transport Access Program across railway stations in the Sydney Metropolitan area.

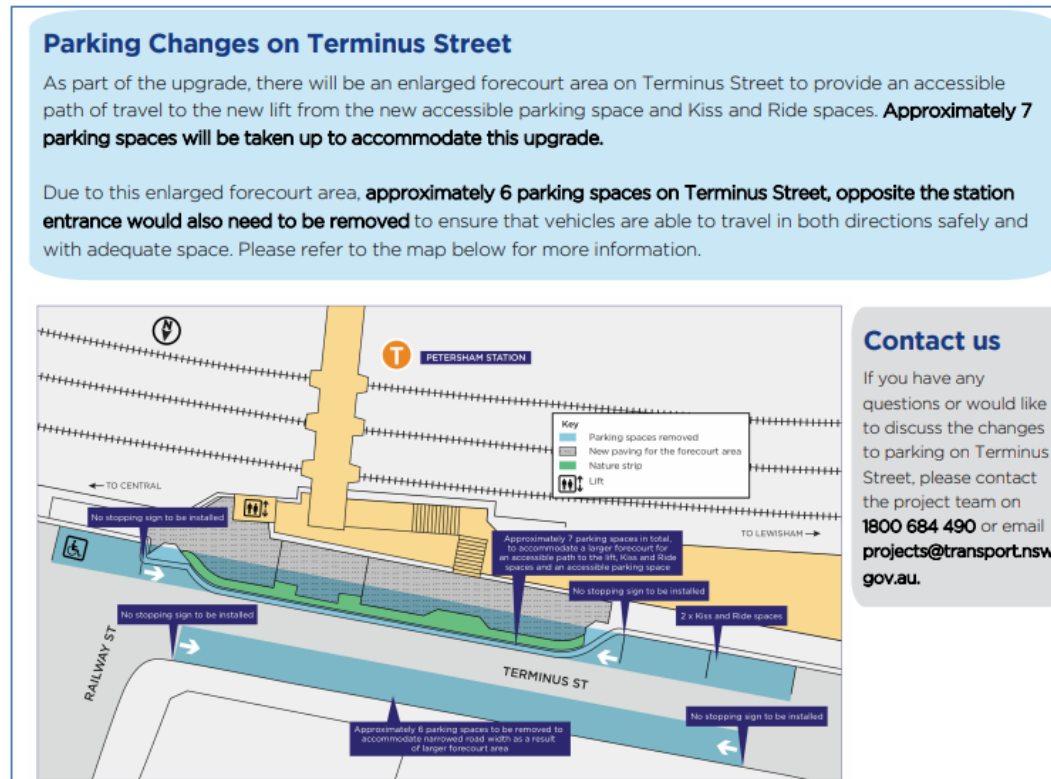
According to an October 2019 leaflet distributed locally by TfNSW the Petersham Station Upgrade works involves remodelling the station to include:

- two new lifts connecting the existing footbridge to the Terminus Street station entrance and the station platform
- a new access ramp/stairs from the Trafalgar Street station entrance to the existing footbridge
- upgrade works to the existing footbridge and stairs
- a new accessible parking space adjacent to the Terminus Street lift
- a formalised kiss and ride area on Terminus Street
- new bicycle parking on both sides of the station
- improved amenities such as new male and female ambulant toilets, a new family accessible toilet, CCTV and lighting.

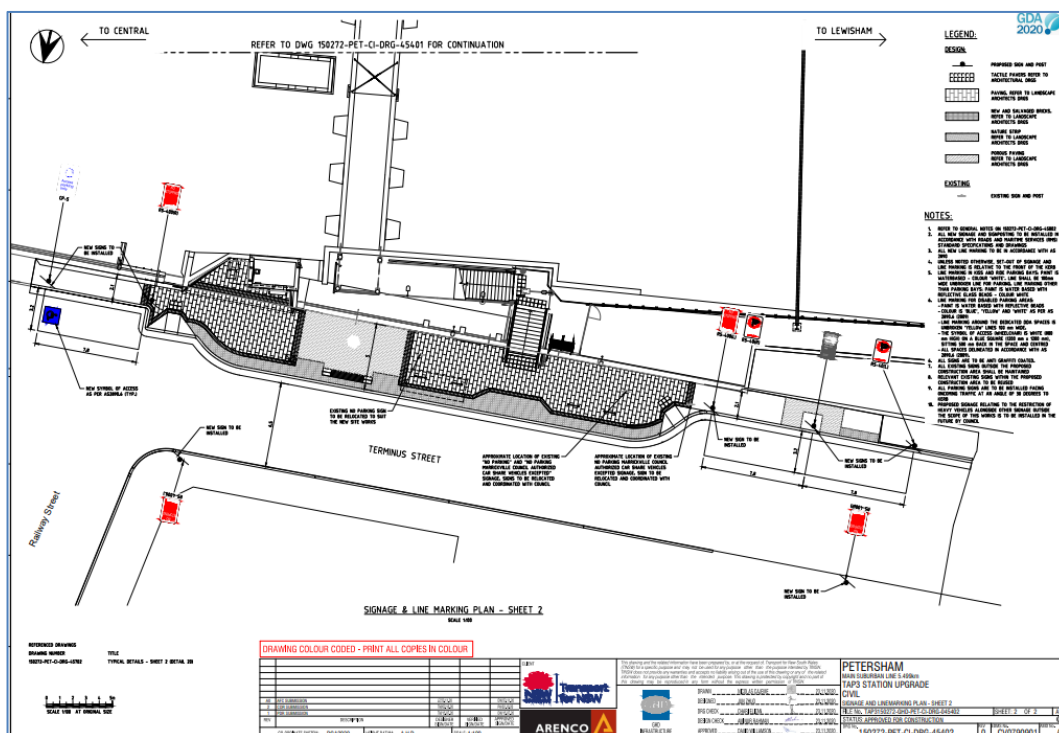


Key features of the proposed Petersham Station Upgrade, subject to detailed design.

In Terminus Street specific works included pushing the kerb out further for the new station entry necessitating the removal of parking on the other side of the street as part of the permanent design. It is noted that the Project results in the loss of 14 on-street parking spaces in Terminus Street.



The attached plan (reproduced at a larger scale at the end of the report) shows the new kerb alignment and associated signage.



FINANCIAL IMPLICATIONS

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

PUBLIC CONSULTATION

TfNSW has undertaken the community consultation for these works. TfNSW undertook additional consultation with the community regarding the loss of approximately 14 parking spaces on Terminus Street as part of the Petersham Station Upgrade. Consultation occurred in late May/early June 2021, and below is a summary of their consultation activity and feedback received.

Consultation included doorknocking of the residents on Terminus Street and Railway Street (between Terminus Street and Brighton Street) on Friday 28 May, and inclusion of the information in our June community notification which was distributed within a 500 metre radius of Petersham Station (see May 2021 and June 2021 'Community Update' notices attached at the end of this report).

"Notification - Date: 28 May 2021

Location: Residents on Terminus Street and Railway Street (between Terminus Street and Brighton Street)

Properties engaged face-to-face: 23

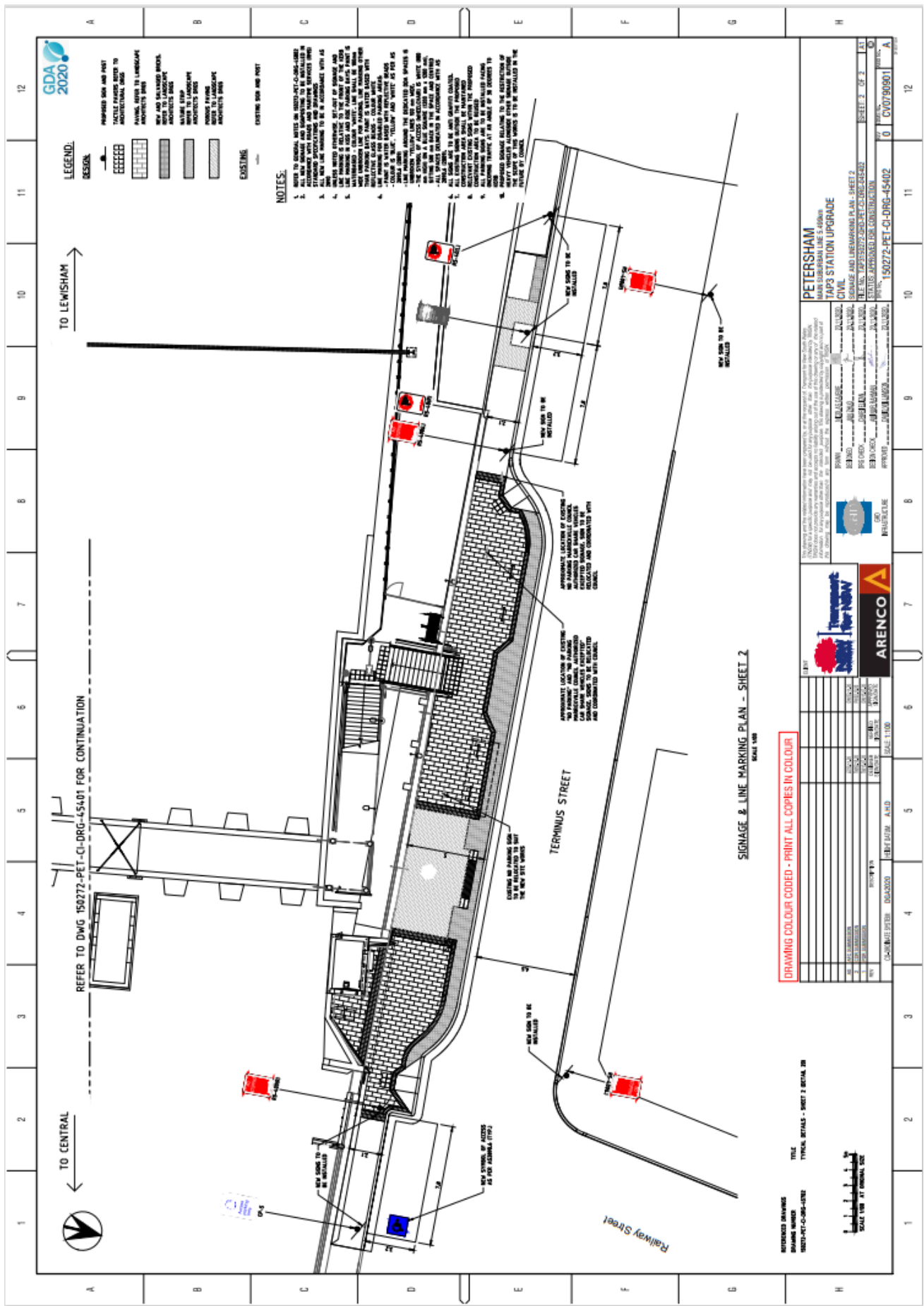
Properties unattended – left "Sorry we missed you" contact cards and notification: 33

Total properties reached: 56

During the doorknocking activity, residents highlighted that parking has been an ongoing issue in the area, prior to the station upgrade. One request that was raised by multiple residents was to convert some of the untimed parking spots on Terminus and Railway Street into timed parking spaces. One resident also suggested extending the current timed parking spots to timed during the weekend, as well as being timed from Monday to Friday. We also received 4 emails via our transport email address post-doorknocking regarding the parking changes, all from residents of Terminus Street. Two of these emails asked for more untimed parking spots in the area, and the other two wanted to find out more about the removal of parking."

CONCLUSION

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





May 2021

Transport Access Program Petersham Station Upgrade Community update

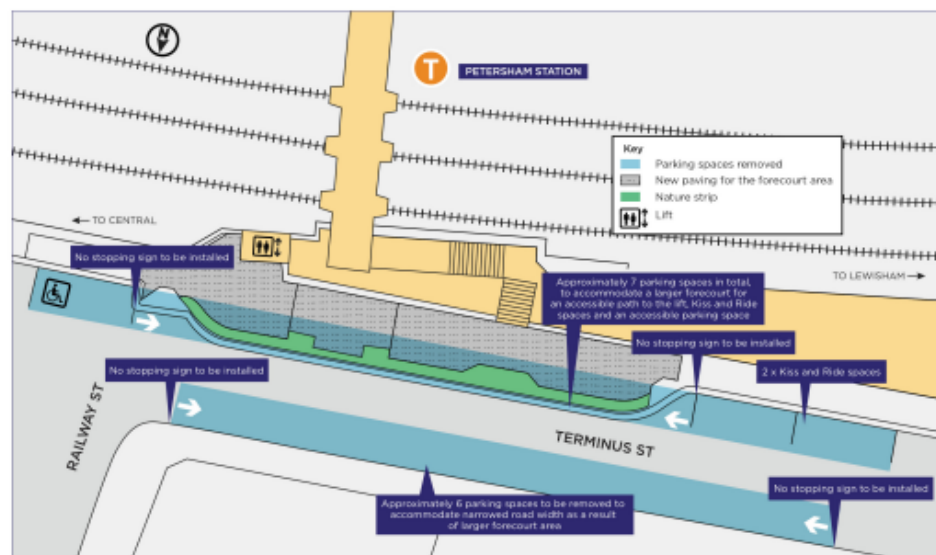
The Petersham Station Upgrade will provide a better experience for public transport customers, especially for those with a disability, limited mobility, parents/carers with prams and customers with luggage, by providing two new lifts, new accessible parking and kiss and ride spaces, new stairs and ramps and upgrades to other station facilities.

The project is nearing completion and we are putting in the final touches to complete the new station forecourt area at Terminus Street.

Parking Changes on Terminus Street

As part of the upgrade, there will be an enlarged forecourt area on Terminus Street to provide an accessible path of travel to the new lift from the new accessible parking space and Kiss and Ride spaces. **Approximately 7 parking spaces will be taken up to accommodate this upgrade.**

Due to this enlarged forecourt area, **approximately 6 parking spaces on Terminus Street, opposite the station entrance would also need to be removed** to ensure that vehicles are able to travel in both directions safely and with adequate space. Please refer to the map below for more information.



Contact us

If you have any questions or would like to discuss the changes to parking on Terminus Street, please contact the project team on **1800 684 490** or email projects@transport.nsw.gov.au.

For more information call 1800 684 490
Email projects@transport.nsw.gov.au or visit transport.nsw.gov.au/petersham



Transport Access Program

Petersham Station Upgrade

Community notification

June 2021

Project update

Construction for the Petersham Station Upgrade is progressing with continued upgrades to the Trafalgar and Terminus Street station entrances, and station platforms. In June, work activities will include:

- concreting near the Terminus Street entrance
- installation of new pavement, kerb and gutter on Terminus and Trafalgar Streets
- upgrade to electrical services on the platform
- finishing work on the new lift shafts, canopy landings and platform building.

Equipment to be used includes excavators, tipper and delivery trucks, concrete pumps, concrete trucks, truck-mounted crane, power and hand tools.



Above: Glass panels being installed in the new lifts at Petersham Station in May.

For more information call 1800 684 490, email projects@transport.nsw.gov.au or visit transport.nsw.gov.au/Petersham
For urgent enquiries or complaints regarding construction activities, please call 24 hours 1800 775 465

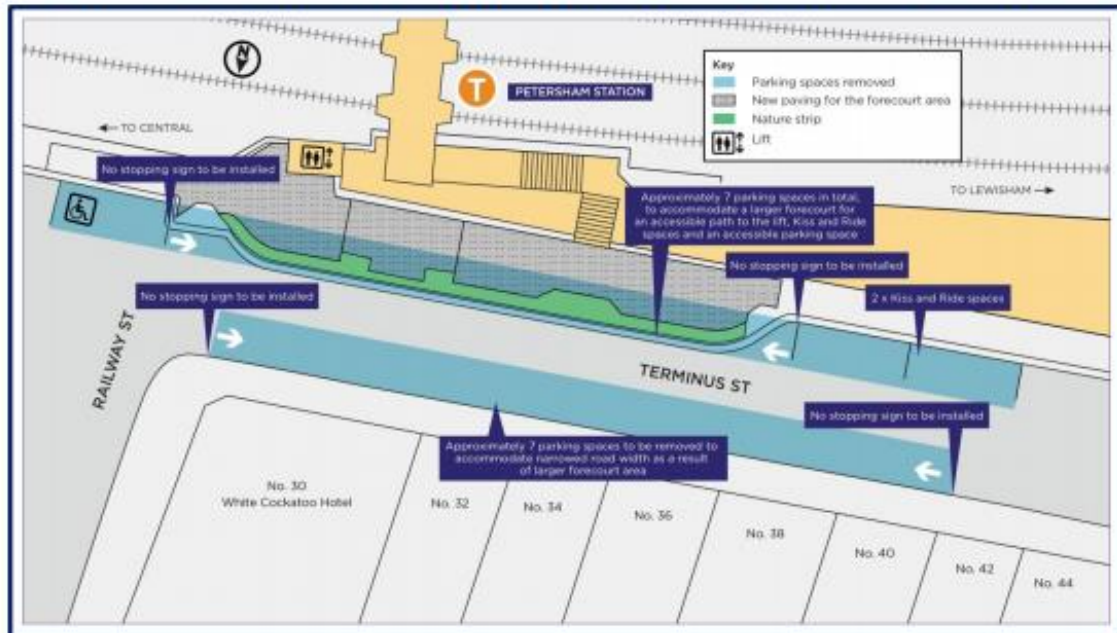
Parking changes on Terminus Street

We are putting in the final touches to complete the new station forecourt on Terminus Street. This forecourt area will provide an accessible path of travel to the new lift from the new accessible parking space and Kiss and Ride spaces. **Approximately 7 parking spaces will need to be removed on the station side to accommodate this upgrade.**

Due to this enlarged forecourt area, **approximately 7 parking spaces on Terminus Street, opposite the station entrance would also need to be removed** to ensure that vehicles are able to travel in both directions safely and with adequate space.

'No Stopping' signs will be installed at these locations to ensure the safe passage of vehicles on Terminus Street. Please refer to the map below for more information.

We will notify the community prior to implementing these parking changes, which are expected to occur in July.



Construction hours

To support the construction industry and continue the delivery of important infrastructure, the NSW Government has introduced new rules allowing construction sites to operate on weekends and public holidays.

Standard construction hours are from 7am to 6pm every day, including public holidays. These changes have been made to facilitate physical distancing on construction sites and support the health and wellbeing of workers.

We understand extending construction hours to include weekends and public holidays may cause disruption, but all efforts will be made to minimise impacts where possible and ensure strict environmental conditions relating to noise, vibration and dust management are adhered to. If you experience unacceptable noise, please call **1800 775 465**.

Keep in touch

If you would like to be added to the project distribution email list, or for more information on the Petersham Station Upgrade, please contact us on **1800 684 490** or email projects@transport.nsw.gov.au.



This document contains important information about public transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on **131 450** and ask them to call Transport for NSW on **1800 684 490**. The interpreter will then assist you with translation.

For more information call **1800 684 490**, email projects@transport.nsw.gov.au or visit transport.nsw.gov.au/Petersham
For urgent enquiries or complaints regarding construction activities, please call 24 hours **1800 775 465**

ATTACHMENTS

Nil.

Item No: LTC0721(1) Item 5

Subject: FRED STREET, DULWICH HILL - PROPOSED PAINTED ISLAND TREATMENT

SUMMER HILL ELECTORATE

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received concerns raised by a number of residents and motorists regarding safety along Fred Street and at the intersection of Fred Street/ Victoria Street and Eltham Street. It has been raised with Council that on many occasions, vehicles drive into Fred Street, against the one-way direction of travel with drivers either unaware of the current 'No Entry' signage or willful intent to disobey the no entry restrictions. Council has proposed a painted island treatment in order to enhance the current no entry restrictions and to possibly deter illegal traffic behavior.

RECOMMENDATION

THAT

1. the proposed painted island treatment, including travel direction arrow and extension of existing 'No Stopping' restrictions to 15m, on both sides of Fred Street north of the intersection of Fred Street, Victoria Street and Eltham Street, Dulwich Hill, be approved.
2. Physical kerb blister islands to replace the painted island treatment be approved in principle and listed on Council's forward Capital Works Program.

OTHER STAFF COMMENTS

Residents of Fred Street have reported on many occasions, vehicles travelling north bound along Fred Street, contrary to 'one-way' signage.

It has been reported to Council that offenders travelling against the direction travel include both visitors to the area unaware of the 'One-way' direction and residents of the area intentionally travelling through Fred Street against direction of travel as a shortcut. The combination of a wider road and generally good sight lines make it easier for some motorist to disobey the one way and no entry restrictions.

Therefore, the proposal for road narrowing via painted islands and arrowing markings along with 'No Stopping' extension have been developed at the intersection of Fred Street/ Eltham Street and Victoria Street to provide a visual narrowing through delineation and support the 'One-way' and 'No Entry' signage currently in existence. It should be understood that this solution should provide a benefit, however, will not entirely solve the current problem due to the road geometry factors as mentioned above.

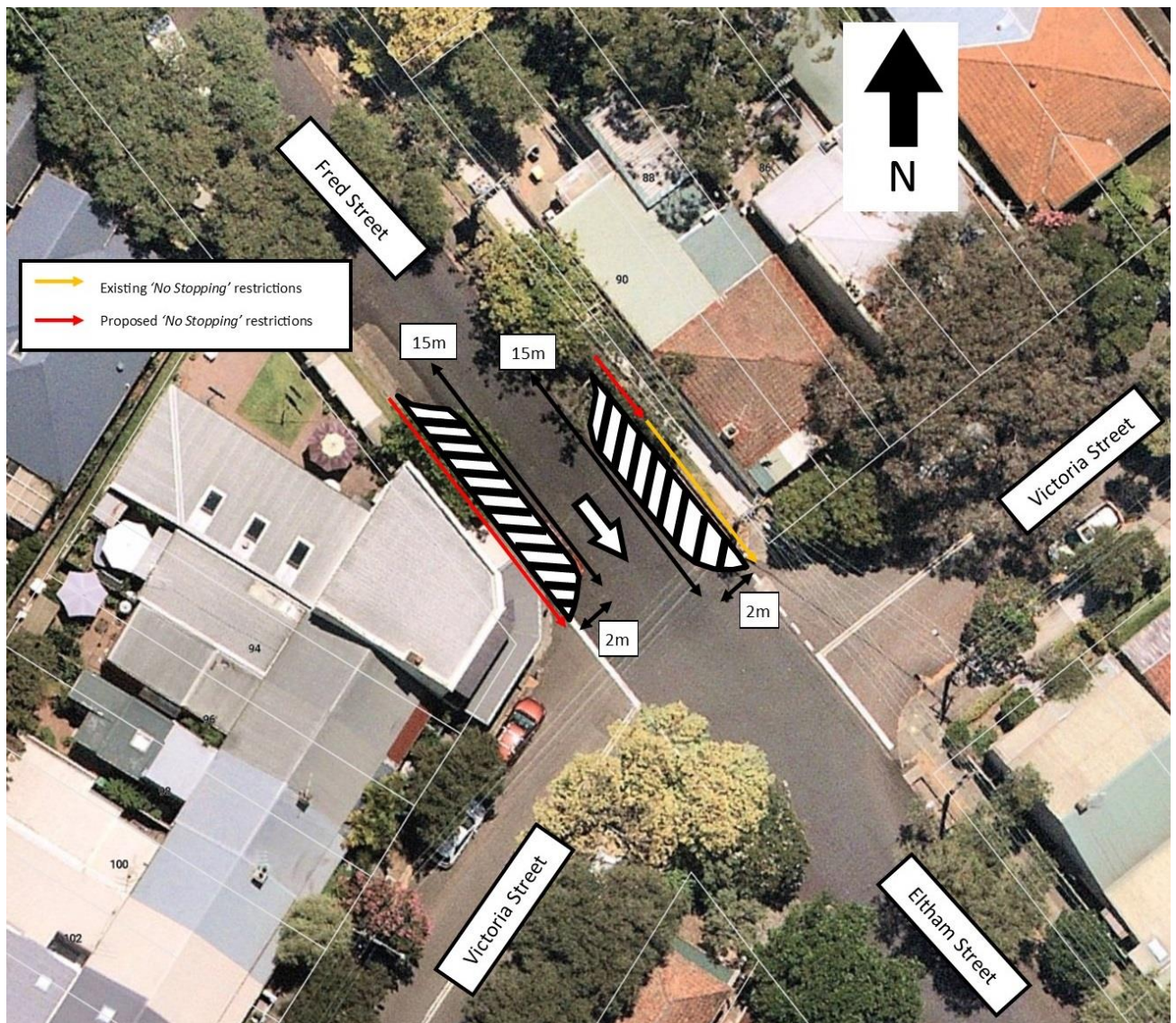
PUBLIC CONSULTATION

A consultation letter outlining the proposal was mailed out to 37 surrounding properties and respective owners. A total of eleven (11) responses were received; eight (8) supported the proposal, two (2) conditionally support and one (1) objected the proposal.

All residents who commented noted that a raised structure/ traffic island would be more effect in deterring vehicles travelling wrong way through Fred Street.

Residents who conditionally supported the proposal raised concerns of the extension of 'No Stopping' / removal of on-street parking in an already high demand area.

Resident who opposed the proposal also did not support the on-street parking removal/ extension of 'No Stopping' and request a single continuous white line differentiating the parking lane and travel lane. However, this does not address the issue where some motorists are not aware of the signposted 'One-way' and 'No Entry' signs and continue through Fred Street against the direction of travel. The extended 'No Stopping' zones and painted islands are expected to reinforce this restriction and address the primary issue.



ATTACHMENTS

Nil.

Item No: LTC0721(1) Item 6

Subject: UNWINS BRIDGE ROAD, ADJACENT TO TILLMAN PARK, TEMPE –
PROPOSED NEW MID-BLOCK SIGNALISED PEDESTRIAN CROSSING –
DESIGN PLAN 10111 (MIDJUBURI – MARRICKVILLE WARD / SUMMER
HILL ELECTORATE/ INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Detailed design plans have now been finalised for the proposed new mid-block signalised pedestrian crossing in Unwins Bridge Road, adjacent to Tillman Park, Tempe. The purpose of the proposed works is to increase pedestrian safety at the existing raised pedestrian zebra crossing which has a poor road safety history. The proposed works received funding from the TfNSW Blackspot Program and the works will improve pedestrian and motorists' safety and addresses residents' concerns about speeding, driver behaviour and pedestrian safety at this location. Consultation has been undertaken with nearby owners and occupiers of properties along Unwins Bridge Road regarding the proposal. It is recommended that the proposed detailed design plans be approved.

RECOMMENDATION

THAT the detailed design plans for the proposed new mid-block signalised pedestrian crossing on Unwins Bridge Road, adjacent to Tillman Park, Tempe, including associated signposting and line marking (as per the attached plans No. 10111) be APPROVED.

BACKGROUND

Council is proposing to install a new mid-block signalised pedestrian crossing on Unwins Bridge Road, adjacent to Tillman Park, Tempe by removing the existing raised pedestrian zebra crossing and pedestrian refuge. The community has formerly raised road safety concerns in relation to the existing crossing and reported that motorists regularly do not stop for pedestrians using the crossing. The crossing has a poor road safety record including a fatal and serious injury crash. A submission for the new signalised crossing was made through the Federal Blackspot Program and the Fatal and Serious injury crash response programs and was successful in the 2020-2021 round.

FINANCIAL IMPLICATIONS

Funding of \$300,000 has been allocated by Council under the 2020/2021 Capital Works Program for Traffic Facilities. Funding of \$250,000 was received as part of the Australian Government's 2019/2020 Black Spot Program.

OTHER STAFF COMMENTS

Unwins Bridge Road is classified as a Regional Road, has a speed limit of 50 km/h and is approximately 8 metres wide at the subject location. Traffic volumes are approximately 16,500 vehicles per day.

The proposed work includes:

Traffic Facilities Works

- Installation of a new Mid-Block Pedestrian Operated Signalised Crossing and associated road signage, signal posts, pedestrians' operated signals/lights.
- Installation of two auto vehicle detectors on both approaches to the crossing.
- Additional associated signs to be installed/alterd as shown on plans.
- Some existing pavement markings/lines are to be removed fully or partly and some new line markings are to be marked/remarked, as shown on plans.

Road Works

- Demolish/Remove existing Raised Pedestrian Crossing, and related road signs.
- Demolish existing surface and replace with AC-14 asphaltic mix.
- Installation of a Kerb extension at north side of the street as shown on plans.
- Two wider width kerb ramps to be installed at the new location of the new signalised pedestrian crossing.
- Deep asphalt cut and excavate at the new locations for installing the two vehicle detector devices.
- New road re-sheeting program is included surrounding existing raised pedestrian crossing and at the new pedestrian crossing.
- Reconstruct existing concrete kerb and gutter, and footpath as shown on plans.

A Road Safety Audit was conducted for the new mid-block signalised pedestrian crossing and is attached at the end of this report. Specific details of the proposed scope of works appear below and are detailed in the attached plans.

This proposal will result in no loss of existing on-street parking spaces however, it is noted that minor changes will be made to current parking restrictions on the south side of Unwins Bridge Road from Railway Road up to the railway over bridge. Specifically:

- 1) Removal of redundant signage and line markings associated with the existing raised pedestrian crossing in Unwins Bridge Road.
- 2) West of Terry Street to east of Belmore Street: Provide new line markings associated with the new signalised pedestrian crossing (refer to Signs & Line marking Plans - Sheets 2/5 and 3/5).
- 3) East of Belmore Street: Adjust the parking lane on the south side of Unwins Bridge Road to provide better transition for traffic on approach to the new signalised pedestrian crossing (refer to Signs & Line marking Plans - Sheets 3/5 and 4/5).
- 4) Railway Overbridge east of Belmore Street to Park Road, south side only:
 - i. Adjust existing "No Stopping" sign by approximate 3.5m, moved toward east,
 - ii. Adjust existing Parking signage to provide new "1P Parking, 8.30am–6pm from Monday–Friday" and "8.30am–4pm Saturday" only (refer to Signs & Line marking Plan - Sheet 4/5).
- 5) Park Road to Railway Road, south side only:
 - i. Adjust existing Parking signage to provide new "1P Parking, 8.30am–4pm from Monday–Saturday" and
 - ii. "No Parking 4pm–6pm from Monday–Friday" restriction to remain unchanged (refer to Signs & Line marking Plan - Sheet 5/5).

PUBLIC CONSULTATION

Proposal consultation letters were sent to 43 surrounding residents and businesses on 2 June 2021. The consultation period closed on the 22 June 2021.

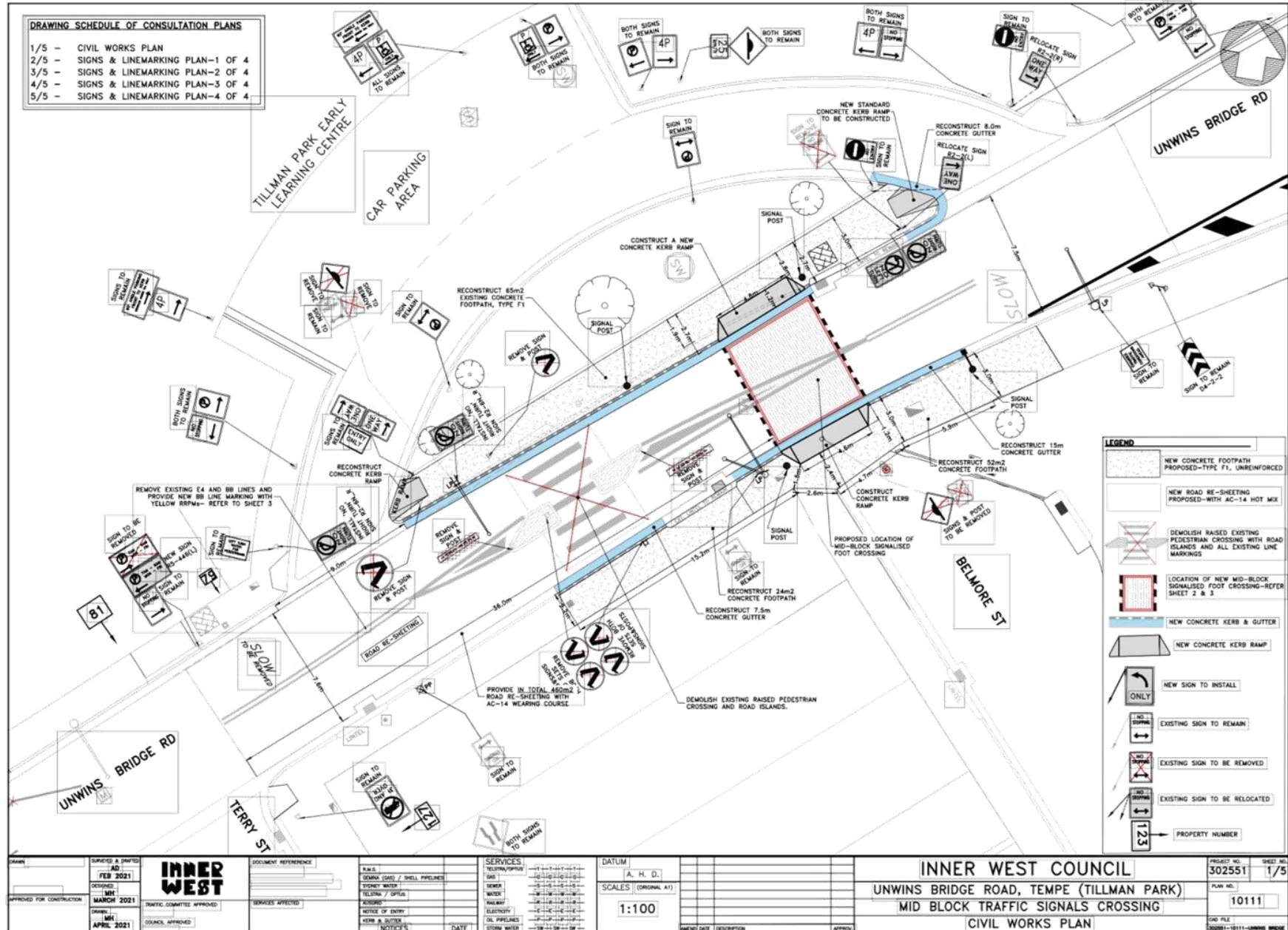
A total of Twelve (12) responses were received; seven (7) responses were received in support of the proposal and three (3) objected indicating that the signalised crossing may not be the most appropriate remedy for the road safety issues experienced at the crossing. Two (2) responses were requests for copy of the proposed plans by other local residents.

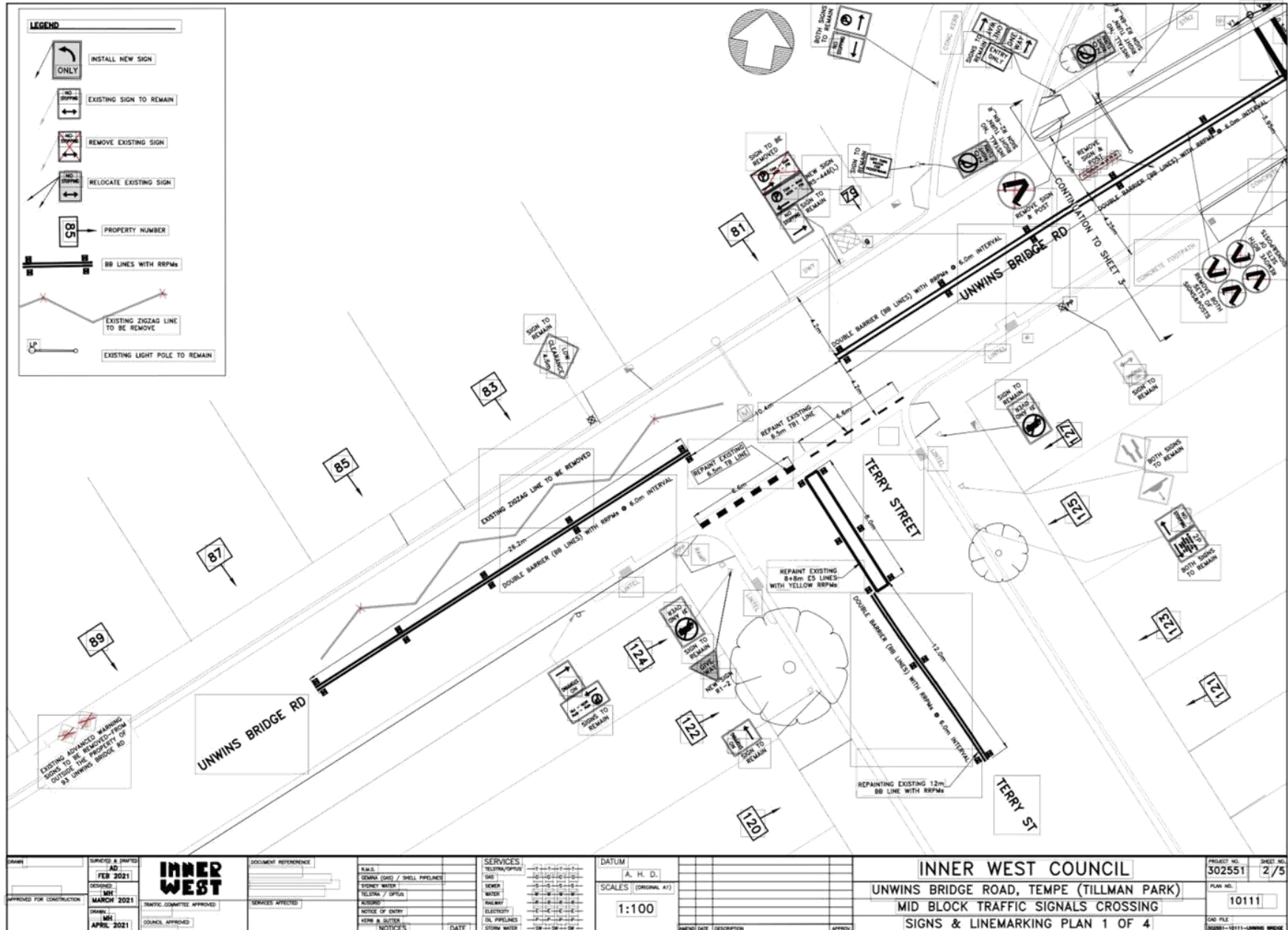
CONCLUSION

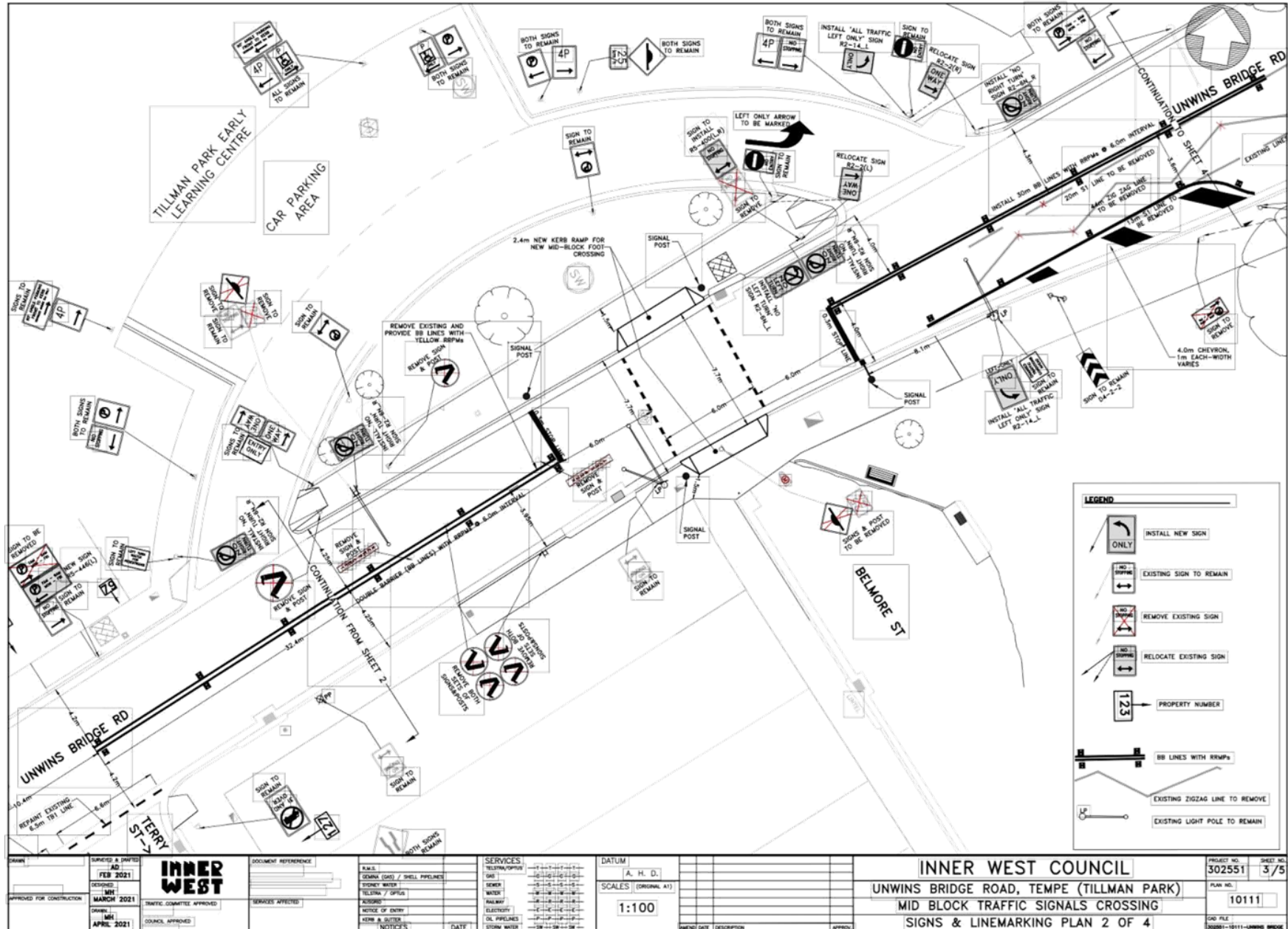
It is recommended that the detailed design plans (10111) for the proposed mid-block signalized crossing on Unwins Bridge Road adjacent to Tillman Park and associated works, signs and line markings be approved, to improve road safety at this location.

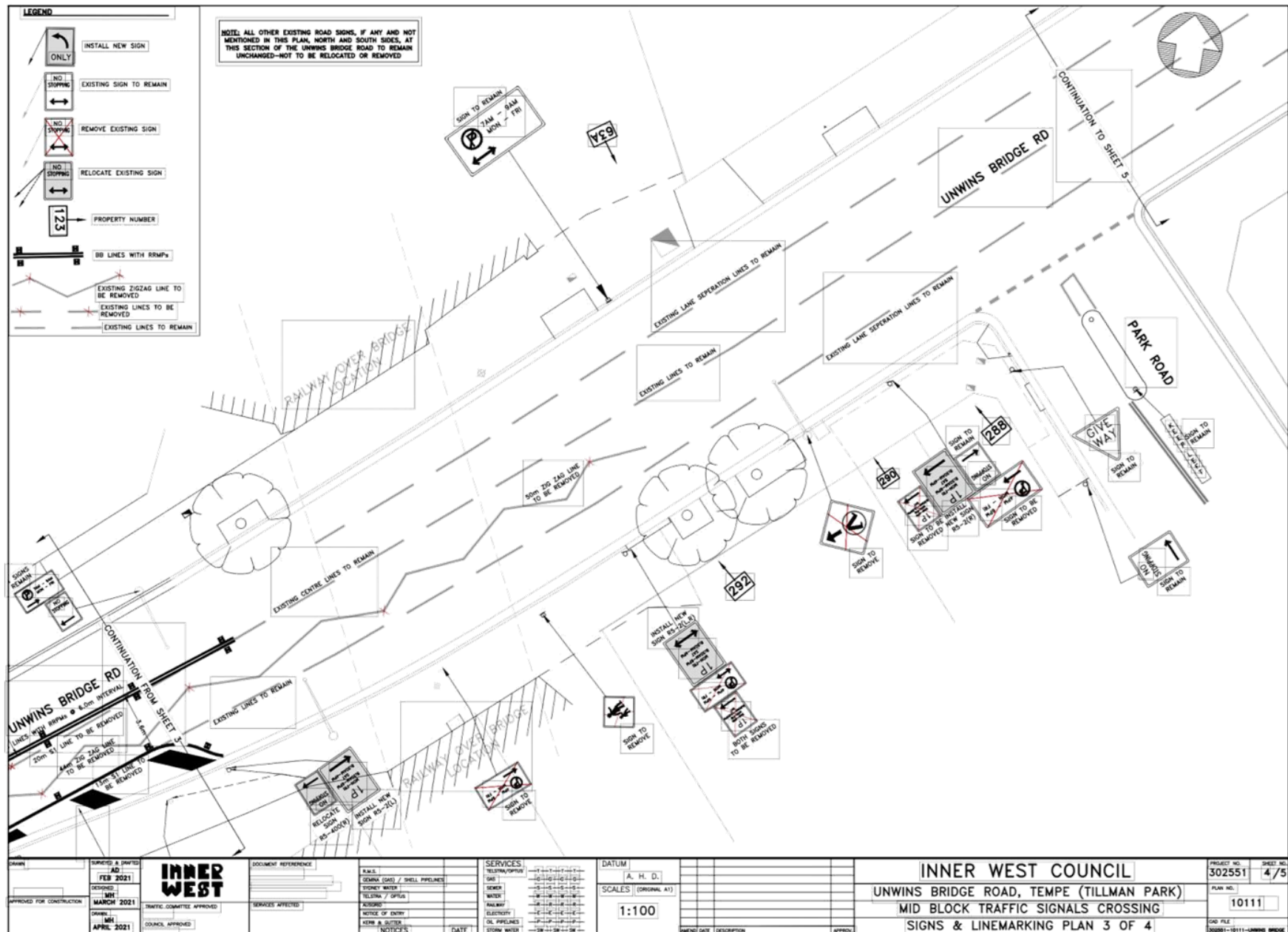
ATTACHMENTS

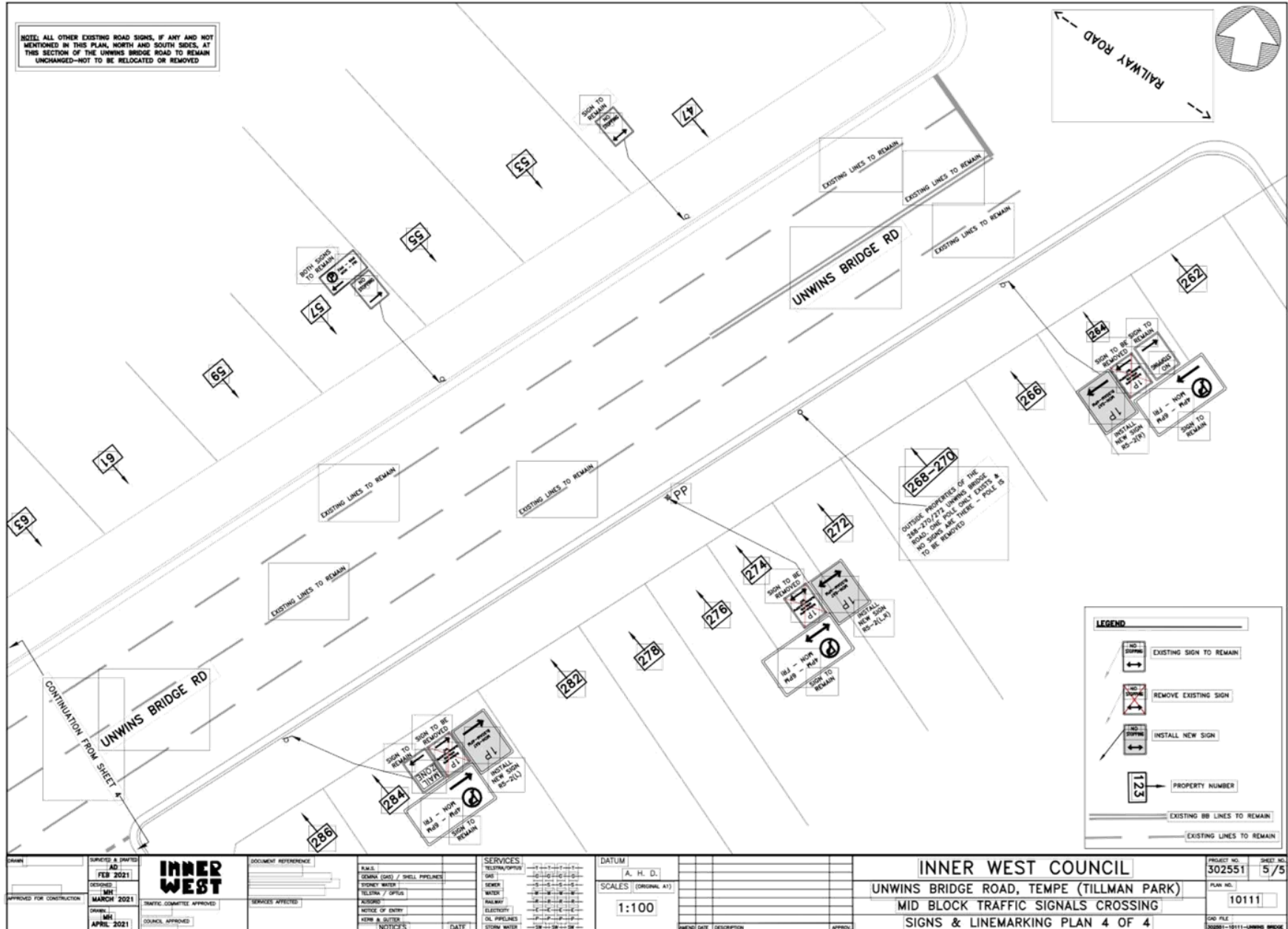
1. [↓](#) 302551-10111_A-Consultation-Plans-Community
2. [↓](#) 11-Road-Safety-Audit





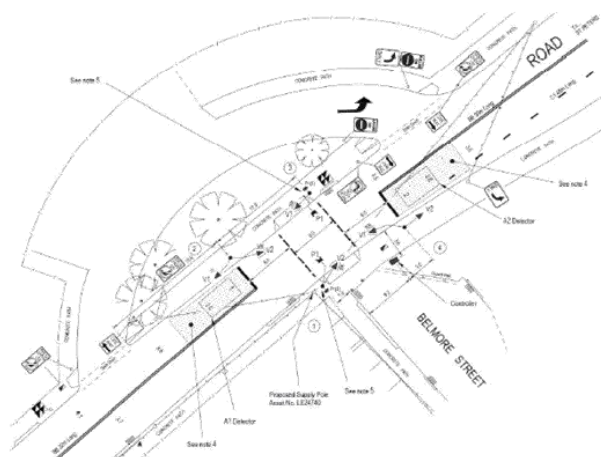






PROPOSED SIGNALISED MID-BLOCK CROSSING UNWINS BRIDGE ROAD NEAR TILLMAN PARK, SYDENHAM

ROAD SAFETY AUDIT STAGE 3 DETAILED DESIGN STAGE



Audit Reference: 21043 RSA Stage 3

Report Issue Date: 21 May, 2021

Updated 27 May, 2021

Prepared for: Inner West Council

Prepared by:

TRANSPORT & URBAN PLANNING PTY LTD
Traffic Engineering, Transport Planning
Road Safety & Project Management Consultants



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P.O. Box 533
SUTHERLAND NSW 2232
Tel: (02) 9545-1411
Email: lisa@transurbanplan.com.au

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APPENDICES

- Appendix 1 Documents Used during the Audit
- Appendix 2 Austroads Risk Assessment Tables 4.1 to 4.4 Extract

1.0 INTRODUCTION

1.1 Scope of the Audit

This report details the results of a Stage 3 Detailed Design Stage Road Safety Audit of the proposed signalised mid-block crossing in Unwins Bridge Road near Tillman Park, Sydenham.

A Road Safety Audit is a formal, technical assessment of the potential road safety risks associated with road transport projects, conducted by an independent qualified audit team. The objective of a road safety audit is to identify foreseeable hazards for all road users. The road safety audit process provides a reasonable, but not absolute, hazard identification method for all road users while seeking to ensure that roads will operate as safely as practicable by eliminating fatal and serious injury crash potential. It is intended that identified hazards be referred back to the designing group for their attention and re-evaluation.

The audit has been carried out following the procedures set out in Austroads Guides to Road Safety - Part 6: Managing Road Safety Audits and Part 6A: Implementing Road Safety Audits.

Transport and Urban Planning Pty Ltd was engaged by Inner West Council to carry out the Stage 3 Detailed Design Stage RSA.

The audit commenced with a briefing with Mohammed Haque, Civil Engineer for Inner West Council (Investigation and Design) and subsequent requests for additional information.

The plans were audited between 7 to 20 May, 2021 with the Audit report prepared concurrently. Inspection of the site was undertaken on 7 May, 2021.

The audit report was issued on the 21st May, 2021 and updated on the 27th May, 2021 to incorporate Inner West Council's response to the audit findings.

1.2 The Audit Team

The Road Safety Audit Team members are:

Terry Lawrence Director
Accredited Level 3 Road Safety Auditor
Auditor ID: RSA-02-0002

Lisa Tulau Design Manager
Accredited Level 3 Road Safety Auditor (Audit Leader)
Auditor ID: RSA-02-0443

Terry Lawrence has over 40 years' experience in all aspects of traffic engineering including road safety, and has qualifications in traffic engineering and urban planning. Terry has worked as a traffic consultant since 1990 and prior to that held various positions with the RMS and other government departments. Terry has over 20 years of experience as an accredited Road Safety Auditor.

Lisa Tulau has extensive experience in road and traffic signal design with qualifications in civil engineering. Lisa has over 10 years of experience as an accredited Road Safety Auditor and holds the PWZTMP white card.

None of the auditors has had any involvement with the design or development of the project.

1.3 Audited Documentation

Plans reviewed under this Audit are as follows;

- Civil Design Plans (Project Number 302551 / Plan No.10111 - Sheets 1 to 6) by Inner West Council for the proposed signalised mid-block crossing and associated works including signage, linemarking and utilities.
- Traffic Signal Design by B Line Drafting on behalf of Inner West Council. Note: the traffic signal plan was not approved by TfNSW at the time of the Audit.

Appendix 1 shows the other documents referenced during the audit.

1.4 Previous Safety Audits

Transport and Urban Planning have not been advised of any previous design stage audits for the proposed signalised mid-block crossing in Unwins Bridge Road near Tillman Park, Sydenham.

2.0 PROJECT DESCRIPTION AND SCOPE

Unwins Bridge Road is a 4 lane / 2-way road with a 12.5m wide carriageway to the east and a 2 lane / 2-way road with an 8.5m wide carriageway to the west of the proposed signalised crossing. The carriageway width transitions over a length of approximately 40m immediately east of the proposed crossing.

An existing raised marked foot crossing with pedestrian refuge is located on Unwins Bridge Road near Tillman Park. The proposal is for the upgrade of the existing crossing to a signalised crossing, which is located approximately 15m east of the existing raised marked foot crossing. The crossing has been relocated to provide a wider footpath area behind the kerb ramps and accommodate TfNSW standards for the signal layout.

A railway overbridge is located immediately east of the proposed crossing location with a low clearance of 4.5m.

Unwins Bridge Road is in a 50km/h speed limited area within the vicinity of the proposal.

The proposed civil design includes;

- Removal of the existing raised marked foot crossing including pedestrian refuge, raised platform, associated linemarking, zig-zag markings on both approaches and associated signage;
- Installation of a mid-block signalised crossing 6m wide in accordance with TfNSW Traffic Signal Design standards;
- Provision of 30m BB linemarking with RRPM's on both approaches to the signalised crossing and for a length of 26m west of Terry Street;
- Restoration of existing traffic facilities in Terry Street, located immediately west of the crossing;
- Linemarking and signage adjustments on both approaches;
- Adjustment of existing signage and linemarking at entry / exit points to adjacent Tillman Park Carpark;
- Pavement reconstruction and resheeting works;
- Change to parking restrictions on westbound approach of Unwins Bridge Road - removal of existing No Parking Zone (Mon-Fri 4-6pm) and time changes to existing 1P Parking Zone (proposed Mon-Fri 8:30am-6pm / Sat 8:30am-4pm).

3.0 AUDIT FINDINGS AND RECOMMENDATIONS

3.1 Responding to the Audit Report

As set out in the road safety audit guidelines, responsibility for the road design always rests with the designer / Project Manager and not with the auditor. A Project Manager is under no obligation to accept any or all the audit recommendations. Also, it is not the role of the auditor to agree to or approve of the Project Manager's response to the audit. Rather, the audit provides the opportunity to highlight potential road safety risks and have them formally considered by the Project Manager, in conjunction with all other project considerations.

To assist with this, Table 3.1 (containing this audit's findings) contains a column for any response.

The audit findings have been considered by Inner West Council and Table 3.1 also contains Council's response to the identified issues.

3.2 Risk Ranking

The resulting level of risk for identified hazards has been determined using the Austroads Risk Ranking of Safety Issues method, based on the likely frequency and severity and suggested treatment approaches presented in Tables 4.1 to 4.4 in Guide to Road Safety Part 6A: Implementing Road Safety Audits.

The Risk Ranking and Austroads suggested treatment approach are defined as follows:

- Intolerable - Must be corrected
- High - Should be corrected or the risk significantly reduced, even if the treatment cost is high
- Medium - Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
- Low - Should be corrected or the risk reduced, if the treatment cost is low

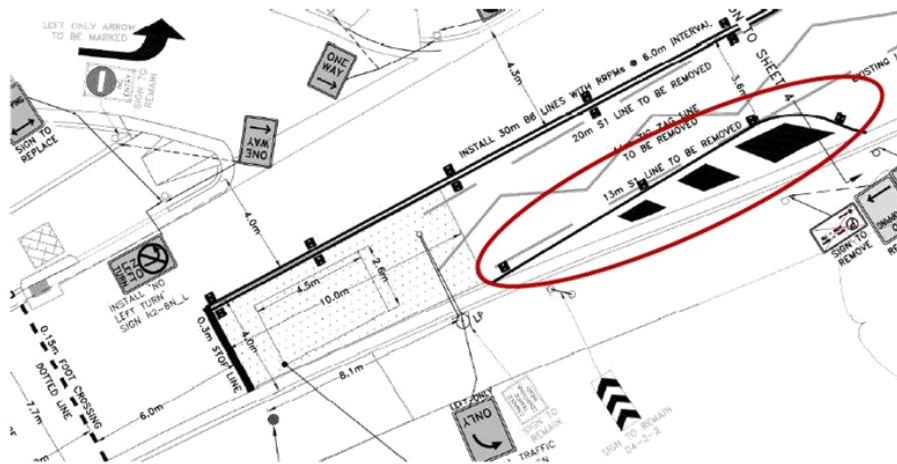
Appendix 2 includes Tables 4.1 to 4.4.

3.3 Items Raised in this Stage 3 Detailed Design Stage Audit

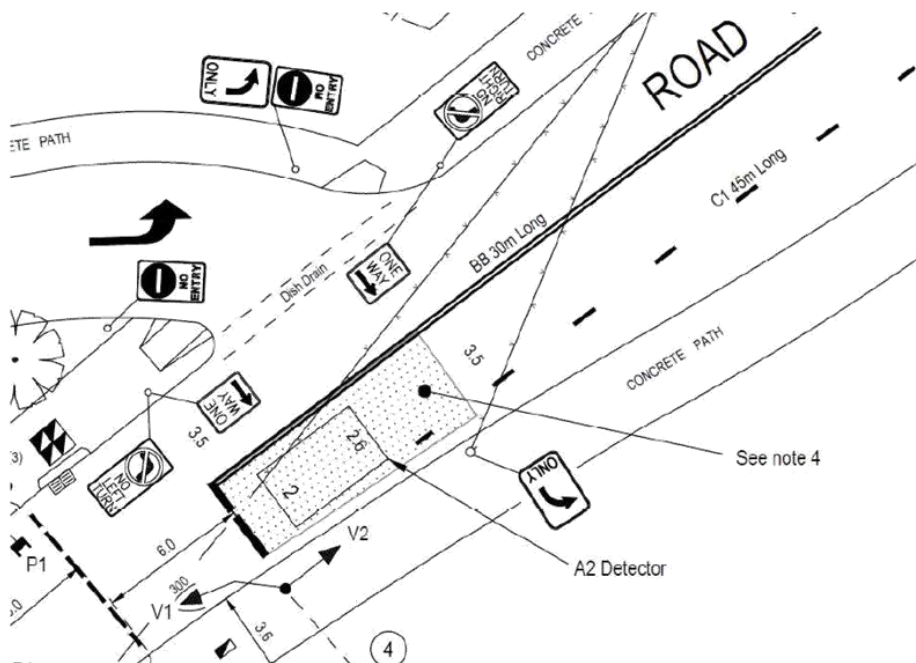
Item 1 - Chervon markings on westbound approach to signalised crossing

Issue

Linemarking proposed on the westbound approach to the signalised crossing is not consistent on the civil works and signal design plans.



Linemarking on approach to signalised crossing as per civil design



Linemarking on approach to signalised crossing as per traffic signal design

The chevron markings and edgeline shown on the civil plan is considered a preferable layout with regard to safety as the transition to one lane occurs approximately 25-30m before the stop line and the additional linemarking will further discourage misuse of the No Stopping Zone on approach to the signals.

Recommendation

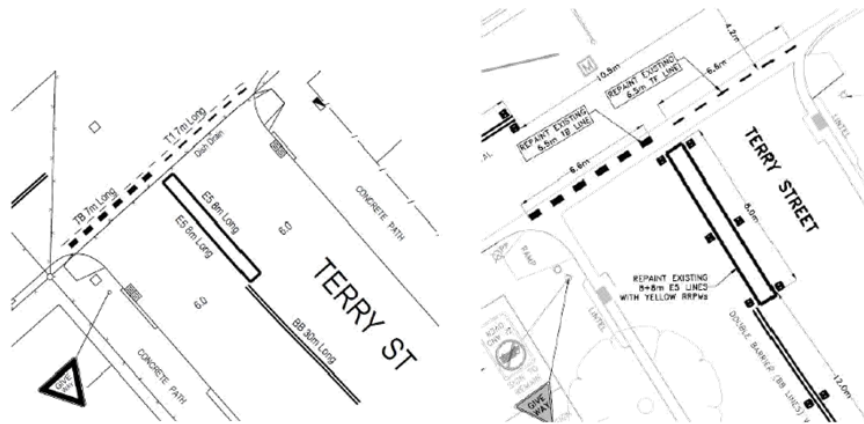
Provide consistent linemarking on westbound approach to signals on civil and signal design plans. Adoption of the edgeline and chevron markings shown on the civil design is considered preferable.

Also see Item 6 below.

Item 2 - Linemarking adjacent to Give Way signage in Terry Street

Issue

Linemarking adjacent to Give Way signage in Terry Street is not consistent on the civil works and signal design plans and not in accordance with regulatory requirements.



Linemarking adjacent to Give Way signage as per traffic signal design and civil design

Recommendation

Provide linemarking adjacent to Give Way signage in accordance with regulatory requirements and TfNSW Delineation Manual Section 6.1.

TB	Give Way Line (Used with signs)	<div> <div>0.60</div> <div>0.60</div> <div>0.60</div> <div>0.60</div> <div>0.60</div> </div> <div> <div>0.60</div> <div>0.60</div> <div>0.60</div> <div>0.60</div> <div>0.60</div> </div> <div>0.30</div>	White
TB1	Give Way Line (Used on right side of road)	<div> <div>0.60</div> <div>0.60</div> <div>0.60</div> <div>0.60</div> <div>0.60</div> </div> <div> <div>0.60</div> <div>0.60</div> <div>0.60</div> <div>0.60</div> <div>0.60</div> </div> <div>0.15</div>	White

Item 3 - Trees on westbound approach to proposed signalised crossing

Issue

Existing tree canopies on the westbound approach to the proposed signalised crossing in Unwins Bridge Road may obscure the signal lanterns.

Recommendation

Ensure tree canopies on the westbound approach to the proposed signalised crossing are pruned as part of the proposed works to provide clear sightlines to the signal lanterns.



View east on Unwins Bridge Road from approximate location of signalised crossing

Item 4 - Trees on approach to Give Way signage in Terry Street

Issue

Trees in Terry Street obscure existing Give Way signage on approach to Unwins Bridge Road.

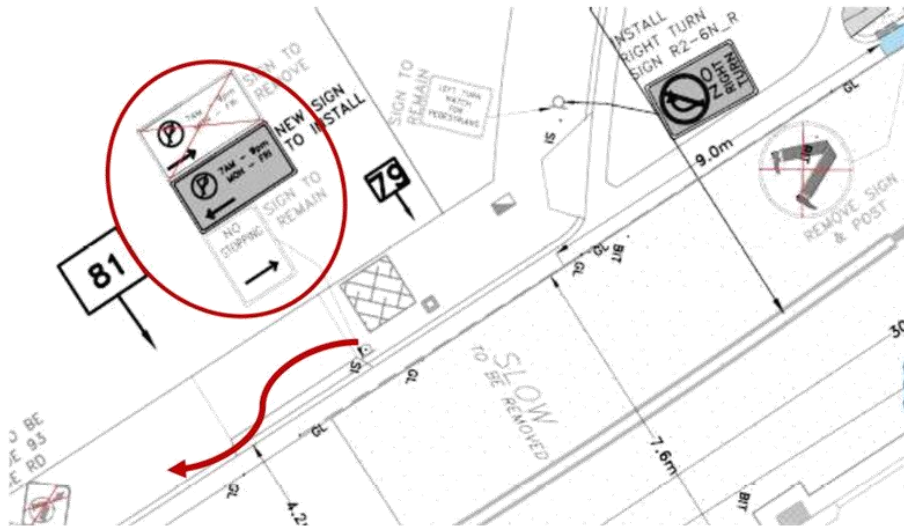
Recommendation

Ensure tree canopies on approach to the existing Give Way signage in Terry Street at the intersection with Unwins Bridge Road are pruned as part of the proposed works to provide clear sightlines to the regulatory signage.

Item 5 - No Stopping signage adjacent driveway to 81 Unwins Bridge Rd

Issue

Existing No Stopping signage adjacent the driveway to No.81 Unwins Bridge Road is to be retained, but is considered more effective if located on the opposite side of driveway.



Recommendation

Consider relocating existing No Stopping signage adjacent driveway to No.81 Unwins Bridge Road to the opposite side of the driveway to improve clarity and discourage misuse of the No Stopping restriction across the driveway and carpark entry.

Item 6 - Parking signage and linemarking in westbound direction of Unwins Bridge Road between Railway Road and the Pedestrian Traffic Signals.

Issue

Currently there is a No Parking 4PM to 6PM Monday to Friday restriction in this section of Unwins Bridge Road for the westbound direction. This permits two (2) lanes travelling westbound during the PM peak with a merge to one (1) lane at the Railway overbridge near Tillman Park.

The civil signposting plans (Sheet 4) show the removal of the PM peak No Parking restrictions between Park Road and the proposed No Stopping on the approach to the pedestrian signals. Sheet 5, which shows the proposed parking restrictions between Park Road and Railway Road is less clear, with the plan showing the No Parking to remain, while the One Hour parking operates between 8.30AM and 6.00PM Monday to Friday.

This needs to be clarified.

If the PM No Parking restriction is to be removed and the kerbside lane becomes a parking lane, then the existing L1 line for the kerbside lane should be reviewed and replaced with more appropriate linemarking for a parking lane.

If the PM No Parking restriction is to be retained for the westbound direction, in the section between Railway Road and Park Road, as well as east of Railway Road, then consideration should be given to the required merge length from two lanes to one lanes, wherever that occurs.

Table 3.1 below summarises those matters identified in the audit which require consideration by the design team.

TABLE 3.1

Item	Issue	Risk Ranking	Response by audit Manager	Other comments including Council/TfNSW
1	Chervon markings on westbound approach to signalised crossing Provide consistent linemarking on westbound approach to signals on civil and signal design plans. Adoption of the edgeline and chevron markings shown on the civil design is considered preferable. Also see Item 6.	High	No further comments	The TCS plan has been changed now and it is consistent with the Civil Design Plans.
2	Linemarking adjacent to Give Way signage in Terry Street Provide linemarking adjacent to Give Way signage in accordance with regulatory requirements and TfNSW Delineation Manual Section 6.1.	Medium	No further comments	The TCS plan has been changed and it is consistent with TfNSW Delineation Manual of TB and TB1 marking.
3	Trees on westbound approach to proposed signalised crossing Ensure tree canopies on the westbound approach to the proposed signalised crossing are pruned as part of the proposed works to provide clear sightlines to the signal lanterns.	High	No further comments	Noted, and will refer to Council's Tree Team requesting branching trimming now.
4	Trees on approach to Give Way signage in Terry Street Ensure tree canopies on approach to the existing Give Way signage in Terry Street at the intersection with Unwins Bridge Road are pruned as part of the proposed works to provide clear sightlines to the regulatory signage.	High	No further comments	Noted, and will refer to Council's Tree Team requesting branching trimming now.
5	No Stopping signage adjacent driveway to 81 Unwins Bridge Rd Consider relocating existing No Stopping signage adjacent driveway to 81 Unwins Bridge Road to the opposite side of the driveway to improve clarity and discourage misuse of the No Stopping restriction across the driveway and carpark entry.	Medium	No further comments	Comment noted, Existing location of "No Stopping" sign complies with "No Stopping" approach distance regulations for proposed traffic signals of the new pedestrian crossing.

21043 RSA Stage 3 updated

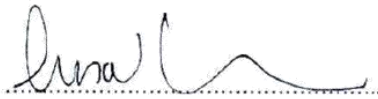
Mid-block crossing, Unwins Bridge Rd near Tillman Park SYDENHAM
Stage 3 Road Safety Audit

Item	Issue	Risk Ranking	Response by audit Manager	Other comments including Council/TfNSW
6	<p>Parking signage and linemarking in westbound direction of Unwins Bridge Road between Railway Road and the Pedestrian Traffic Signals</p> <p>Clarify the proposed parking restrictions for the westbound direction in Unwins Bridge Road between Park Road and Railway Road with regard to the PM weekday No Parking restriction.</p> <p>If the PM No Parking is to be removed, consider changing the L1 road marking for the kerbside lane to more appropriate linemarking for a parking lane.</p> <p>If the PM No Parking restriction is to be retained, including east of Railway Road, then give consideration to the required merge length from two lanes to one lane, wherever that occurs.</p>	High	No further comments	<p>Changes to the Civil Design Plans have been made to clarify the "No Parking" restrictions between Park Road and Railway Parade from the time of "4PM-6PM" "No Parking".</p> <p>Parking restrictions remain unchanged for this section of the Unwins Bridge Road in question.</p>


4.0 FORMAL STATEMENT

We have examined the plans detailed in Section 1.3 and we have audited these plans in accordance with the procedures set out in Austroads Guidelines for Road Safety Audit Practices. The audit has been carried out for the sole purpose of identifying any features of the proposed design that could be altered or reconsidered to improve safety. The identified issues have been noted in this report in Table 3.1 and are put forward for consideration by the Project Manager.

The identified issues have been considered by Inner West Council and Table 3.1 has been updated to include Council's response.



Lisa Tulau
Lead Road Safety Auditor (Level 3) Audit Leader



Terry Lawrence
Road Safety Auditor (Level 3)

21 May, 2021

Updated 27 May, 2021

APPENDIX 1

Documents Used During the Audit

- Austroads Guide to Road Safety: Part 1: Road Safety Overview, Part 6: Managing Road Safety Audits and Part 6A: Implementing Road Safety Audits.
- RMS (TfNSW) Delineation Manual
- Austroads Guide to Road Design
- RMS (TfNSW) Supplements to Austroads Guide to Road Design

TRANSPORT AND URBAN PLANNING PTY LTD

APPENDIX 2

Austroads Risk Assessment Tables 4.1 to 4.4 Extract

21043 RSA Stage 3 updated

Mid-block crossing, Unwins Bridge Rd near Tillman Park SYDENHAM
Stage 3 Road Safety Audit

How does the client decide whether or not to accept an audit finding or recommendation?

Part of the answer can lie at the start of the design process: could an audit have been undertaken earlier? Certainly, the earlier an audit is undertaken, the sooner a potential problem can be addressed. This generally means it will be easier or cheaper to resolve the problem.

Faced with an audit finding or recommendation that is difficult to resolve, the client needs to consider the:

- likelihood that the identified problem will result in harm
- severity of that harm
- effectiveness of a remedy in reducing the harm
- the designer's advice/response to the audit
- cost of remedying the problem (there may be several alternative treatments).

This requires engineering judgement and additional road safety engineering advice about managing the risk.

There may be occasions that the audit recommendations require consideration of issues outside the original scope of the project. This should not be an excuse to dismiss these and they still require consideration by the appropriate authority or person. It may be that the original scope of the project needs to be altered.

C. Risk ranking of safety issues

The following tables may be useful to provide an indication of the level of risk and how to respond to it. Determine into which category in Table 4.1 and Table 4.2 the issue best fits. From this select the risk category in Table 4.3 and its suggested treatment approach in Table 4.4. This is not a scientific system and professional judgement should be used. Section 9.3 provides an evidence based approach to prioritising the treatment of works emanating from road safety audits of existing roads.

Table 4.1: How often is the problem likely to lead to a crash?

Frequency	Description
Frequent	Once or more per week
Probable	Once or more per year (but less than once a week)
Occasional	Once every five or ten years
Improbable	Less often than once every ten years

Table 4.2: What is the likely severity of the resulting crash type?

Severity	Description	Examples
Catastrophic	Likely multiple deaths	High-speed, multi-vehicle crash on a freeway. Car runs into crowded bus stop. Bus and petrol tanker collide. Collapse of a bridge or tunnel.
Serious	Likely death or serious injury	High or medium-speed vehicle/vehicle collision. High or medium-speed collision with a fixed roadside object. Pedestrian or cyclist struck by a car.
Minor	Likely minor injury	Some low-speed vehicle collisions. Cyclist falls from bicycle at low speed. Left-turn rear-end crash in a slip lane.
Limited	Likely trivial injury or property damage only	Some low-speed vehicle collisions. Pedestrian walks into object (no head injury). Car reverses into post.

Table 4.3: The resulting level of risk

	Frequent	Probable	Occasional	Improbable
Catastrophic	Intolerable	Intolerable	Intolerable	High
Serious	Intolerable	Intolerable	High	Medium
Minor	Intolerable	High	Medium	Low
Limited	High	Medium	Low	Low

Table 4.4: Treatment approach

Risk	Suggested treatment approach
Intolerable	Must be corrected.
High	Should be corrected or the risk significantly reduced, even if the treatment costs is high.
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high.
Low	Should be corrected or the risk reduced, if the treatment cost is low.

D. Implementing the agreed changes

Once the corrective action report has been finalised, the agreed actions need to be implemented. The designer has to develop design changes that address the safety problems. If one is at the pre-opening stage, the actions need to be implemented as soon as possible on site. Temporary warning, delineation or other treatment may be needed until the agreed solution is implemented.

Actions taken should be recorded (for example, description of work, by whom and when). This is to fully close out the road safety audit finding as well as to factual record what works were completed. Reasons for any variations from the proposed action must also be set out in writing.

Framing responses to audit findings or recommendations

When an audit finding or recommendation is not accepted, or is accepted only in part, care should be taken about framing the corrective action report, bearing in mind that it may become a public document in the event of a crash occurring.

Consider the following responses to findings or recommendations made during a pre-opening audit of a project to widen the carriageway of a two-lane, two-way road to provide an overtaking lane:

- Safety issues:**
 'Fixed objects within the new clear zone. These include a concrete bus shelter and stockpiles of aggregate and box culverts.' Three sections of guard fence are now nearer the edge line, but do not have safe end treatments.
- Findings or recommendations**
 Take action to reinstate appropriate clear zones for this road. Pay attention to the guard fence.
- Responses:**
 'The bus shelter was constructed before work on the overtaking lane. It is 4 m from the edge line. The expense of moving it is not considered justified. Most of this highway has objects within the clear zone, for example 3 km to the south there are 150 trees within 1.5 m to 6 m from the edge line. The stockpiles cannot be removed as there are few stockpile sites in the area. All the guard fence was constructed before construction of the overtaking lane. Compared with other guard fence in this region, it is not considered a priority and no action is planned to install the correct end treatment.'
 How might these responses be viewed by someone injured in a collision with the bus shelter, a stockpile or a guard fence end (or by a lawyer)? It would be of little comfort for drivers to know they would have been even worse off had the car veered off the road 3 km further on, or that the road authority had a problem finding stockpile sites, or that it's not the client's problem because the fixed objects were put in earlier by someone else. What these responses lack, and what any response needs, is a consideration of points in the previous inset ('How does the client decide whether or not to accept an audit finding or recommendation', in B above), an explanation of why action cannot be taken (for example, financial implications) and consideration of other possible options to reduce the risk associated with significant problem.

Item No: LTC0721(1) Item 7

Subject: ALT STREET AT INTERSECTIONS WITH CHURCH STREET AND CHARLOTTE STREET, ASHFIELD- INVESTIGATION ON THE WARRANT OF PEDESTRIAN CROSSINGS.
(DJARRAWUNANG- ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The Inner West Bicycle Coalition representative, at the Local Traffic Committee meeting of the 3 August 2020, under General Business, requested that traffic, speed and pedestrian counts be conducted in Alt Street, between Church Street and Charlotte Street, Ashfield, with view to installing a pedestrian crossing if warrant permits under the Transport for NSW (TfNSW) or RMS guidelines.

Council at its meeting on the 25 August 2020 resolved or noted that:

Staff will arrange a pedestrian/traffic volume count in the area to determine if the site meets the warrants for a crossing. The Ashfield Traffic Management Study (ATMS) also recommended the need to calm traffic in Alt Street at this location.

This report outlines the results of traffic and pedestrian count survey carried out in November 2020 at the proximity intersections of Alt Street/Church Street and Alt Street/Chandos Street where pedestrian activity is most occurrent.

The outcome of the results generally determined that there is a low or non-consistent pedestrian activity in crossing the road through the day or week to warrant the establishment of crossings under the TfNSW or RMS guidelines. Council will review and investigate alternate possible cross-over and/or traffic control measures for improved safety to pedestrians under the recommendation of the ATMS and Ashfield/Inner West Council Pedestrian Access Mobility Plan (PAMP)

RECOMMENDATION

THAT:

1. The report be received and noted that no warrant can be made to justify the installation of a pedestrian crossing in Alt Street between Charlotte Street and Church Street, nor the intersection sides of Church Street and Charlotte Street, Ashfield; and
2. Council staff review and investigate other alternate and possible cross-over and/or traffic control measures to improve pedestrian safety in the area.

BACKGROUND

Alt Street is a local road. The section of Alt Street between Charlotte Street and Church Street is a local-collector section of road that acts a cross-link for traffic traveling to/from Church Street and Charlotte Street. Volume counts taken late last year registered around 3500 vehicle per day in Alt Street, east of Charlotte Street and west of Church Street. Alt Street, between Charlotte Street and Church Street registered around 5000 vehicles per day.

Pedestrian activity is more evident around the intersections, with pedestrians tending to cross over Alt Street from Church Street, and across Charlotte Street. Pedestrian desire lines appear more directed to and from the St John's Anglian Church Grounds, Ashfield. The church grounds provides a children's playground area (to the north of Church Street), community hall facilities and access through to the St.John's Preschool and Bland Street (See locality plan below).



Alt Street measures approx. 10.1 metres from kerb to kerb with parking to both sides of the street. Church Street and Charlotte Street near to Alt Street are similar in road width to Alt Street and provide parking to both sides of the streets.

Speed counts taken in the above section of Alt Street, late last year, registered around 44.4 to 47.5km/h.

Available TfNSW accident records in the above section of Alt Street for the last 5 years identify (2) accidents. Both are shown at the intersection of Church and Alt Street. One being in 2016, RUM 42-leaving from parking spot, incurring minor injury. The other in 2018, RUM 19-adjacent vehicle collision- incurring non-injury (tow-away).

FINANCIAL IMPLICATIONS

NIL

OTHER STAFF COMMENTS

An analysis of traffic volume and pedestrian counts were carried out at the intersection of Alt Street and Church Street, and Alt Street and Charlotte Street in November 2020 prior to the

school holidays. Optimum counts through peak hourly periods in the AM, Midday and PM times of the day were obtained. The counts were also done on a Tuesday, Thursday, and Saturday to sample pedestrians crossing the road as spread out through the day and week. The results are tabled and shown in **Attachment 1**. An analysis of these results was then done in reference to the TfNSW/RMS guidelines for pedestrian crossings (as shown in **Attachment 2**).

In view of the results, most pedestrians crossing the road are adults. Other pedestrians are either school children, elderly, or parents/careers with prams or infants in hand. School children numbers were to a lesser degree.

Apart from the traffic volumes, it is considered there is generally low pedestrian crossing activity in the area, with (P- pedestrians) below 30 in given hourly periods. Any high pedestrian crossing activity is infrequent and only occurs on a single or one (hour) period during the day. 3 hourly periods with $(P) \geq 30$ and (V Traffic hourly volumes) ≥ 500 and $(PV) \geq 60,000$ in the day are required to justify normal warrant for a pedestrian crossing. $(P) \geq 30$ in 2-3 hourly periods of the day are required if considering a reduced warrant. The product (PV) is less than 45000 on all accounts and justification cannot be made under alternate special warrant in accordance to the TfNSW/RMS guidelines.

No new development in the area has been carried out to alter the above pattern of results to date.

PUBLIC CONSULTATION

NIL under this report.

CONCLUSION

In view of the above, no warrant can be made to justify the installation of a pedestrian crossing in Alt Street between Charlotte Street and Church Street, nor the intersection sides to Church Street and Charlotte Street. Council, however, will review and examine alternate possible cross-over and/or traffic control measures for improved safety to pedestrians under the recommendation of the ATMS and Ashfield/Inner West Council Pedestrian Access Mobility Plan (PAMP).

ATTACHMENTS

1. [↓](#) Pedestrian and Traffic volume counts- Intersections Alt Street with Church and Charlotte Streets, Ashfield.
2. [↓](#) Pedestrian crossing warrant criteria-TfNSW/RMS guidelines.

Intersection of Alt Street and Church Street, Ashfield.- Pedestrian& Traffic Survey.

Church Street side- Counts taken on Saturday 28 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 8:15am-9:15am	10	131	90	1310
MID- 11:15am - 12:15pm	18	241	89	4338
PM - 2:30 pm -3:30pm	10	185	90	1850
Alt Street (east) side- Counts taken on Saturday 28 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 8:15am-9:15am	6	250	83	1500
MID- 11:15am - 12:15pm	17	397	94	6749
PM - 2:30 pm -3:30pm	1	300	100	300
Alt Street (west) side- Counts taken on Saturday 28 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 8:15am-9:15am	11	177	45	1947
MID- 11:15am - 12:15pm	12	278	92	3336
PM - 2:30 pm -3:30pm	3	207	100	621

Adult pedestrian activity mainly shown in the majority of counts at the various legs of the intersection on **Saturday 28 November 2020**.

Normal warrant criteria to apply in this case.

From above (P)<30, (V) <500, (PV)< 60,000 on all occasions.

Warrant considered not justified.

Church Street side- Counts taken on Tuesday 24 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 8:00am-9:00am	8	337	75	2696
MID- 11:00am - 12:00pm	5	113	100	565
PM - 4:30 pm -5:30pm	25	231	92	5775
Alt Street (east) side- Counts taken on Tuesday 24 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 8:00am-9:00am	3	615	100	1845
MID- 11:00am - 12:00pm	4	215	50	860
PM - 4:30 pm -5:30pm	9	448	78	4032
Alt Street (west) side- Counts taken on Tuesday 24 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 8:00am-9:00am	21	412	62	8652
MID- 11:00am - 12:00pm	6	152	100	912
PM - 4:30 pm -5:30pm	9	341	89	3069

Adult pedestrian activity mainly shown in the majority of the counts at the various legs of the intersection on Tuesday 24 November 2020.

Normal warrant criteria to apply in this case.

From above (P)<30, (PV)< 60,000, on all occasions. (V)mainly <500.

(V)>500 only **one period**, however corresponding (P)<30.

Warrant considered not justified.

Church Street side- Counts taken on Thursday 26 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 7:45am-8:45am	6	355	100	2130
MID- 12:00noon - 13:00pm	18	132	100	2376
PM - 2:45 pm -3:45pm	33	275	82	9075
Alt Street (east) side- Counts taken on Thursday 26 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 7:45am-8:45am	7	600	100	4200
MID- 12:00noon - 13:00pm	1	233	100	233
PM - 2:45 pm -3:45pm	3	435	100	1305
Alt Street (west) side- Counts taken on Thursday 26 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 7:45am-8:45am	20	367	65	7340
MID- 12:00noon - 13:00pm	3	153	33	459
PM - 2:45 pm -3:45pm	7	302	71	2114

Adult pedestrian activity mainly shown in the majority of the counts at the various legs of the intersection on Thursday 26 November 2020.

Normal warrant criteria to apply in this case.

From above (PV)< 60,000 on all occasions. (V)mainly <500. (P) mainly <30.

(V)>500 only **one period**, however corresponding (P)<30.

(P)>30 only on **one period**, however corresponding (V)<500.

Warrant considered not justified.

Intersection of Alt Street and Charlotte Street, Ashfield.- Pedestrian& Traffic Survey.

Charlotte Street side- Counts taken on Saturday 28 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 8:00am-9:00am	15	176	93	2640
MID- 11:00am - 12:00pm	5	251	60	1255
PM - 2:30 pm -3:30pm	8	197	88	1576
Alt Street (east) side- Counts taken on Saturday 28 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 8:00am-9:00am	8	183	75	
MID- 11:00am - 12:00pm	8	273	100	
PM - 2:30 pm -3:30pm	12	182	92	
Alt Street (west) side- Counts taken on Saturday 28 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 8:00am-9:00am	3	239	100	
MID- 11:00am - 12:00pm	7	400	100	
PM - 2:30 pm -3:30pm	4	293	100	

Adult pedestrian activity mainly shown in all counts at the various legs of the intersection on **Saturday 28 November 2020**.

Normal warrant criteria to apply in this case.

From above (P)<30, (V) <500, (PV)< 60,000 on all occasions.

Warrant considered not justified.

Charlotte Street side- Counts taken on Tuesday 24 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 7:45am-8:45am	22	500	72	1584
MID- 11:00am - 12:00pm	3	139	0	417
* PM - 4:30 pm -5:30pm	**49	263	41	12887
Alt Street (east) side- Counts taken on Tuesday 24 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 7:45am-8:45am	6	465	100	2790
MID- 11:00am - 12:00pm	8	135	100	1350
PM - 4:30 pm -5:30pm	24	306	45	7344
Alt Street (west) side- Counts taken on Tuesday 24 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 7:45am-8:45am	4	631	50	2524
MID- 11:00am - 12:00pm	1	206	100	206
PM - 4:30 pm -5:30pm	3	463	100	1389

Adult pedestrian activity mainly shown in 5 counts at the various legs of the intersection **on Tuesday 24 November 2020.**

School children/elderly/parent-carers with prams-infants mainly shown in 5 counts to the various legs of the intersection.

Note: ** Ped count 49 = 20 Adults+ 3 Elderly+ 2 x (13 Parent-carer with pram-infants)

If considering normal warrant -From above (PV)<60,000 on all occasions.

(V)mainly <500. (V)>500 only **one period**, however corresponding (P)<30.

(P) mainly< 30. (P)>30 on **one period**, however corresponding (V)<500.

If considering reduced warrant

(P) >30 and (V)>200 only on **one period** * Require at least 2-3 periods of the day where (P) ≥ 30 and (V) ≥ 200.

Also PV ≥ 60,000 if pedestrians are mainly aged (elderly) or impaired.

Warrant not considered justified.

Charlotte Street side- Counts taken on Thursday 26 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 7:45am-8:45am	41	489	73	
MID- 12:00noon - 13:00pm	11	149	100	
PM - 2:45 pm -3:45pm	10	319	60	
Alt Street (east) side- Counts taken on Thursday 26 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 7:45am-8:45am	11	466	91	
MID- 12:00noon - 13:00pm	10	173	100	
PM - 2:45 pm -3:45pm	28	348	82	
Alt Street (west) side- Counts taken on Thursday 26 November 2020				
Peak pedestrian hourly period	Pedestrian count (P)	Traffic Count (V)	% adults	Product PxV total
AM - 7:45am-8:45am	0	627	-	
MID- 12:00noon - 13:00pm	1	230	100	
PM - 2:45 pm -3:45pm	3	447	0	

Adult pedestrian activity mainly shown in the majority of the counts at the various legs of the intersection **on Thursday 26 November 2020.**

Normal warrant applies in this case. From above (PV)< 60,000 on all periods. (V)mainly <500.

(V)>500 only one period, however corresponding (P)<30.

(P) mainly <30. (P)>30 only on one occasion, however corresponding (V)<500.

Warrant not considered justified.

EXTRACT -RMS AUSTRROADS GUIDE SUPPLEMENT

AUSTRROADS GUIDE TO TRAFFIC MANAGEMENT PART 6 -INTERSECTIONS, INTERCHANGES AND CROSSINGS (2013)

RMS practice for numerical warrants for Pedestrian (Zebra) Crossings:

i) Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where:-

In each of three separate one hour periods in a typical day

(a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30

AND

(b) the vehicular flow per hour (V) through the site is greater than or equal to 500

AND

(c) the product PV is greater than or equal to 60,000

ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.

If the crossing is used predominantly by school children, is not suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:-

(a) $P \geq 30$

AND

(b) $V \geq 200$

A pedestrian (Zebra) Crossing may be installed.

If at least 50% of pedestrians using the crossing are aged or impaired and for each three one hour periods in a typical day

(a) $P \geq 30$

AND

(b) $V \geq 200$

AND

(c) $PV \geq 60,000$

A pedestrian (Zebra) Crossing may be installed

iii) Special Warrant:

In certain circumstances where:-

(a) $PV \geq 45,000$ (but less than 60,000)

AND

(b) $P \geq 30$

AND

(c) $V \geq 500$

then consideration can be given to a potential pedestrian crossing site. In such circumstances, council should justify why this location is in need of special consideration.

Item No: LTC0721(1) Item 8

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

Prepared By: Jason Scoufis - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The Leichhardt West Precinct Parking Study reviewed the location, supply, demand and distribution of short and long stay parking, commercial, residential, employee, and commuter parking. The work consisted of examining existing conditions including parking data, community submissions, observed parking conditions, existing permit allocation, and future land uses within the Leichhardt West precinct.

A community survey was also undertaken to gauge the parking issues faced by different users. With consideration of the above a draft parking management strategy for Leichhardt West was developed.

RECOMMENDATION

THAT:

1. The Draft Leichhardt West Precinct Parking Study including the Draft Leichhardt West Parking Strategy be endorsed for community consultation; and
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions and the results be reported back to the Traffic Committee.

BACKGROUND

The Study was initiated as part of Council's Parking Strategy Program in order to review the existing parking issues in Leichhardt West which include streets near trip generators such as Kegworth Public School, Lambert Park Sportsfield, Leichhardt Marketplace, Oasis, Leichhardt Green and Epicure Collection currently under construction, Inner West light rail stops and significant land use.

FINANCIAL IMPLICATIONS

The cost to implement the Leichhardt West 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 of the Strategy will provide estimates on signage and administrative costs to expand the resident parking permit scheme if required.

OTHER STAFF COMMENTS

The Leichhardt west Precinct Parking Study was undertaken by GTA Consultants by examining the parking occupancy and parking duration data collected in November 2020, existing on-street parking inventory, current supply and demand, existing parking permit

issued, and feedback received through Council's Community Engagement undertaken in November and December 2020.

Parking trends within the study area had the following characteristics:

- Average peak parking occupancies are at a high level during weekdays in selected unrestricted streets and also in existing resident parking permit parking streets in the southern half of the precinct near the major landuses of Kegworth Public School, Leichhardt Marketplace, Oasis and Leichhardt Green apartments. Parking occupancies generally reduce in the northern section of the precinct.
- On weekends, average peak parking occupancies are significantly lower than on a weekday, in particular in and around St Columbia's Catholic Primary where parking is unrestricted and likely used by school staff and parents on weekdays. This suggests residents are taking their cars out on weekends for excursions. In some areas higher parking occupancies were evident on weekends where off street parking is minimal.
- Average duration of stay and turnover ratios during weekday and weekend are consistent with a predominantly residential area, generally long stay with low turnover rates with the exception of short stay parking on a weekday in and around Lambert Park, Marion Street shops, Kegworth Public School and Parramatta Road.
- Streets with much lower turnover rate on the weekend relative to the weekday tend to include streets that are part of a resident parking permit scheme near the Oasis and Leichhardt Green developments as these permit schemes do not apply on weekends.

The draft study concluded with the following draft strategies for consideration:

Short term (0-5 years)			
Item Number	Description	Streets affected	High
1	Aim to have the overall number of L1 resident parking permits in Leichhardt West Study Area not exceed the total L1 parking capacity within the Leichhardt West Study Area	Area wide (whole study area)	High
2	Expand RPS to streets surrounding the Epicure Collection residential complex	Area generally bounded by Foster Street, Regent Street, Elswick Street, Athol Street, Whiting Street as detailed in Figure 4.1 in report	High
3	All current RPS streets in the study area adopt the proposed restriction	All current RPS streets	High

	'2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area L1' for consistency		
4	Replace redundant, faded and damaged signs	As identified in the signage audit	Medium
5	Dedicate parking enforcement efforts to streets near Lambert Park to promote and enforce safe and legal parking behaviour	Streets within 200 metres of Lambert Park	High
6	Introduce angled parking in Elswick Street North between William Street and Darley Road	Elswick Street North	Medium
7	Introduce angled parking in Edith Street between Marion Street and Elswick Street	Edith Street	Medium
8	Monitor commuter parking at Taverners Hill, Marion and Hawthorne Light Rail stops following peak hour capacity increase in 2023	Streets nearby identified light rail stops	Medium

Long term (5 + years)			
Item Number	Description	Streets affected	High
9	Subject to timing of the redevelopment, expand RPS to streets in both the Taverners Hill Precinct and Leichhardt Marketplace Precincts. Ensure restriction duration is consistent across the expanded RPS with times of '2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area L1'	Taverners Hill Precinct generally bounded by Hawthorne Canal, Parramatta Road, Elswick Street, Myrtle Street Lords Road, Lambert Park as detailed in Figure 4.1 in report. Leichhardt Marketplace Precinct generally bounded by Foster Street, Lords Road, Elswick Street, Regent Street as detailed in Figure	High

		4.1 in report.	
10	Advocate for the PRCUTS maximum parking rates in future Inner West DCP for PRCUTS redevelopment	PRCUTS redevelopment sites	High
11	Introduce pricing on second residential parking permits, subject to Council approving the fee in a future Fees and Charges schedule.	Current and future RPS streets	Medium
12	Investigate reform of visitor parking permits to one day use only permits	Current and future RPS streets	Medium

PUBLIC CONSULTATION

Council posted 4,319 letters to residents, businesses, organisations and institutions in December 2020 inviting to participate in an online questionnaire on parking in Leichhardt West Precinct. Members of the public could also request a paper-based copy of the questionnaire. A total of 579 submissions were received, with the main findings as follows:

- Highly favoured that Resident Parking Schemes be made available to a wider range of streets across the study area.
- Concerned that parking occupancies were high and that demand often exceeded supply.
- Residents were concerned that increasing density through new residential developments would create overspill parking issues for residents in nearby single occupancy dwellings.

ATTACHMENTS

1. [Leichhardt West Precinct Parking Study GTA Report June 2021](#)

Leichhardt West Precinct Parking Study

Inner West Council
Draft Report



Prepared by: GTA Consultants (Group) Pty Ltd for Inner West Council
on 25/06/2021
Reference: N199000
Issue #: A-Dr 4



now



Leichhardt West Precinct Parking Study

Inner West Council
Draft Report

Client: Inner West Council
on 25/06/2021
Reference: N199000
Issue #: A-Dr 4

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	26/02/21	Draft	L. Clark	A. Leung	V. Buhl	
A-Dr 2	29/03/21	Draft – amended	L. Clark	A. Leung	V. Buhl	
A-Dr 3	17/06/21	Draft – amended	L. Clark	A. Leung	V. Buhl	
A-Dr 4	25/06/21	Draft – amended	L. Clark	A. Leung	V. Buhl	

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INTRODUCTION

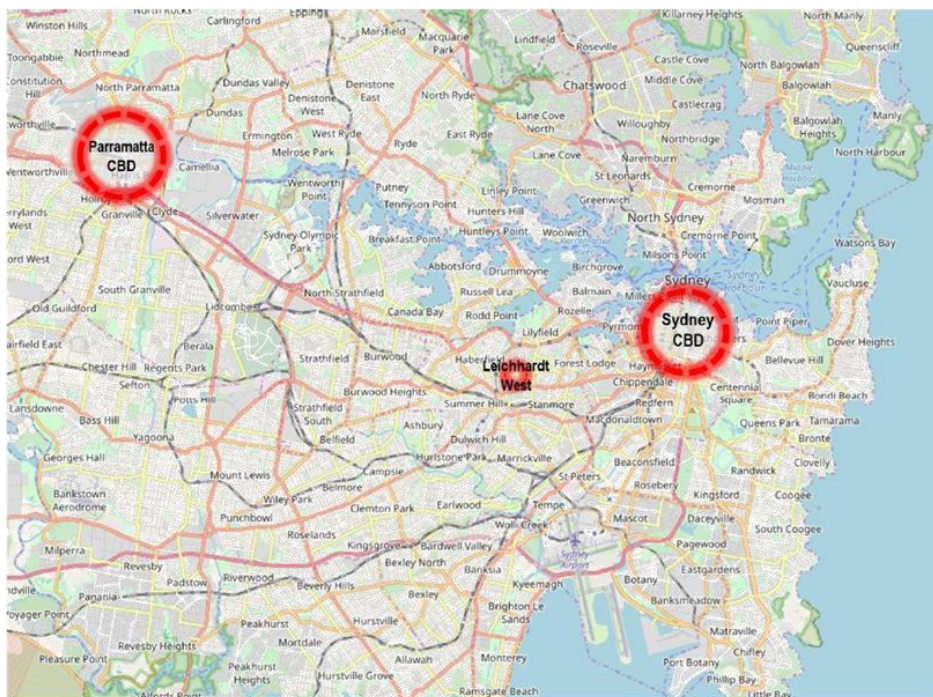
1. INTRODUCTION

1.1. Project Background

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

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

Figure 1.1: Leichhardt West within the Sydney Metropolitan Area



Basemap Source: OpenStreetMap

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

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The trip generators for the precinct include:

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

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

1.2. Purpose of the Study

The objectives of the project are:

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

1.3. What is Parking?

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

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

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

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1.4. Types of Parking

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

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

1.5. The Leichhardt West Context

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

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

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2. EXISTING CONDITIONS

2.1. Planning Context

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

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

2.1.1. Permit Parking Guidelines - Road and Maritime Services

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

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

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

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

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

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

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Eligibility criteria and other features common to all permit parking schemes

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

Resident parking permits

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

Commuter parking permits

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

Commuter parking permits may be issued as follows:

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

Resident's visitor parking permits

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

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

2.1.2. Public Domain Parking Policy

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

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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 Leichhardt West are explored below.

Resident Parking Permits

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

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

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

Zone Type A

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

Zone Type B

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

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

Visitor Parking Permits

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

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

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

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

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

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

2.2. Study Area

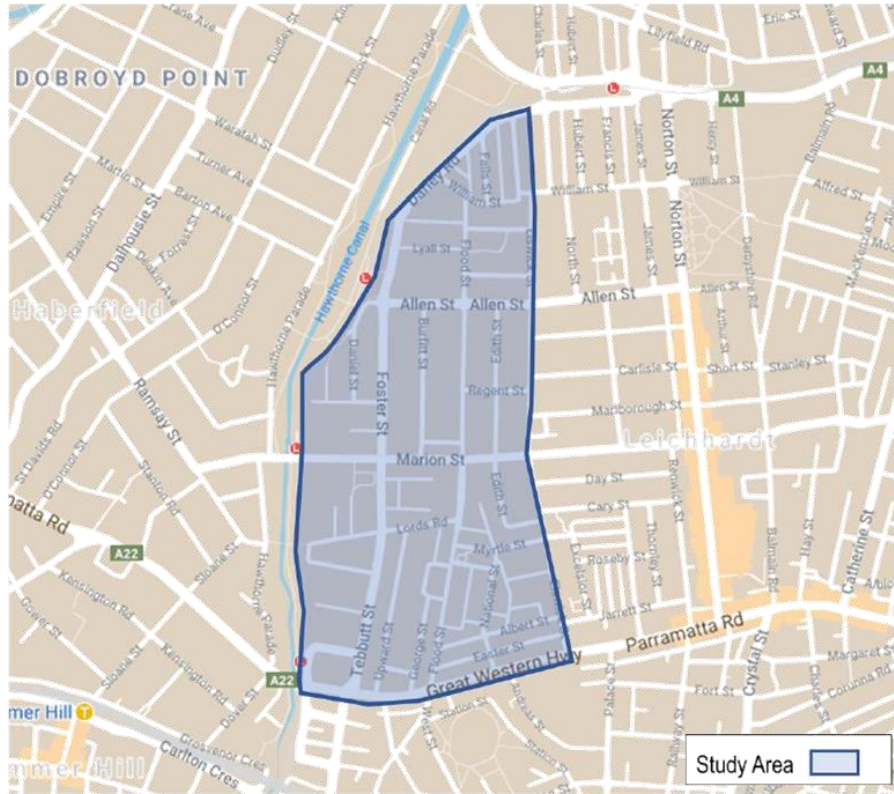
2.2.1. The Study Area

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

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Figure 2.1: Leichhardt West study area



2.2.2. Key Streets and Sites

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

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

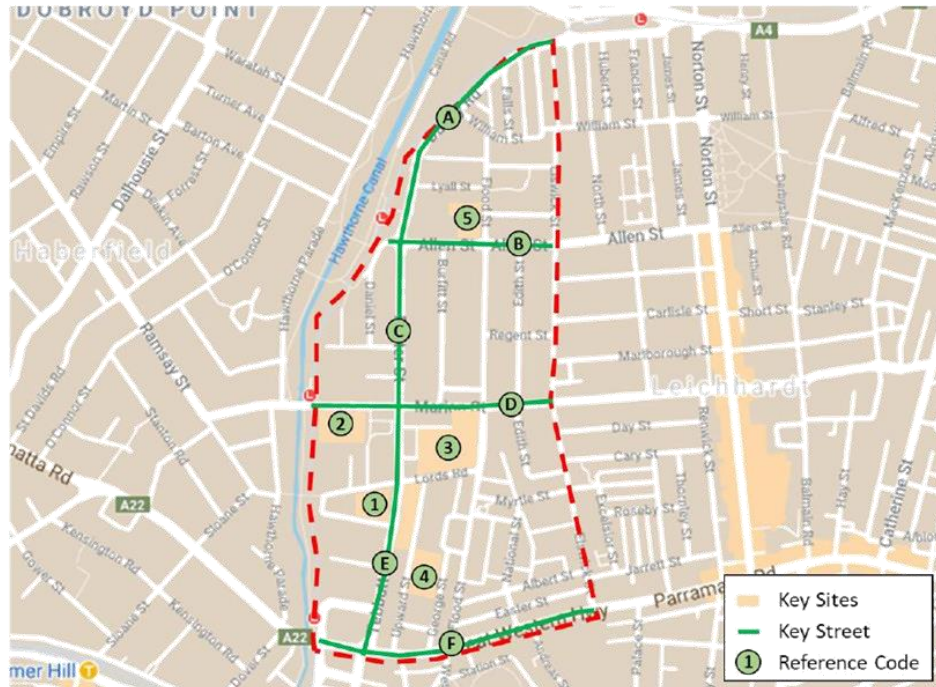


Table 2.1: Key streets and sites within the Leichhardt West Precinct

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

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

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2.2.3. Public Transport

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

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

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

Figure 2.3: Public Transport Map within the Precinct



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Table 2.2: Public transport within the Precinct

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

2.3. Existing Travel Behaviour

2.3.1. Journey to Work

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

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



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

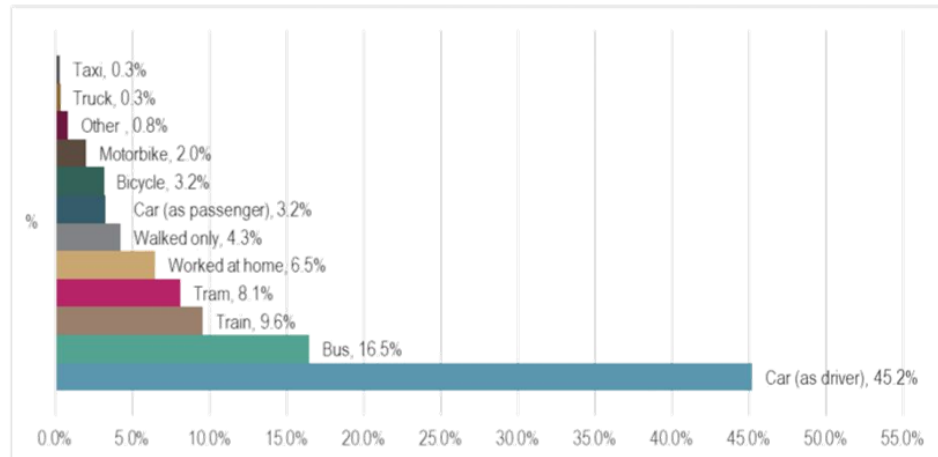
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As indicated in Figure 2.5 below, residents in the relevant SA1s have a high non-private vehicle journey to work mode share of 48 per cent. This high proportion of active and public transport mode share is likely a result of the SA1s' close proximity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

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



Source: ABS Census 2016

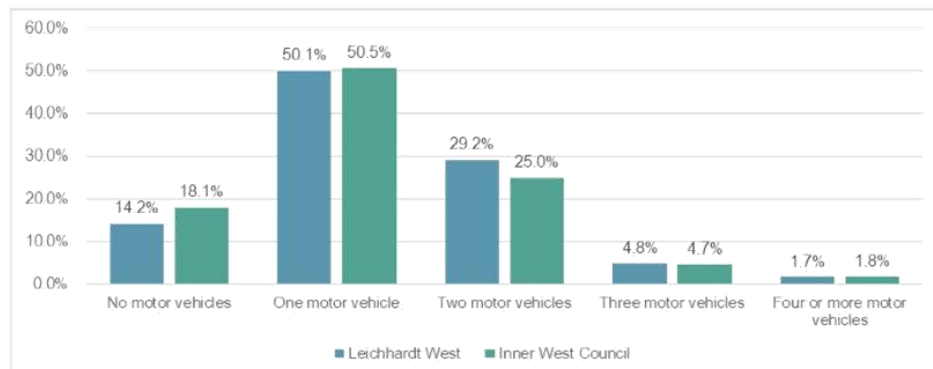
2.3.2. Car Ownership

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

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Figure 2.6: Percentage of vehicle ownership



Source: ABS Census 2016

2.4. Local Car Sharing Initiatives

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

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

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



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

2.5. Parking Supply and Conditions

2.5.1. Parking Supply within Leichhardt West

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

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Figure 2.8: Leichhardt West Parking Restrictions Map²



2.6. Resident Permit Parking

2.6.1. Resident Parking Scheme

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

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

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Figure 2.9: Residential Parking Scheme – Leichhardt L1



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

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

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

2.6.2. Permit Allocation

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

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

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

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

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

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

2.7. Parking Demand

2.7.1. Parking Surveys

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

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

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2.7.2. Survey Analysis

Occupancy

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

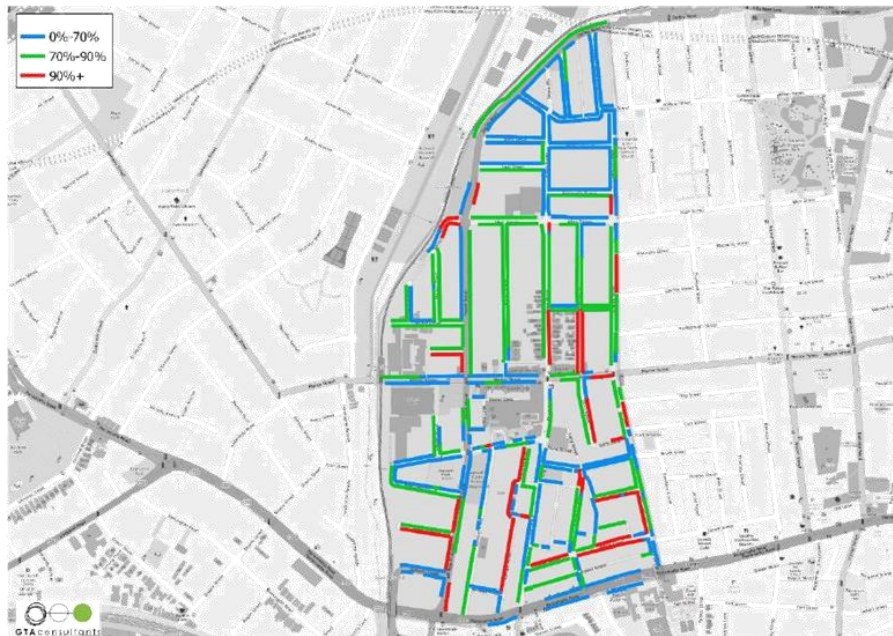
The Saturday parking data, having only three observations, was compiled and calculated as an average instead.

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

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

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

Figure 2.10: Weekday average peak occupancy



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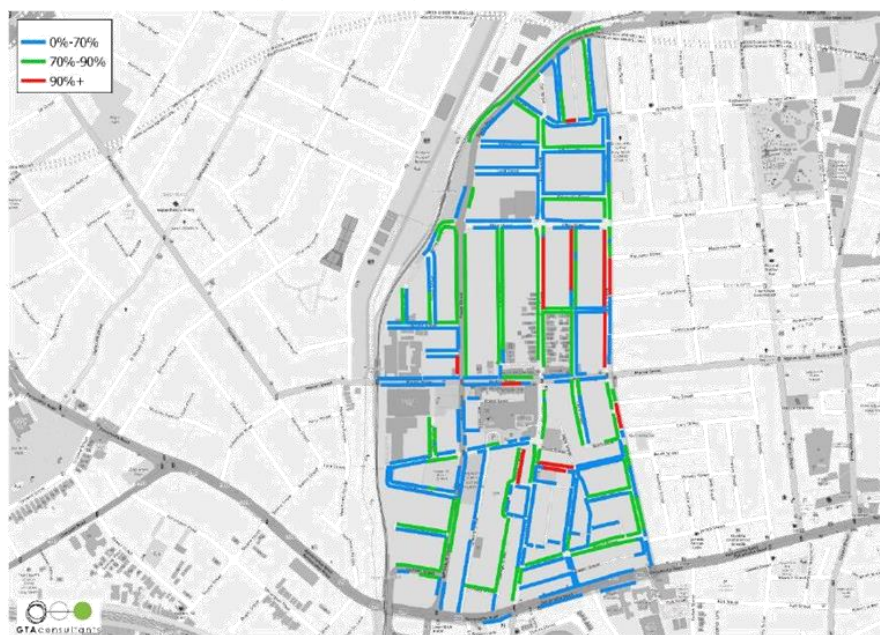
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As shown in Figure 2.10, there is evidence of high average peak occupancies on the surveyed weekday, reaching or exceeding 90 per cent along selected unrestricted streets (Tebbutt Street, Albert Street, Edith Street and pockets of Elswick Street),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

Figure 2.11: Weekend average peak occupancy



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

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

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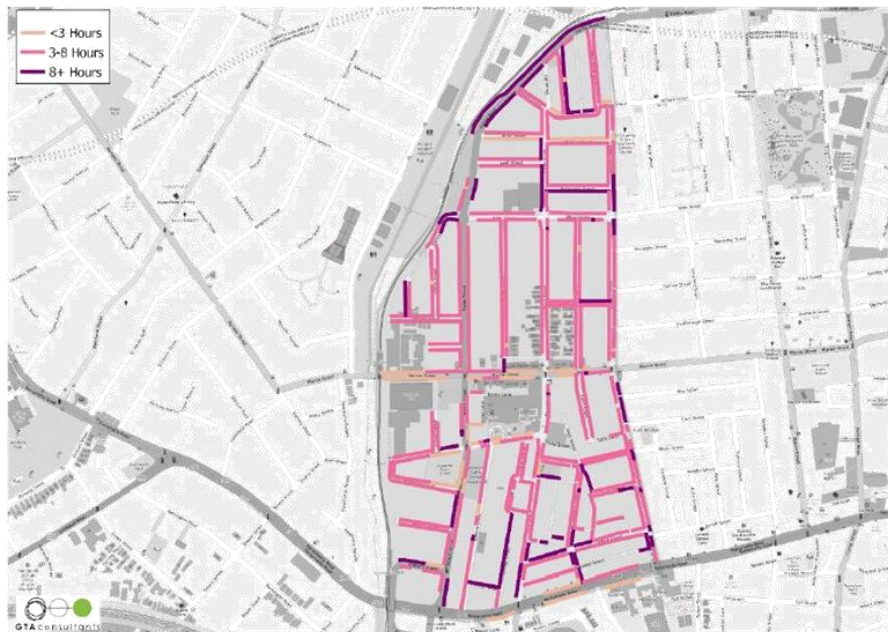
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In relative terms – meaning the street segment's weekend occupancy in proportion to its corresponding weekday occupancy – the street segments with the highest increase on Saturday were Tebbutt Street and Kegworth Street. Both segments are near Kegworth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

Duration of Stay

Duration of stay is evaluated by recording the total dwell time of all surveyed parked vehicles. Over the entire survey period, the durations of stay for all individual vehicles surveyed are averaged to derive an average duration of stay calculation for every street. The average duration of stay metric is useful for understanding the characteristics of the intended parking purpose of users. Short-stay parking is defined as a parking duration of less than three hours while any duration of three hours or more is long-stay parking. Short-stay parking could encompass people visiting residents or the local shops while long-stay parking could comprise residents' parking, commuter parking or staff parking from nearby places of employment. The weekday and weekend average durations of stay are displayed in Figure 2.12 and Figure 2.13.

Figure 2.12: Weekday average duration of stay



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Figure 2.13: Weekend average duration of stay



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

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

Turnover Ratio

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

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

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

Figure 2.14: Weekday turnover ratio per hour



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Figure 2.15: Weekend turnover ratio per hour



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

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

2.7.3. Accessible Parking Spaces

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

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

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

2.7.4. Demand Implications

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

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

2.8. Parking Signage Check

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

Accordingly, as part of this study, GTA was tasked with identifying general inconsistencies in signage and recommend standardisation where appropriate. GTA used the TfNSW standards on signage as the source of truth for what is the correct parking signage³ to be used throughout the LGA moving forward.

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

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

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

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Table 2.4: Non-compliant signs and recommended sign

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

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2.9. Future Land Use and Parking Provision

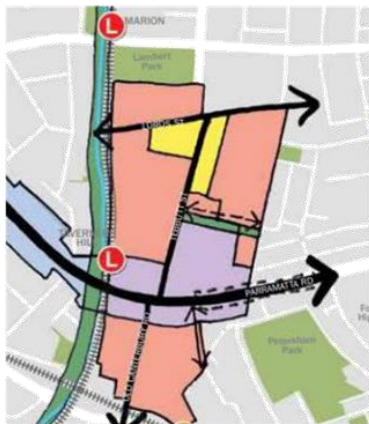
Leichhardt West is planned to undergo a significant land use transformation in the Taverners Hill precinct in the study area's south-western corner. Already underway through the Oasis and Leichhardt Green residential developments, the *Parramatta Road Corridor Urban Transformation Strategy 2016* (PRCUTS)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

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

The IWHS states that the precinct's anticipated additional dwelling potential is approximately 456 dwellings by 2036. Given that 75 per cent of the PRCUTS and IWHS Taverners Hill precinct is within the Leichhardt West study area (203,000m² of a total 270,000m²), this report assumes that the study area will provide 343 new dwellings (75 per cent of 456).

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

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



Source: PRCUTS 2016



Source: Our Place Inner West – Housing Strategy 2020

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

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Table 2.5: Residential Parking Rates – Leichhardt DCP 2013

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

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

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

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

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

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

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

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

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

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

2.10. Community Survey

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

2.10.1. Survey Statistics

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

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

2.10.2. Survey Responses

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

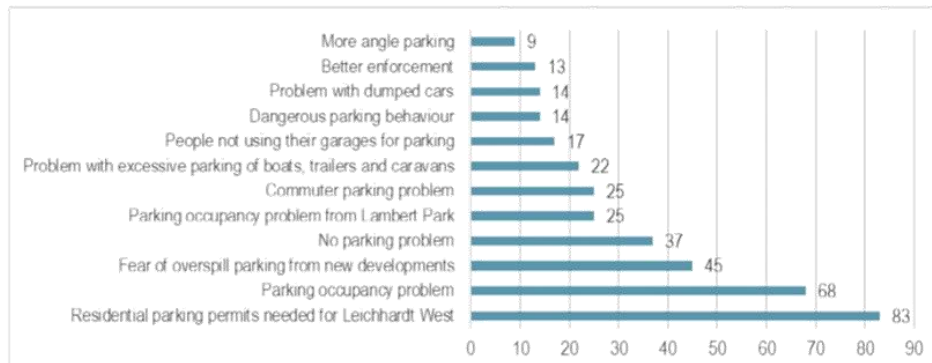
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Figure 2.17: Respondents' perceptions of key parking issues in Leichhardt West



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

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3. SWOT ANALYSIS

3.1. SWOT Analysis

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

Table 3.1: SWOT Analysis for Leichhardt West Precinct Parking Study

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

Attachment 1

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4. RECOMMENDATIONS

4.1. Introduction

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

4.2. Key Strategic Objectives

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

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

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

4.3. Recommendations

4.3.1. Residential Parking in Leichhardt West

Permit Allocation Arrangements

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

Resident Parking Permit Scheme

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

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

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RECOMMENDATIONS

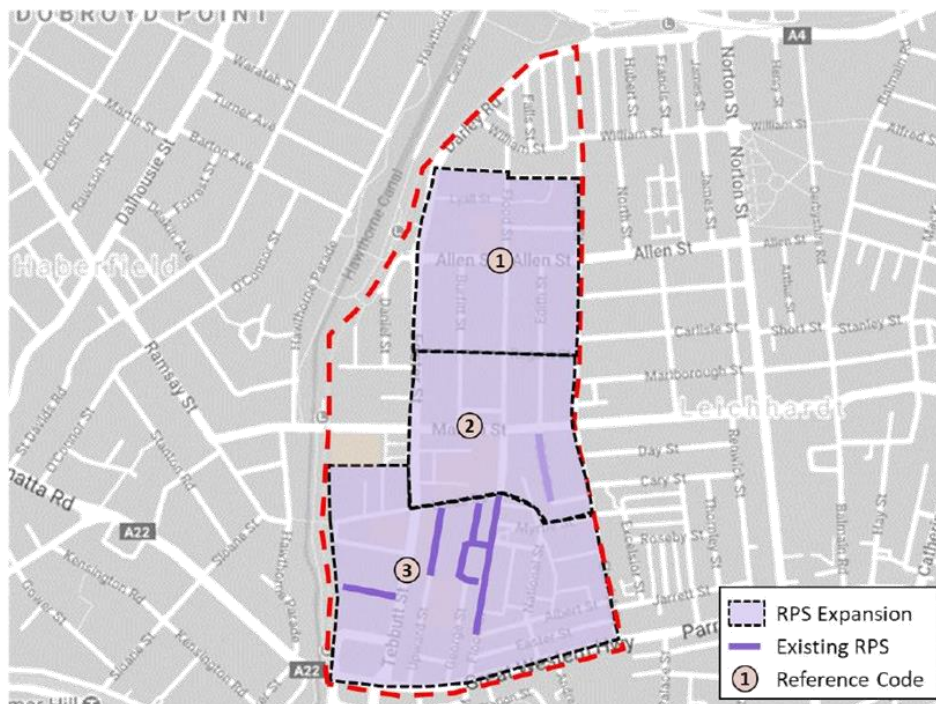
It is recommended that permit allocations remain as is. Similar to Zone Type B, residents with zero off-street spaces are eligible for up to two resident permits. Under this arrangement, it is critical to ensure that the quantum of permits does not exceed capacity. As such, the recommended expansion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

Table 4.1: Recommended RPS Expansion

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

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

Figure 4.1: Recommended Expansion of RPS in Leichhardt West



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

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4.3.2. Lambert Park

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

4.3.3. Commuter Parking

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

4.3.4. Disabled Parking

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

4.3.5. Parking Signage Update

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

4.3.6. Optional Recommendations for Future Consideration

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

Permit Scheme Pricing

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

Reform to Visitor Permits

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

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

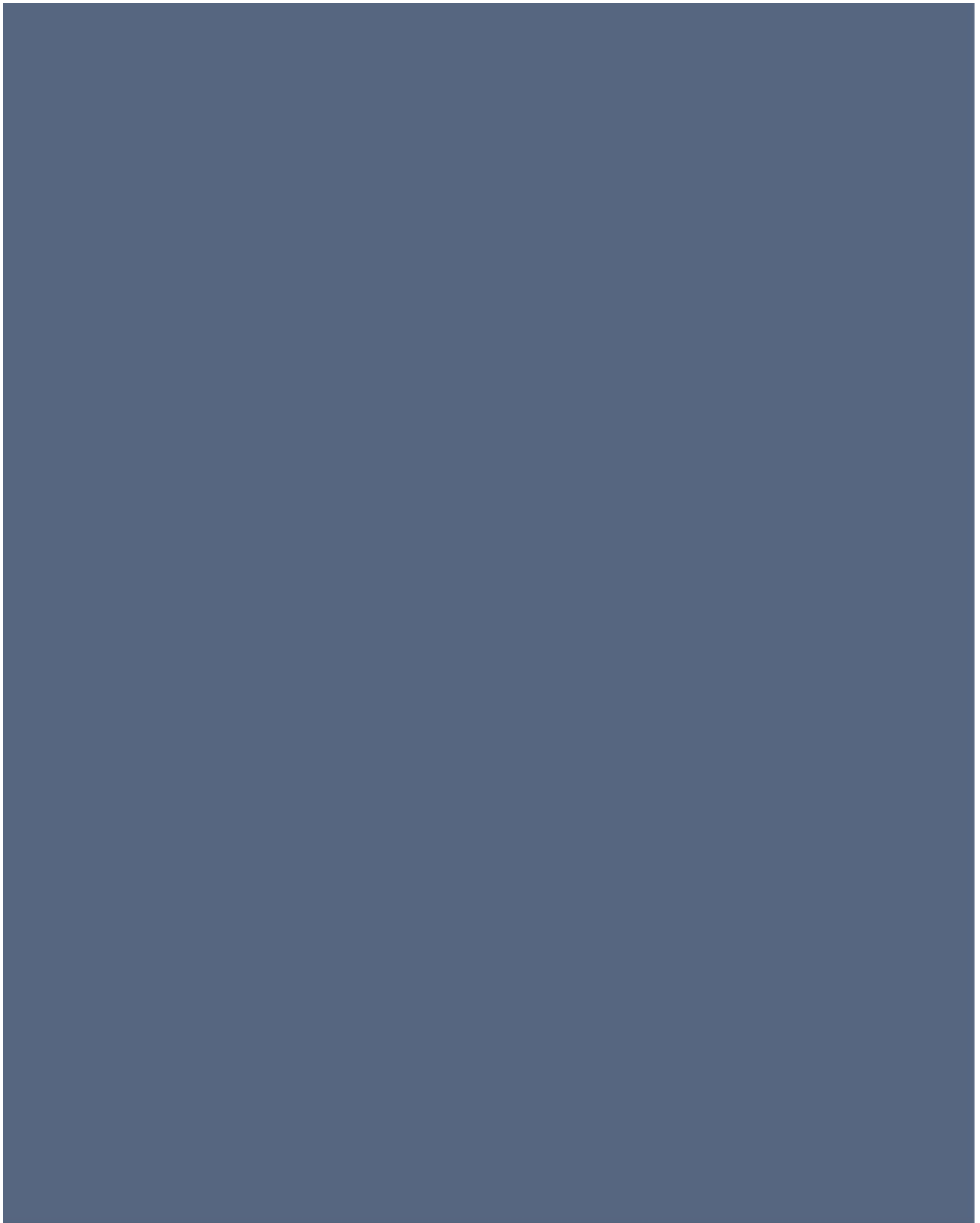
RECOMMENDATIONS

4.3.7. Implementation Timeframe

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

Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	Aim to have the overall number of L1 resident parking permits in Leichhardt West study area not exceed the total L1 parking capacity within the Leichhardt West study area	Area-wide	High
2	Expand RPS to streets surrounding the Epicure Collection residential complex.	Area 1 in Figure 4.1	High
3	All current RPS streets in the study area adopt the proposed restriction durations in Table 4.1 for consistency across Leichhardt West.	Current RPS streets	High
4	Replacement of redundant, faded, damaged signs.	Streets identified in the signage audit within study area.	Medium
5	Dedicate parking enforcement efforts to streets near Lambert Park to promote and enforce safe and legal parking behaviour.	Streets within 200 m of Lambert Park	High
6	Introduce angled parking in Elswick Street North between William Street and Darley Road.	Elswick Street North	Medium
7	Introduce angled parking Edith Street between Marion Street and Elswick Street.	Edith Street	Medium
8	Monitor commuter parking at Taverners Hill, Marion and Hawthorne light rail stops, following peak hour capacity increase in 2023.	Streets nearby identified light rail stops	Medium

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



Item No: LTC0721(1) Item 9

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

Prepared By: Jason Scoufis - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The Rozelle North Precinct Parking Study reviewed the location, supply, demand and distribution of short and long stay parking, commercial, residential, employee, and commuter parking. The work consisted of examining existing conditions including parking data, community submissions, observed parking conditions, existing permit allocation, and future land uses within the Rozelle North precinct.

A community survey was also undertaken to gauge the parking issues faced by different users. With consideration of the above a draft parking management strategy for Rozelle North was developed.

RECOMMENDATION

THAT:

1. The Draft Rozelle North Precinct Parking Study including the Draft Rozelle North Precinct Parking Strategy be endorsed for community consultation; and
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions and the results be reported back to the Traffic Committee.

BACKGROUND

The Study was initiated as part of Council's Parking Strategy Program in order to review the existing parking issues in Rozelle North which include streets near trip generators such as Rozelle Public School, Union Residential, the Light Industrial Area near Robert Street/Mullens Street and Victoria Road bus corridor.

FINANCIAL IMPLICATIONS

The cost to implement the Rozelle North 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 of the Strategy will provide estimates on signage and administrative costs to expand the resident parking permit scheme if required.

OTHER STAFF COMMENTS

The Leichhardt West Precinct Parking Study was undertaken by GTA Consultants by examining the parking occupancy and parking duration data collected in November 2020, existing on-street parking inventory, current supply and demand, existing parking permit issued, and feedback received through Council's Community Engagement undertaken in November and December 2020.

Parking trends within the study area had the following characteristics:

- Average peak parking occupancies are at a high-level during weekdays in selected unrestricted residential streets. This is most likely due to residents parking their car during the week and commuting via public transport, commuters taking advantage of unrestricted parking and catching the bus on Mullens Street towards to city and also local staff parking.
- Average peak parking occupancies are much lower on a weekend than on a weekday most likely due to residents not using their cars during the weekday whilst on weekends they take their car out for excursions.
- Average duration of stay on both weekday and weekend is generally greater than 3 hours (long stay parking), with short stay parking observed near the shops in Darling Street and Nagurra Place which is as expected.
- Turnover ratios per hour are generally higher on the weekend than a weekday as people park their cars for longer durations on weekdays making it more difficult to find a parking space. Turnover is highest near Darling Street, Terry Street and Nagurra Place as expected due to adjacent retail land uses.

The draft study concluded with the following draft strategies for consideration:

Short term (0-5 years)			
Item Number	Description	Streets affected	High
1	Aim to have the overall number of R1 and B1 resident parking permits in Rozelle North Study Area not exceed the total R1 and B1 parking capacity within the Rozelle North Study Area	Area wide (whole study area)	High
2	Extension of resident parking permit area as detailed in section 5.3.1	<p>R1 Zone Area generally bounded by Victoria Road, Crescent Street, Parsons Street, Mullens Street, Reynolds Street, George Street, Clare Street, Beattie Street, Wise Street, Wellington Street and Nagurra Place as detailed in Figure 5.1 in report</p> <p>B1 Zone Area generally bounded by Mullens Street, Mansfield Street, Batty Street, Reynolds Street, Wortley Street, Valley Street, Beattie Street as detailed in Figure 5.1 in report.</p>	High
3	Work with carshare operators to introduce additional fixed car share	n/a	Medium

	spaces in Rozelle North		
4	Replace redundant, faded and damaged signs	As identified in the signage audit	Medium
5	Additional short-term parking restrictions (2P 6am-4pm Mon-Fri) for 8 parking spaces in Robert Street	Southern side of Robert Street immediately east of Mullens Street	High

Long term (5 + years)			
Item Number	Description	Streets affected	High
6	Introduce pricing on second residential parking permits, subject to approving the fee in a future Fees and Charges Schedule	Current and future RPS streets	Medium
7	Investigate reform of visitor parking permits to one day use only	Current and future RPS streets	Medium

PUBLIC CONSULTATION

Council posted 3,886 letters to residents, businesses, organisations and institutions in November/December 2020 inviting to participate in an online questionnaire on parking in Rozelle North Precinct. Members of the public could also request a paper-based copy of the questionnaire.

A total of 334 submissions were received, with the main findings as follows:

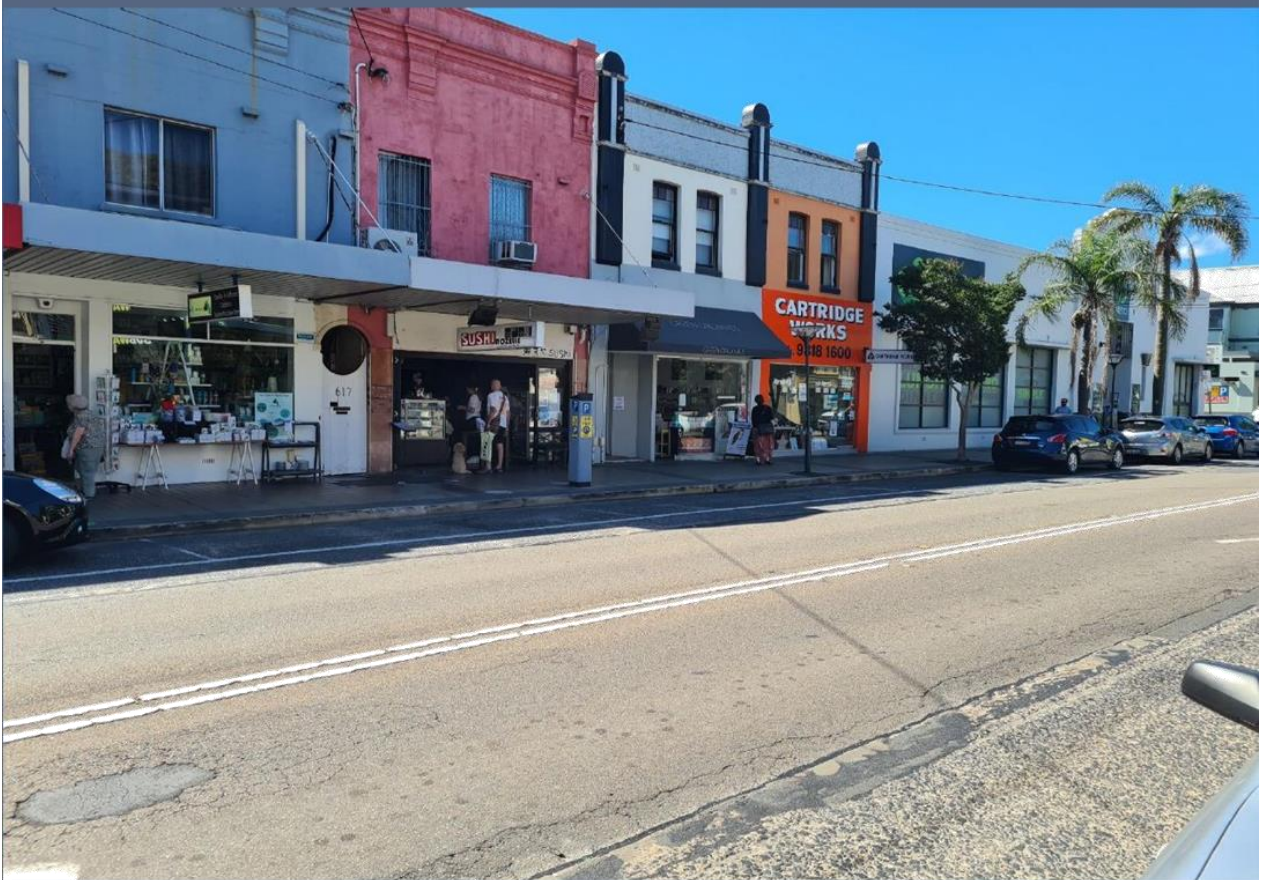
- Strong support that the Resident Permit Parking Scheme be extended to include the entire Rozelle North Study Area.
- Concerned with parking associated with non- residents including commuter parking, school parking and lack of enforcement of current restrictions.
- Concerned with parking too close to intersections and across driveways and inability for workers to park more than the existing 2 hour restrictions.

ATTACHMENTS

1. [Rozelle North Precinct Parking Study GTA report June 2021](#)

Rozelle North Precinct Parking Study

Inner West Council
Draft Report



Prepared by: GTA Consultants (Group) Pty Ltd for Inner West Council
on 25/06/2021
Reference: N199000
Issue #: A-Dr 4



now



Rozelle North Precinct Parking Study

Inner West Council
Draft Report

Client: Inner West Council

on 25/06/2021

Reference: N199000

Issue #: A-Dr 4

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	26/02/2021	Draft	L. Clark Z. Abbasi	A. Leung	V. Buhl	
A-Dr 2	29/03/2021	Draft – amended	L. Clark Z. Abbasi	A. Leung	V. Buhl	
A-Dr 3	17/06/2021	Draft – amended	L. Clark Z. Abbasi	A. Leung	V. Buhl	
A-Dr 4	25/06/2021	Draft – amended	L. Clark Z. Abbasi	A. Leung	V. Buhl	

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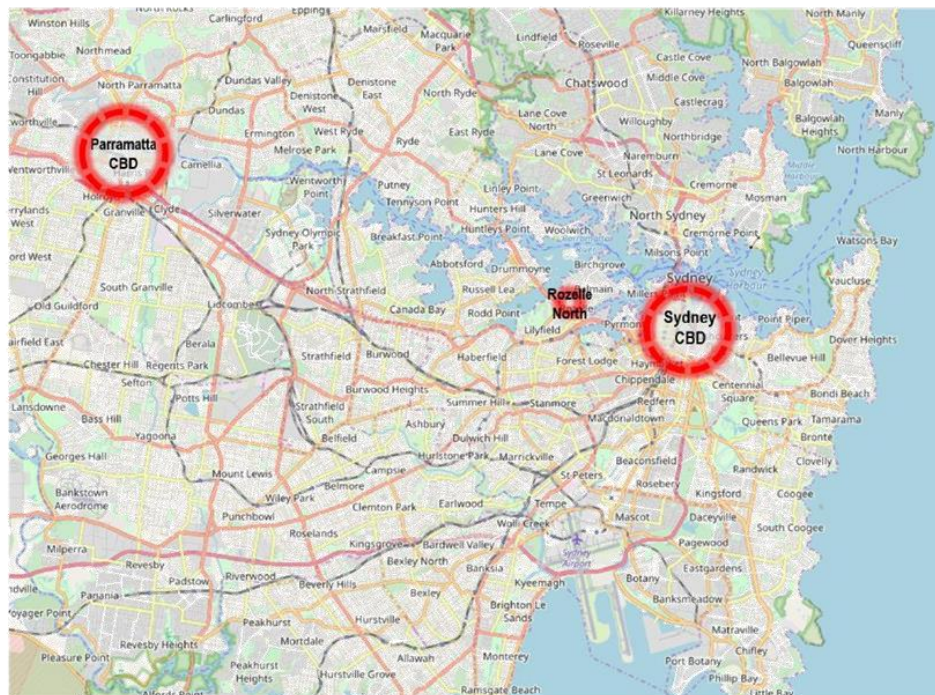
1. INTRODUCTION

1.1. Project Background

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

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

Figure 1.1: Rozelle North within the Sydney Metropolitan Area



Basemap Source: OpenStreetMap

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

INTRODUCTION

The trip generators for the precinct include:

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

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

1.2. Purpose of the Study

The objectives of the project are:

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

1.3. What is Parking?

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

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

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

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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 three hours or all day to satisfy differing needs. In a setting such as the local centre in Rozelle North, a parking event can serve a number of trip purposes and a single space can be shared between a number of users over the course of the day due to the different temporal patterns of land uses. While in residential areas, a single space can only be shared between a limited number of vehicles as long-stay parking is prevalent among residents.

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

1.5. The Rozelle North Context

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

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

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EXISTING CONDITIONS

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2. EXISTING CONDITIONS

2.1. Planning Context

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

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

2.1.1. Permit Parking Guidelines - Road and Maritime Services

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

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

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

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

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

¹ Item 6, Minutes of Ordinary Council Meeting held remotely and livestreamed on Council's website on 9 June 2020 - http://innerwest.infocouncil.biz/Open/2020/06/C_09062020_MIN_3752.htm

Attachment 1

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

Eligibility criteria and other features common to all permit parking schemes

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

Resident parking permits

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

Commuter parking permits

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

Commuter parking permits may be issued as follows:

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

Resident's visitor parking permits

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

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

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EXISTING CONDITIONS

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2.1.2. Public Domain Parking Policy

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

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

Resident Parking Permits

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

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

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

Zone Type A

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

Zone Type B

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

Visitor Parking Permits

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

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

² Ibid at 1

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

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

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

2.1.4. Pay parking guidelines – Roads and Maritime Services

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

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

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

2.2. Study Area

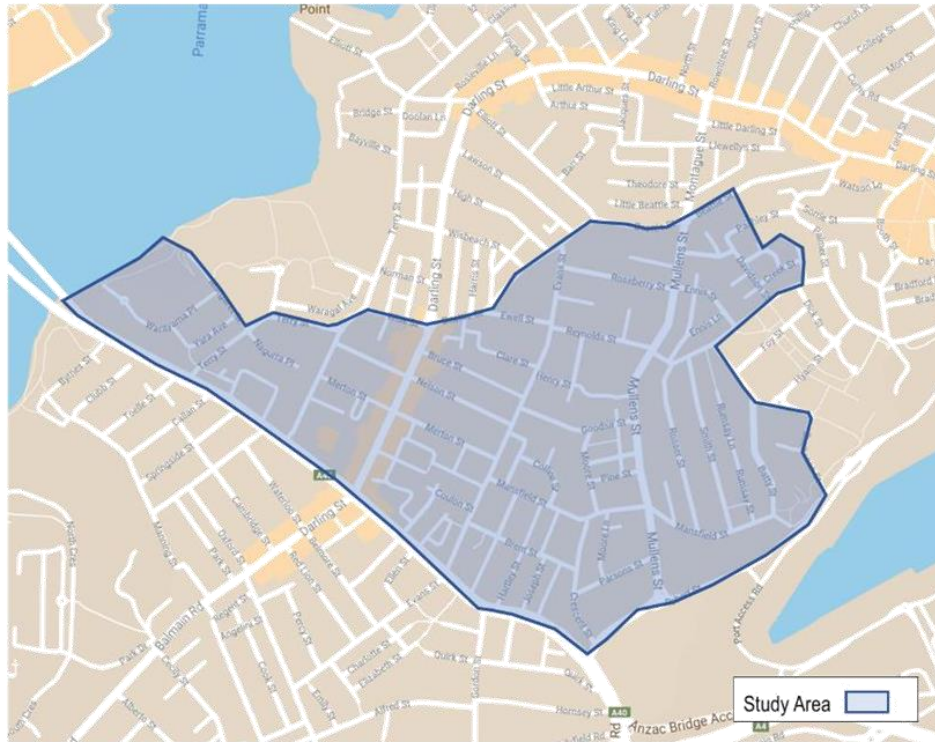
2.2.1. The Study Area

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

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Figure 2.1: Rozelle North study area



2.2.2. Key Streets and Sites

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

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



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

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

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

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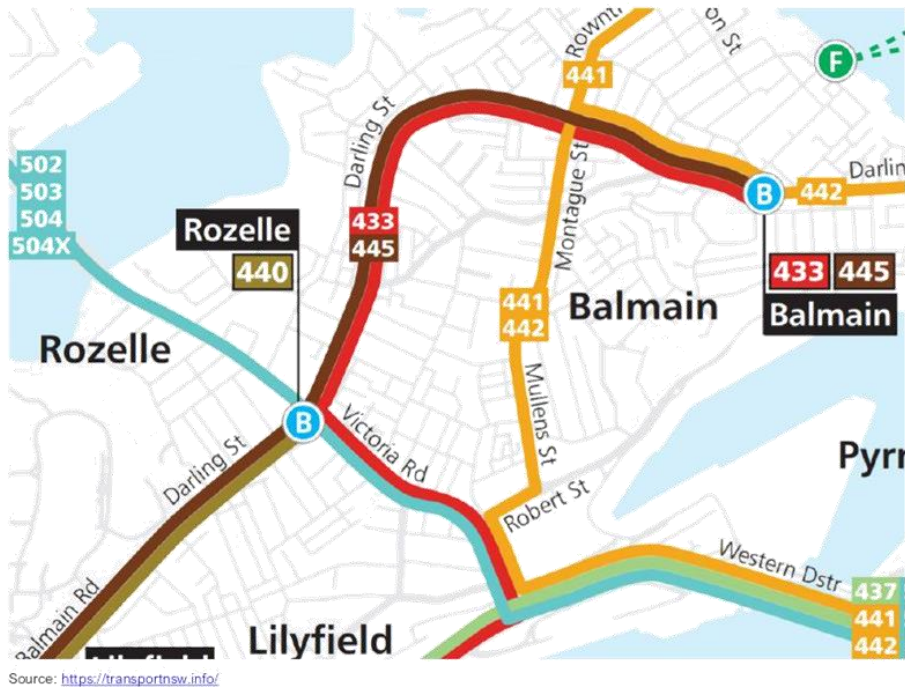
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2.2.3. Public Transport

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

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

Figure 2.3: Public Transport Map within the Precinct



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Table 2.2: Bus services within the Precinct

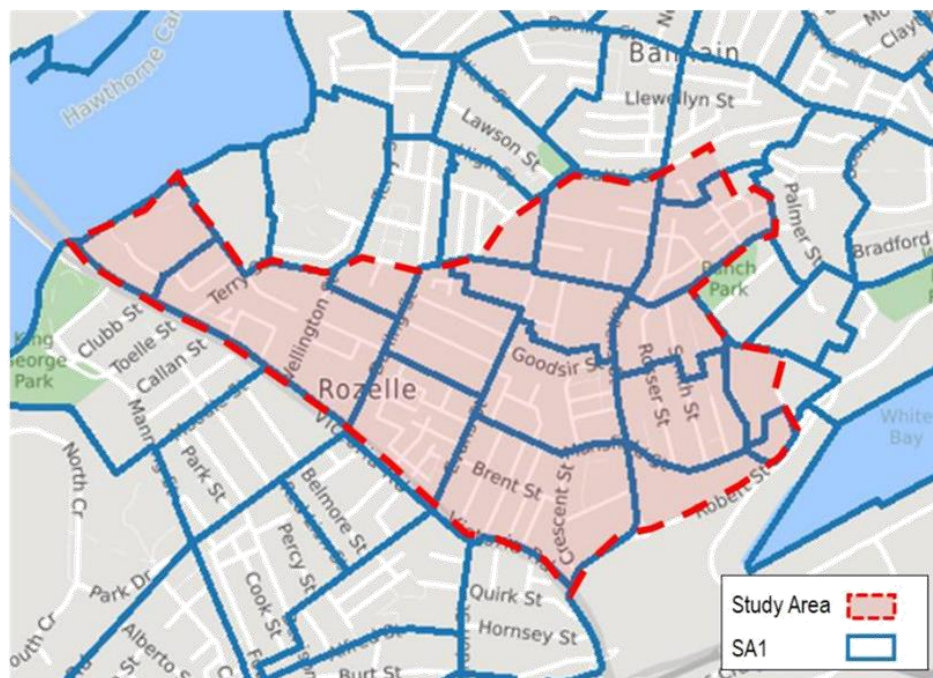
Route Number	Route Description	Frequency On/Off-Peak
441	City Art Gallery to Birchgrove via QVB (Loop Service)	3 per hour peak/ 3 per hour off-peak
442	City QVB to Balmain East Wharf (Loop Service)	6 per hour peak/ 6 per hour off-peak
433	Balmain Gladstone Park to Central Pitt St	4 per hour peak/ 4 per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

2.3. Existing Travel Behaviour

2.3.1. Journey to Work

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

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

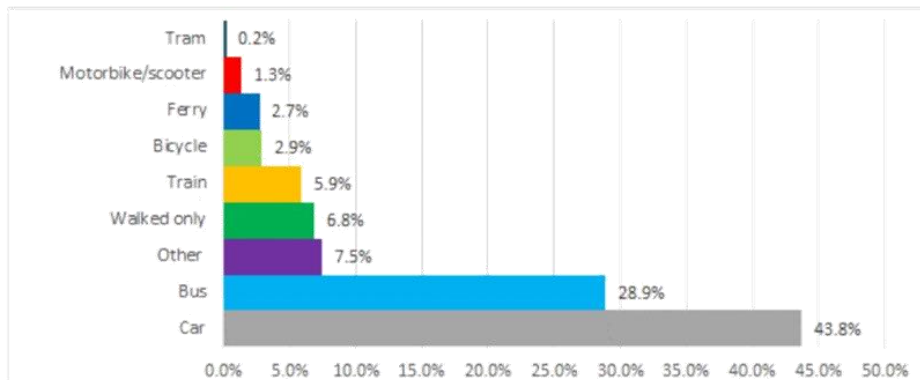


Source: <https://itt.abs.gov.au/itt/r.jsp?ABSMAPS>

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

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



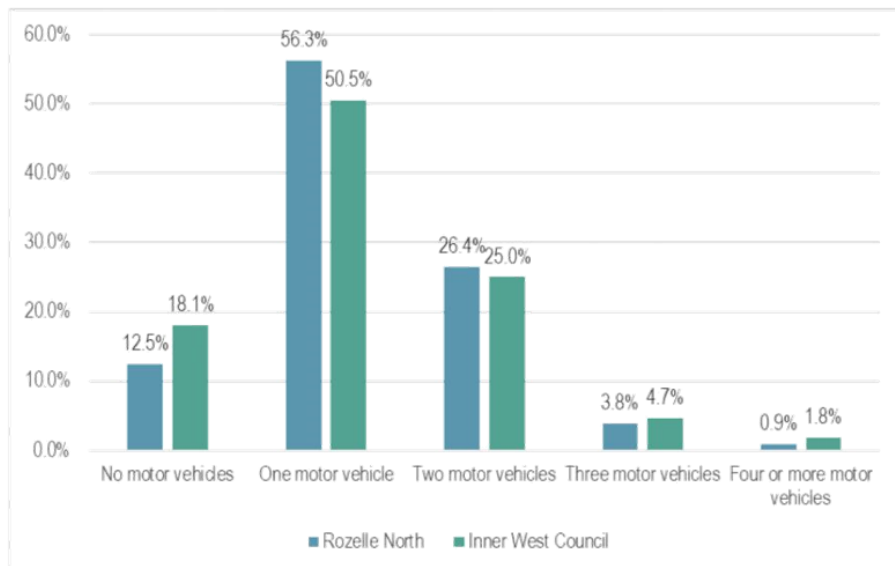
Source: ABS Census 2016

2.3.2. Car Ownership

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

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Figure 2.6: Percentage of vehicle ownership



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

2.4. Sydney Metro West

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

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

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

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

EXISTING CONDITIONS

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



Source: sydneymetro.info

2.5. Local Car Sharing Initiatives

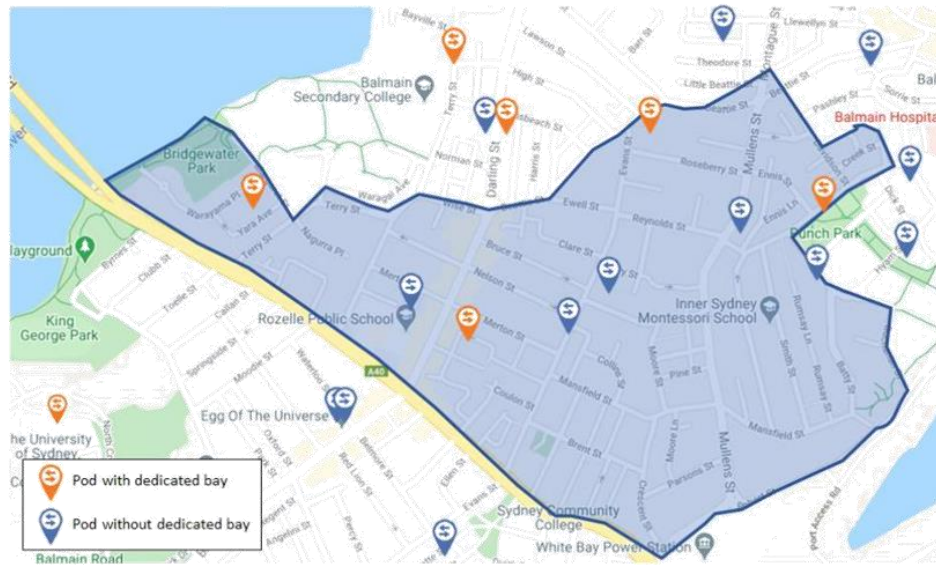
Car share schemes have become increasingly common throughout Sydney and are now recognised as a viable transport option for drivers. They offer an alternative to the private car and are of benefit to the residents of the area. Car share forms an integral part of the ongoing transformation of the Inner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

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

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

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



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

2.6. Parking Supply and Conditions

2.6.1. Parking Supply within Rozelle North

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

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Figure 2.9: Rozelle North Parking Restrictions Map



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2.7. Residential Parking Scheme

2.7.1. Residential Parking Scheme

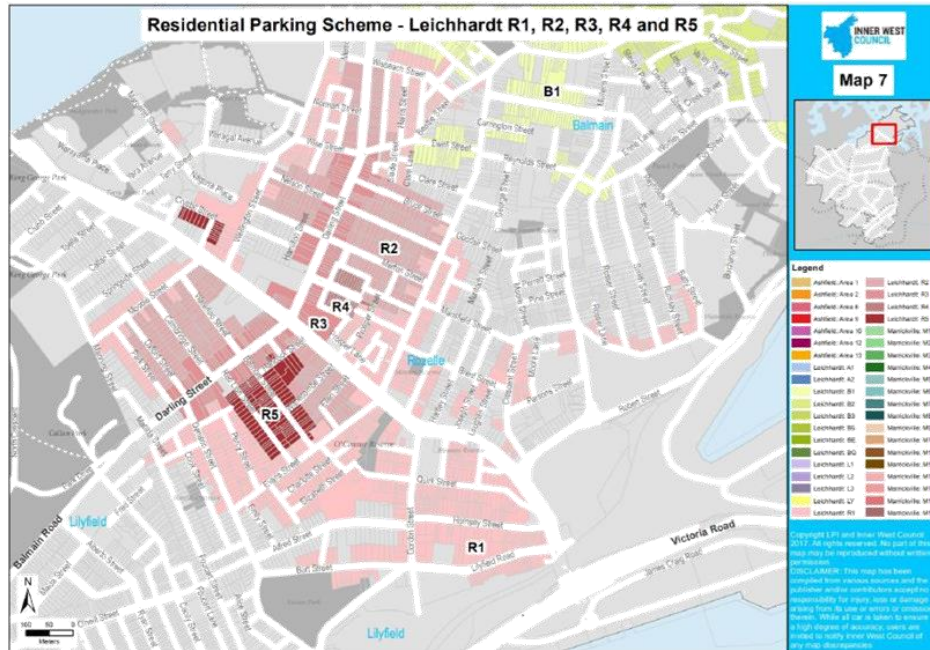
The study area comprises different permit parking zones including R1, R2, R3, R4, R5 and B1 which are depicted in Figure 2.10. These zones allow holders of a resident parking permit to be exempt from the prevailing timed or paid restrictions. Resident parking permits are currently issued to residents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

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

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Figure 2.10: Residential Parking Scheme – Rozelle North



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

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

2.7.2. Permit Allocation

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

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

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

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

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

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

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

2.8. Parking Demand

2.8.1. Parking Surveys

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

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

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

2.8.2. Survey Analysis

Occupancy

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

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

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

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

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

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Figure 2.11: Weekday average peak occupancy



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

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Figure 2.12: Weekend average occupancy



Source: GTA Consultants

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

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

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

Duration of Stay

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

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Figure 2.13: Weekday average duration of stay



Source: GTA Consultants

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Figure 2.14: Weekend average duration of stay



Source: GTA Consultants

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

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

Turnover Ratio

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

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

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

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

Figure 2.15: Weekday turnover ratio per hour



Source: GTA Consultants

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Figure 2.16: Weekend turnover ratio



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

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

2.8.3. Disabled Parking Spaces

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

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

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2.8.4. Demand Implications

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

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

2.9. Parking Signage Check

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

Accordingly, as part of this study, GTA was tasked with identifying general inconsistencies in signage and recommend standardisation where appropriate. GTA used the TfNSW standards on signage as the source of truth for what is the correct parking signage³ to be used throughout the LGA moving forward.

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

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




Attachment 1

EXISTING CONDITIONS

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

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

Table 2.4: Non-compliant signs and recommended sign




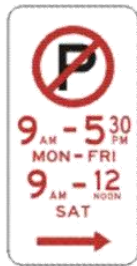

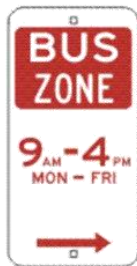
Locations	Current sign and issue	Recommended TfNSW sign example
Parsons Street	 <p>The word 'everyday' is not necessary</p>	 <p>R5-41 (with the days removed)</p>
Nelson Street, Robert Street; Merton Street	 <p>'Motorbikes Only' was not found in the list of standard signs from TfNSW</p>	<p>Although not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

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EXISTING CONDITIONS

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

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

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EXISTING CONDITIONS

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

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2.10. Community Survey

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

Attachment 1

EXISTING CONDITIONS

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2.10.1. Survey Statistics

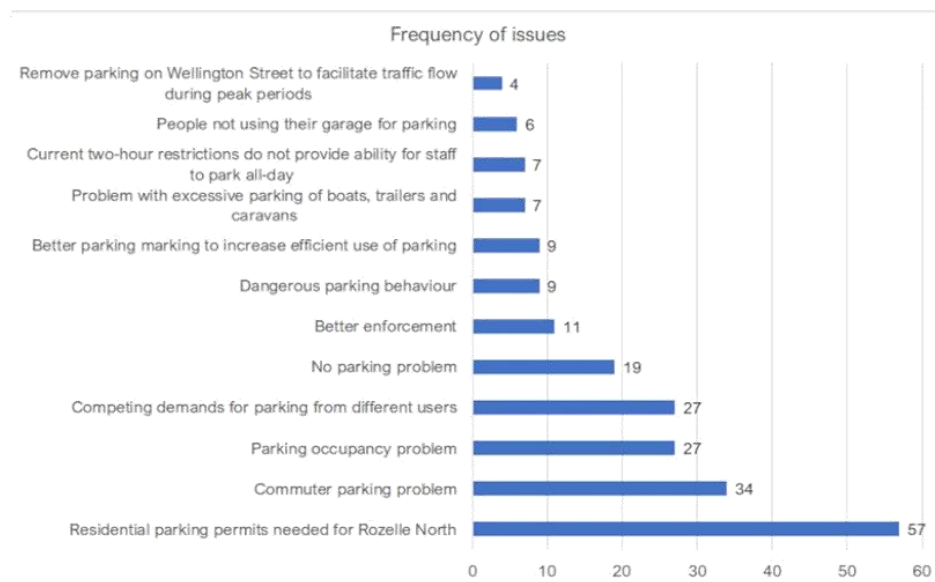
After a consultation period of one month during November to December 2020, Council received 334 questionnaire responses; the key insights to the responses are as follows:

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

2.10.2. Survey Result on the Parking Situation in Rozelle North

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

Figure 2.17: Frequency of issues based on respondents



Source: Council survey result, November to December 2020

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

Attachment 1

SWOT ANALYSIS

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3. SWOT ANALYSIS

3.1. SWOT Analysis

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

Table 3.1: SWOT Analysis for Rozelle North Precinct Parking Study

Strengths	Weaknesses
<ul style="list-style-type: none"> Low residential density and low capacity for redevelopment, resulting in low growth in parking demand from residents in the future. Low turnover and higher durations of stay mean that visitor parking demand for the residential streets outside of the main Darling Street is low. Healthy parking occupancy (70-90%) and turnover (0.5 to 1 ratio) along Darling Street shops during the weekday, indicating good visitation rate 	<ul style="list-style-type: none"> Different type of parking zones and restrictions across the study area is confusing despite the same conditions applying to all zones Most properties in Rozelle North do not have off-street parking, meaning demand for parking cannot be internalised. High (≥90 per cent) parking occupancy on some residential streets, especially with commuters and workers taking advantage of streets without permit parking restrictions, mean this occurrence may persist. Free availability of permits can contribute to overallocation of permits Significant overallocation of permits on Roseberry Street and Darling Street lead to flow-on parking overspill to other streets, displacing parking availability for those residents Lack of one-day only visitor permits means these permits can be abused by eligible households
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"> Although overallocation of residential parking permits is presently marginal across the entire study area, a lack of intervention may lead to greater overallocation in the future, meaning residents, visitors and businesses will adopt the perception that anyone eligible for a permit can get a parking space, despite capacity constraints. Commuter parking demand might be increased due to opening of future Sydney Metro West Station (The Bays Precinct).

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PARKING MANAGEMENT CASE STUDIES

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4. PARKING MANAGEMENT CASE STUDIES

4.1. Introduction

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

4.2. Parking Management on Residential Streets

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

4.2.1. Parking hierarchies in other cities


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.

Figure 4.1: Example parking hierarchy from Austrorads

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

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

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PARKING MANAGEMENT CASE STUDIES

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

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

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

Christchurch, New Zealand

Figure 4.2: Parking management hierarchy in Christchurch

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

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

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

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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 for residential parking permits. While this has not been practised in Rozelle North, Auckland in New Zealand is one city which has implemented a residential parking permit cap of 85 per cent of the total number of parking spaces in a residential permit parking zone⁴. The rationale behind this reduced cap is that it ensures a greater availability of parking for residents and visitors at all times and avoids permit overallocation problems altogether. Such a system has now been rolled out to selected inner city historic suburbs in Auckland where residential off-street parking is scarce, which is a similar environment to Rozelle North.

4.3. Summary

By leaning on the findings from the above case studies on parking management for residential streets, there are aspects that could be incorporated by Council across Rozelle North and the wider Inner West area. The most relevant lessons transferrable to the Rozelle North and Inner West context include understanding the local place context and allocating valuable kerbside space to the different user groups accordingly, which could include parking for residents as well as other uses such as short-stay parking in commercial areas or space for public transport.

⁴ <https://at.govt.nz/driving-parking/parking-permits/residential-parking-zone-permits-coupons/>

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5. RECOMMENDATIONS

5.1. Introduction

The following details the development of a set of car parking strategy recommendations for the Rozelle North study area. These recommendations have been developed following the SWOT analysis in Section 3 and the review of case studies in Section 4. The primary aim of these recommendations is to managing existing car parking provision and demands in a balanced manner which considers the needs of all stakeholders.

5.2. Key Strategic Objectives

The review of existing conditions and the parking surveys undertaken in November 2020 showed that overall, average peak parking occupancies in Rozelle North are high on the weekday (at or over 90 per cent) on some residential streets (especially those without permit parking restrictions). In addition, pockets of higher turnover and lower durations of stay were observed in areas such as the small shopping strip on Darling Street as well as Nagurra Place. Taking into account these characteristics, a number of recommendations have been developed to achieve the following:

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

5.3. Recommendations

5.3.1. Residential Parking in Rozelle North

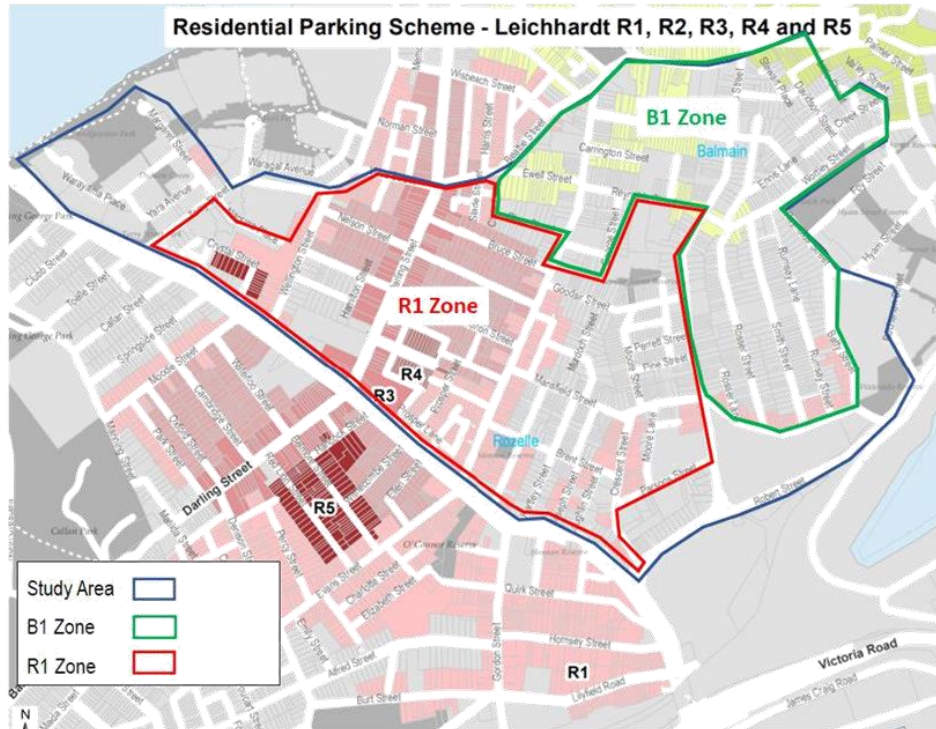
Extension of residential parking permit area

Due to the demand for residential parking permits across a greater extent of the study area expressed through community consultation as well as a high average peak parking occupancy rate on selected residential streets that do not have permit parking restrictions, an extension of the residential parking permit zones within the study area is proposed. The extension would also manage the existing impacts from commuter parking as well as future commuter parking impacts from the future Metro station at The Bays Precinct. The indicative area for the extension of the residential parking scheme in relation to the existing parking permit areas is shown in Figure 5.1.

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RECOMMENDATIONS

Figure 5.1: Extension of residential parking permit area



The proposed B1 and R1 zones would function as follows:

- All existing parking permit areas within the R1 Zone operate under existing rules. Only new properties would be captured by the R1 Zone.
- All areas within the B1 Zone indicated in Figure 5.1 will operate under existing B1 residential parking permit eligibility requirements and rules. In the new B1 Zone any existing zones will be replaced with the B1 zone so all properties in the area have only one type of zone.

Permit Allocation Arrangements

Based on the review and analysis of the parking surveys undertaken in November 2020, the high occupancy rate along with longer average durations of stay in some residential streets may be a function of high demand as well as the overallocation of residential parking permits on streets where this occurs.

In fact, it is contrary to the mandatory Roads and Maritime permit parking guideline to issue more residential parking permits than total parking capacity. It is therefore recommended that the aim is to have the overall number of R1 and B1 resident parking permits in Rozelle North study area not exceed the Total R1 and B1 parking capacity within the Rozelle North study.

5.3.2. Parking Signage Update

Given the inconsistencies in selected parking signs in the study area as identified in Section 2.9 of this report, it is recommended that such signage be replaced with the standard signage identified in Table 2.4.

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5.3.3. Optional recommendations for future consideration

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

Permit Scheme Pricing

It is recommended Council explore priced parking permits (as currently exist in the former Ashfield Council area of the Inner West LGA) to better balance the allocation of residential parking permits to those with a genuine need for on-street permit parking and a willingness to pay (i.e. those residents without off-street parking but own a car have more willingness to pay). Hence, the pricing will be able to offset some of the demand for parking permits. If Council chooses to adopt a regime similar to Type B of the *Public Domain Parking Policy* in the long-term, pricing could apply to the second permit and not the first.

Reform to Visitor Permits

The current visitor permit system is liable to abuse due to their ability to be used limitlessly, which means they can function as an additional permanent permit for residents. It is recommended visitor permits transition to the one-day use only permits that require validation through the scratching of the day of use, similar to the system employed in other parts of the Inner West LGA. Eligible households can continue to receive up to 30 one-day visitor permits as is practised in other parts of LGA.

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RECOMMENDATIONS

5.3.4. Implementation Timeframe

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

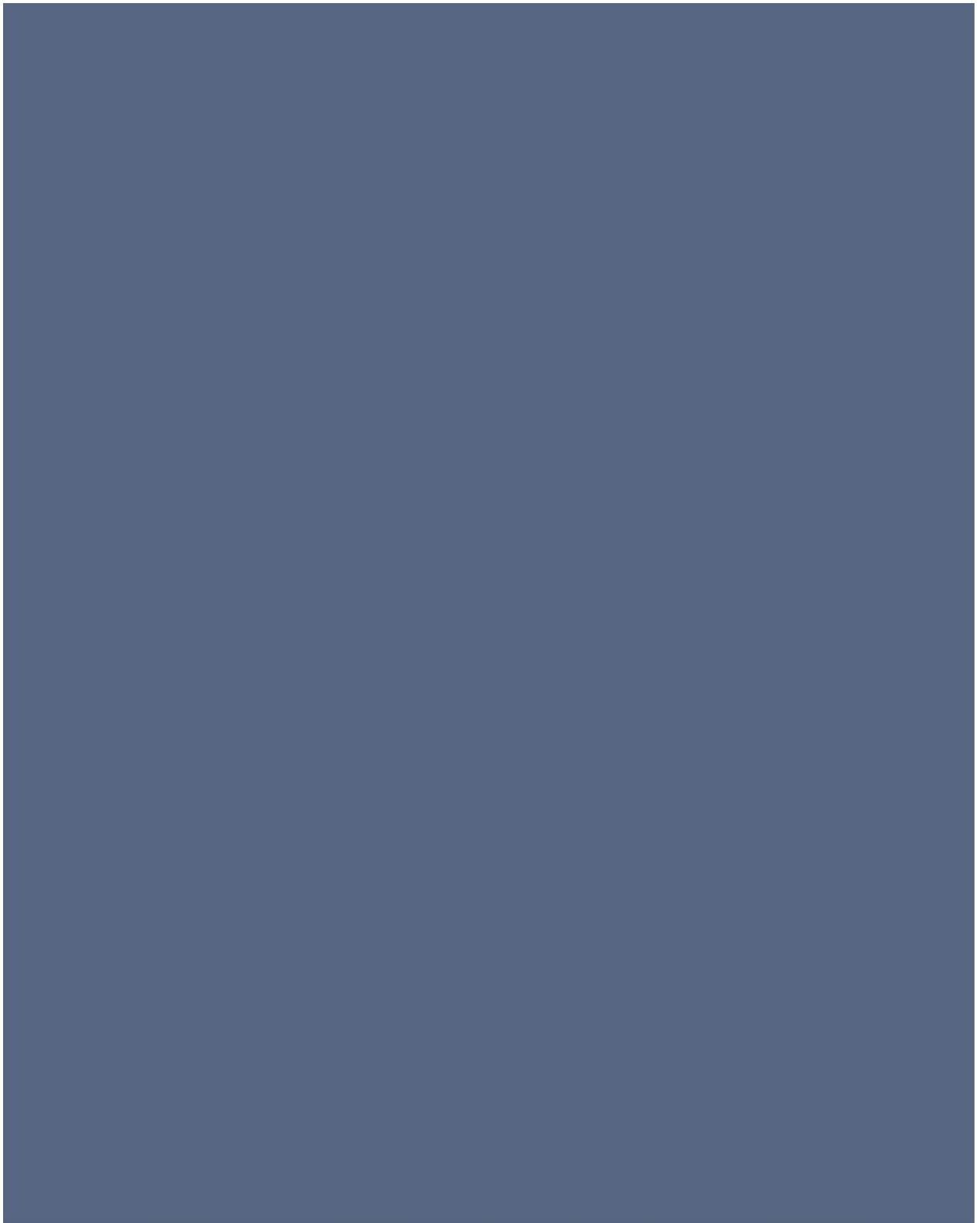
Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	Aim to have the overall number of R1 and B1 resident parking permits in Rozelle North study area not exceed the Total R1 and B1 parking capacity within Rozelle North study area study	Area-wide	High
2	Extension of residential parking permit area (refer to sub-section 5.3.1)	Streets identified in Figure 5.1.	High
3	Work with carshare operators to introduce additional fixed car share spaces in Rozelle North	n/a	Medium
4	Replacement of redundant, faded, damaged signs	Streets identified in the signage audit within study area.	Medium
5	Additional short term parking restrictions (for eight spaces) in Robert Street 2P 6am-4pm Mon-Fri	Southern side immediately east of Mullens Street	High

Long term (5+ years)			
Item no.	Description	Streets affected	Priority
6	Permit scheme pricing on second residential permit (subject to Council approving the fee in a future Fees and Charges Schedule)	Area-wide	Medium
7	Investigation to reform visitor parking permits	Area-wide	Medium

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Item No: LTC0721(1) Item 10

Subject: HENRY LANE, LEWISHAM - PROPOSED 'NO STOPPING' RESTRICTIONS

DAMUN- STANMORE WARD/ SUMMER HILL 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 concerns of parked vehicles at the T-junction of Henry Lane, Lewisham resulting in difficulties for some residents maneuvering at the T-junction due to the narrowness of the two laneways. Therefore, Council is proposing to implement a 6 metre length of 'No Stopping' restriction to remove potential obstructions and improve the ability of motorists to maneuver at the T-junction.

RECOMMENDATION

THAT a 6 metre 'No Stopping' zone on the western side of Henry Lane, Lewisham, along the eastern boundary of property No.16 Henry Street, Lewisham.

PUBLIC CONSULTATION

A total of 28 consultation letters outlining the proposal sent to surrounding properties and respective owners (where applicable) and one (1) response was received. The one response was in support of the proposal.



ATTACHMENTS

Nil.

Item No: LTC0721(1) Item 11

Subject: VICTORIA ROAD, MARRICKVILLE - PROPOSED SHORT-TERM PARKING

MIDJUBURI- MARRICKVILLE WARD/ SUMMER HILL ELECTORATE/ INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Following representations from local businesses, Council is proposing to implement a 50 metre section of one-hour parking, along the western side of Victoria Road, north of its intersection with Sydenham Road. Council has now undertaken community consultation to gauge the community's view in relation to introducing a section of time-restricted parking on Victoria Road, Marrickville, immediately north of Sydenham Road, in order to improve parking turnover in the vicinity of the local businesses.

RECOMMENDATION

THAT a 50-metre section of '1P 9am – 5pm Monday to Saturday' on western side of Victoria Road, Marrickville between the signalised intersection of Victoria & Sydenham Road and northern boundary of property 191 Victoria Road, Marrickville be APPROVED.

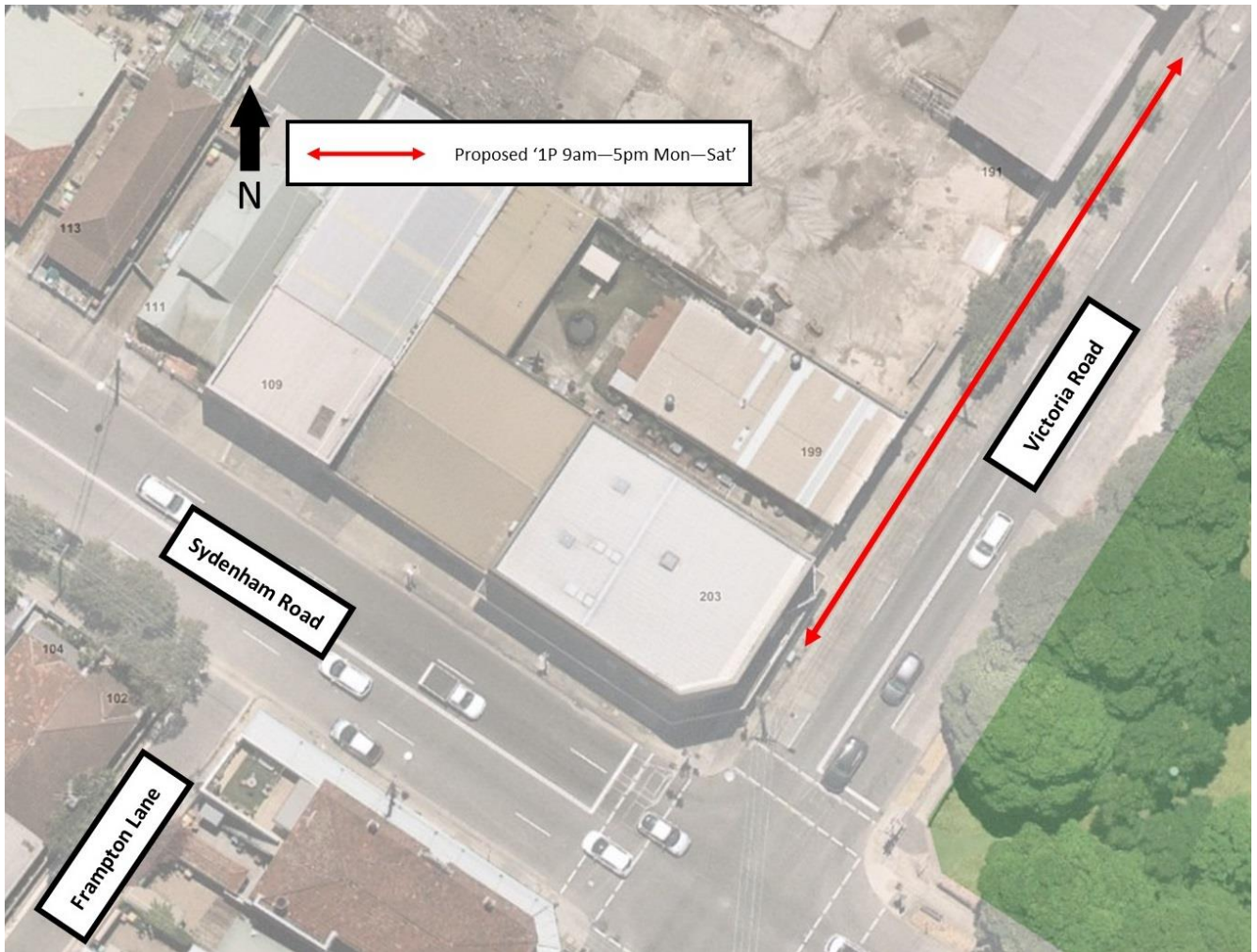
OTHER STAFF COMMENTS

Council is proposing to implement 1P parking restrictions to a 50-metre section of unrestricted parking along the western side of Victoria Road, Marrickville. With the subject section of Victoria Road being a Regional Road with peak hour 'No Parking' restrictions to maintain peak hour traffic thoroughfare, the new parking restrictions will be outside of those hours.

Provisions for short term parking on the southern side of Sydenham Road, between Frampton Lane and Victoria Road, adjacent to businesses was also considered. However, as Sydenham Road is a State Road under the jurisdiction of Transport for NSW (TfNSW), Council have submitted a request to TfNSW representatives for consideration.

PUBLIC CONSULTATION

During community engagement, a consultation letter was sent to 18 property occupiers and owners in close proximity to the subject section of Victoria Road, Marrickville. A total of six (6) responses were received from both property occupiers/owners and visitors; five (5) in support and one (1) opposed of the proposal. Of these submissions, one (1) response against the proposal was concerned about the loss of unrestricted parking for workers in the area. However, the 5 responses in support expressed their difficulty finding parking when visiting their local businesses.



ATTACHMENTS

Nil.

Item No: LTC0721(1) Item 12

Subject: CONSTITUTION ROAD, DULWICH HILL - PROPOSED 'NO PARKING' RESTRICTIONS

DJARRAWUNANG - ASHFIELD WARD/ SUMMER HILL ELECTORATE/ INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council's Resource Recovery department have raised concerns of traffic and pedestrian safety during garbage collection times outside 115 – 117 Constitution Road, Dulwich Hill. Following an investigation into this matter by a Council Traffic Officer, it is now recommended that a 12 metre section of 'No Parking' restriction during the waste collection times be approved on the southern side of Constitution Road, immediately east of driveway to 115-117 Constitution Road, Dulwich Hill.

RECOMMENDATION

THAT a 12-metre section of 'No Parking 4pm Monday – 10am Tuesday' restriction on southern side of Constitution Road, Dulwich Hill, immediately east of driveway to 115 – 117 Constitution Road, Dulwich Hill be APPROVED.

OTHER STAFF COMMENTS

During the course of the investigation, it was revealed that a finalised Waste Management Plan was not submitted to Council as per the Development Application conditions for 115 – 117 Constitution Road, Dulwich Hill. Additionally, the height clearance of the driveway of 115 – 117 Constitution Road was not constructed to accommodate waste collection vehicles, which has resulted in waste collection vehicles being parked adjacent to the driveway whilst bins are being emptied.

Due to the presence of a traffic refuge island immediately east of the driveway, it has been reported that waste collection vehicle's which are parked adjacent to the driveway whilst collecting bins create a pinch point for vehicles travelling westbound on Constitution Road.

During the community engagement, all fourteen (14) responses received requested Council amend the proposal to a full-time 'No Parking' restriction instead of a part-time to increase sight lines for residents exiting the driveway of 115-117 Constitution Road. However, noting the presence of an entry driveway into the property immediately west of the exit driveway, an 8-metre section of statutory 'No Parking' already exist for residents exiting the property to sight vehicles travelling westbound. It should also be noted that on-street parking in this vicinity is scarce and this has also been considered as part of the proposal.

PUBLIC CONSULTATION

A total of 198 consultation letters outlining the proposal was sent to surrounding properties and respective owners (where applicable) and fourteen (14) responses were received. All received responses were in conditional support of the proposal. All responses requested Council to reconsider the restrictions be a full-time 'No Parking' restrictions as opposed to from 4pm

Monday to 10am Tuesdays to assist with sight lines for vehicles exiting the property 115-117 Constitution Road, Dulwich Hill. However, as outlined above, Council's recommendation has remained unchanged.



ATTACHMENTS

Nil.

Item No: LTC0721(1) Item 13

Subject: CAVENDISH STREET, STANMORE - RESIDENT PARKING SCHEME PROPOSAL

DAMUN - STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST PAC

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

In response to a community petition received from a number of residents of Cavendish Street, Stanmore between Holt Street and Merchant Street, Council has investigated a proposal for Residential Parking Scheme. This report provides the results of the residential parking scheme investigation into Cavendish Street, Stanmore, between Holt Street and Merchant Street, with the recommendation of not to support the proposal.

RECOMMENDATION

THAT the proposed Residential Parking Scheme in Cavendish Street, Stanmore between Holt Street and Merchant Street is not be supported at the present time due to less than required Level of Support as outlined in Inner West Council's Public Domain Parking Policy.

OTHER STAFF COMMENTS

A number of residents in Cavendish Street, Stanmore, between Holt Street and Merchant Street have requested the implementation of Residential Parking Scheme (RPS) in their street. Consequently, park occupancy surveys were undertaken in the subject section of Cavendish Street, in accordance with Council's Parking Scheme Investigation guidelines.

The survey results indicated consistently high parking occupancy levels (equal to or over 85%) in the street during four main survey times: 7am, 11:30am, 4pm, 8pm. With high parking demand outside of working hours (7am & 8pm), this typically indicates the parking demand originating from residents within the area as opposed to visitors, commuters and workers.

As the northern side of Cavendish Street, Stanmore between Holt Street and Property No. 121 Cavendish Street serves as the western entrance and side boundary for Stanmore Public School, the southern side of Cavendish Street was chosen for the proposed Residential Parking Scheme to best balance the parking demand for all road users. This is consistent with Council's guidelines to typically have RPS proposed along frontages of eligible residential properties and on one side of the road only.

PUBLIC CONSULTATION

A total of 167 consultation letters outlining the proposal sent to surrounding properties and respective owners (where applicable) and eighteen (18) responses were received. Consultation survey results are summarised as follows:

Number of Residential Properties	- 84
Number of Non-Residential Properties	- 2

Total Responses	- 18
Total Support	- 10
Total Support Rate	- 55.6%
Total Oppose	- 8
Total Oppose Rate	- 44.4%

Residential Properties

Properties Responded	- 14
Properties Support	- 10
Properties Oppose	- 4
Overall Response Rate	- 17%
Overall Support Rate	- 71%

Non-Residential Properties

Responses	- 4
Support	- 0
Oppose	- 4

Within the subject of Cavendish Street, Stanmore, there are 84 residential properties, a Council operated Child Care Centre and Stanmore Public School.

Based on Council's Resident Parking Policy, a minimum response rate of 30% of households and a minimum of 65% support from respondents are required in order to for Council to proceed with implementation. It would seem that both minimum response rate and support thresholds were not met in this case.

CONCLUSION

Based on the above results, the RPS proposal in Cavendish Street, Stanmore between Holt Street and Merchant Street is not supported at the present time due to less than required response rate received from the consulted residents. In any case, it is unlikely that an RPS in this case would have relieved that parking problem to a great extent given that the problem also occurs outside of the hours where commuters, employees or others could pose parking problems.

ATTACHMENTS

Nil.

Item No: LTC0721(1) Item 14

Subject: PROPOSED RESIDENT PARKING SCHEME IN ROZELLE (BALUDARRI-BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

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SUMMARY

Council has received multiple requests from residents of Foucart Street, Hutcheson Street and Denison Street for a Resident Parking Scheme (RPS) to address issues with WestConnex workers' long-term parking within the residential streets.

RECOMMENDATION

THAT:

1. A '2P 8am-6pm, Permit Holders Excepted, Area R1' parking restriction be installed on:
 - a. Both sides of Foucart Street between Albert Street and Lilyfield Road, Rozelle;
 - b. Both sides of Hutcheson Street, Rozelle;
 - c. Western side of Alice Street between Albert Street and Mary Street, Rozelle;
 - d. Western side of Denison Street between Cashman Street and Cheltenham Street, Rozelle;
 - e. Both sides of Cashman Street, Rozelle.
 - f. Northern side of Lilyfield Road between Foucart Lane and Foucart Street.
2. 10m 'No Stopping' zone to be installed at intersections where Resident Parking Scheme is implemented;
3. A '2P 8am-6pm Mon-Fri, 4P 8am-1pm Sat' restriction be installed on the angle parking spaces only on the eastern side of Denison Street along Easton Park.

BACKGROUND

Construction works for the M4-M5 Link Rozelle Interchange commenced in 2019 and resulted in an increase in parking demand as WestConnex workers compete for on-street parking on nearby local streets. It is for this reason last year, Transport for NSW (TfNSW) undertook community engagement on an area wide Rozelle Resident Parking Scheme (RPS) to address concerns from residents regarding the parking situation. The proposal at that time did not receive enough support and was not implemented.

Council is aware of the ongoing concerns and have continuously received requests from residents to implement a RPS to address their daily parking issues. A smaller more localized RPS area was proposed to the residents shown in Figure 1 during June 2021.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Parking occupancy levels in Foucart Street, Hutcheson Street, Alice Street, Denison Street, Albert Street, Cashman Street, Mary Street and Easton Street, Rozelle were generally over

85%, which warranted further investigation. The proposed RPS took into consideration the number of properties with no or very limited off-street parking spaces, proximity to Rozelle Interchange, and the number of spaces available under the scheme area. The RPS is intended to deter the existing long-term non-resident parking in residential streets, and improve the chance of find an on-street parking space for eligible permit holders.

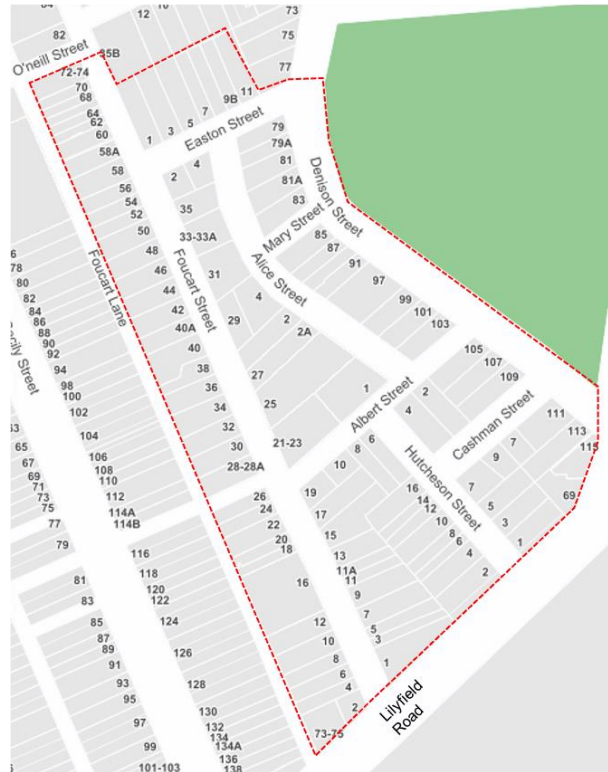


Figure 1: Local Area

The initial proposed RPS plan that was consulted with the residents are shown in Figure 2.



Figure 2: Proposed Resident Parking Scheme – Consulted Plan

After assessing feedback from the community, a revised RPS plan as shown in Figure 3 was developed. The changes take into consideration the support rates received during the public consultation, with street sections having low support remaining as unrestricted parking.



Figure 3: Revised RPS Plan

The review of the consultation feedback has resulted in the following recommendations:

- Some dual-occupancies approved/strata subdivided properties post January 2001 that do not have an off-street parking available on premises were identified in Foucart Street and Lilyfield Road. These properties are not eligible for resident permits in accordance to Council's current RPS Policy, however, understanding the current parking situation around the WestConnex Interchange work site, it is proposed to include these properties as part of the scheme and would be eligible for one residential parking permit.
- There were 4 out of 6 properties on Denison Street between Easton Street and Cheltenham Street which was initially excluded in the RPS plan has requested that they are to be included in the RPS area; the revised RPS plan has taken this into consideration.

- Although, there were no responses received from properties on both Cashman Street and Dennison Street, south of Cashman Street, the revised RPS plan has included Cashman Street as the properties in Cashman Street do not have an off-street parking in the premises and the revised proposed RPS would expect to significantly impact on the parking in Cashman Street if it is excluded.

The RPS permit eligibility is in accordance to Council's current Resident Parking Policy and one visitor permit will be issued to each eligible property.

PUBLIC CONSULTATION

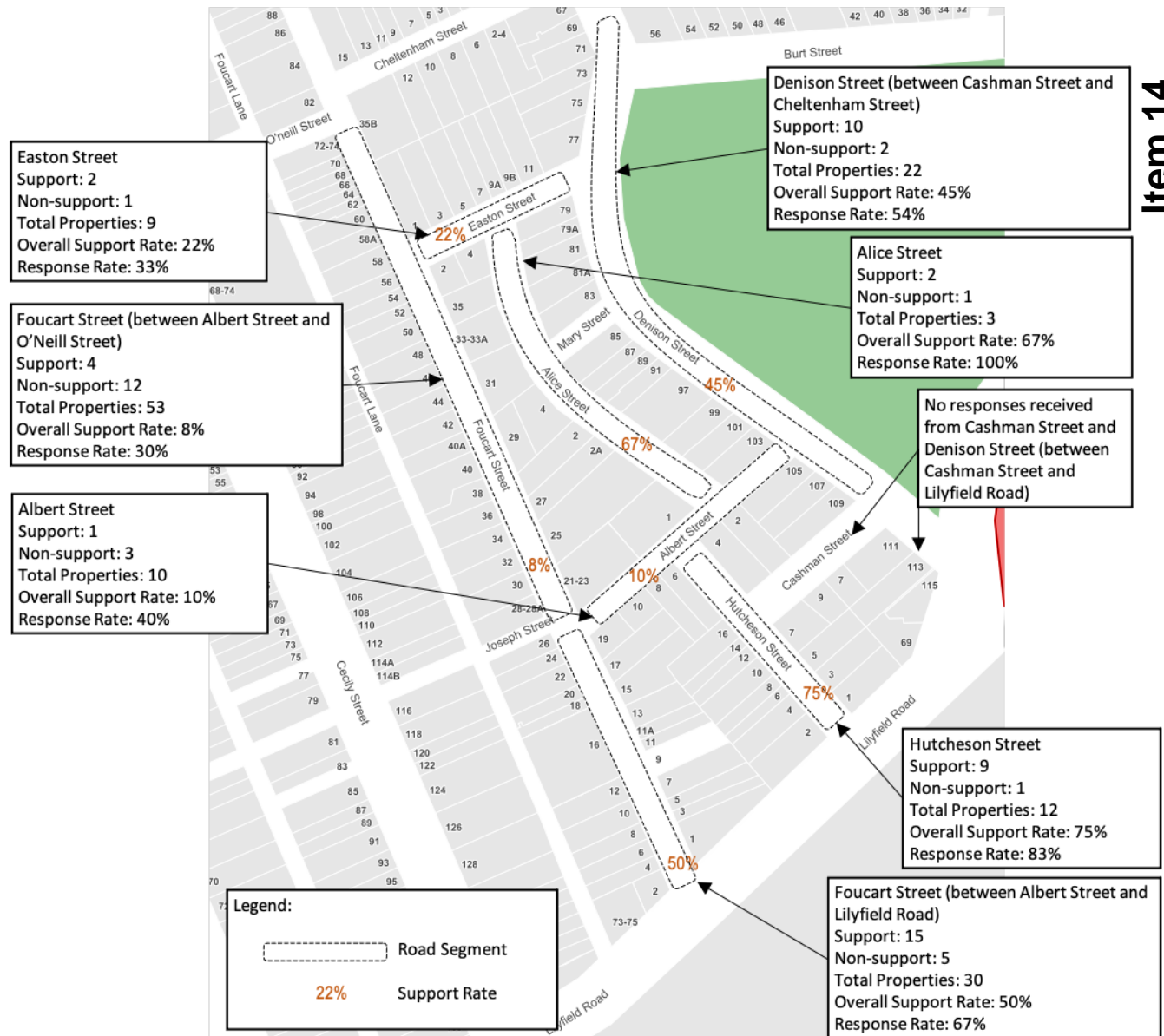
A letter outlining the initial proposal (Figure 2) was mailed out to the directly affected properties within the local area (Figure 1) and nearby properties at the boundary.

Consultation survey results are summarised in Figure 4 below.

The consultation resulted an overall response rate of 45% for the local area. There were a mix of high and low support levels for the RPS, with a high level of support (above 50%) generally from streets closest to the Rozelle Interchange site and from individual properties that do not have an off-street parking within their premises and solely rely on on-street parking availability. The assessment has resulted in a revised RPS plan as shown in Figure 3 for street sections meeting 50% and higher, in which is in accordance to Council's current Resident Parking Scheme Policy for Council implementation.

Summary of some main objections from the consultation comprise of the following:

- The existing parking works well. Parking supply only reduces when the work site is in operation and this is a temporary situation.
- The installation of 10m 'No Stopping' signage reduces the parking capacity.
- Has a rear access/ off-street parking in the premises that is not suitable for a vehicle to be parked in it.
- To be included in the RPS regardless of the dual occupancy approved/strata subdivided post January 2001.



CONCLUSION

The revised Resident Parking Scheme recommendation to be supported.

ATTACHMENTS

Nil.