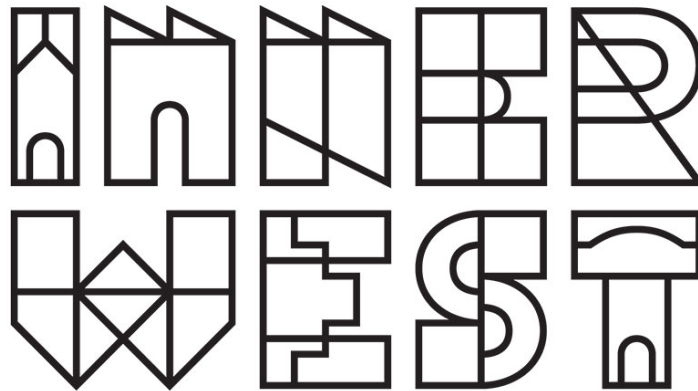


# AGENDA

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**LOCAL TRAFFIC COMMITTEE MEETING**

**MONDAY 20 SEPTEMBER 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.

## AGENDA

<b>1</b>	<b>Apologies</b>	
<b>2</b>	<b>Disclosures of Interest</b>	
<b>3</b>	<b>Confirmation of Minutes</b>	
	Minutes of 16 August 2021 Local Traffic Committee Meeting	<b>4</b>
<b>4</b>	<b>Matters Arising from Council's Resolution of Minutes</b>	
<b>5</b>	<b>Part A – Items Where Council May Exercise Its Delegated Functions</b>	
<b>Traffic Matters</b>		
<b>ITEM</b>		<b>Page</b>
LTC0921(1) Item 1	Intersection of Hurlstone Avenue and Old Canterbury Road, Summer Hill –Intersection Entry Treatment - Design Plan 10170 (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)	<b>11</b>
<b>Parking Matters</b>		
<b>ITEM</b>		<b>Page</b>
LTC0921(1) Item 2	Balmain East Precinct Parking Study (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)	<b>22</b>
LTC0921(1) Item 3	Richmond Avenue, Ashfield – Proposed New Kerb Blister and Entry Treatment - Design Plan 10175 (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Ashfield LAC)	<b>79</b>
<b><u>Late Items</u></b>		
Nil at time of printing.		
<b>6</b>	<b>Part B - Items for Information Only</b>	
Nil at the time of printing.		
<b>7</b>	<b>Part C - Items for General Advice</b>	
Nil at the time of printing.		
<b>8</b>	<b>General Business</b>	
<b>9</b>	<b>Close of Meeting</b>	

**Minutes of Local Traffic Committee Meeting  
Held remotely on 16 August 2021**

**Meeting commenced at 10.03AM**

**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**

Cr Victor Macri	Councillor – Midjuburi-Marrickville Ward (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Aislinn Stein-Magee	Representative for Jo Haylen MP, Member for Summer Hill
Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Solon Ghosh	Transport for NSW (TfNSW)

**NON VOTING MEMBERS IN ATTENDANCE**

Colin Jones	Inner West Bicycle Coalition (IWBC)
Adrian Prichard	Transit Systems – Inner West Bus Services
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
Christina Ip	IWC's Business Administration Officer

**VISITORS**

Ganan Yin	Item 4 – Consultant
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**APOLOGIES:**

Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
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**DISCLOSURES OF INTERESTS:**

Nil.

**CONFIRMATION OF MINUTES**

The minutes of the Local Traffic Committee Meeting held on 19 July 2021 were confirmed with the following amendment to Item 17:

**LTC0721 Item 17 Connection between McCarthy Lane and Cahill Lane, Annandale**

The representative for the Member for Balmain requested that Council consider making the connection between McCarthy Lane and Cahill Lane more accessible to cyclists by converting the existing step between the lanes to a ramp.



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

The Local Traffic Committee recommendations of its meeting on 19 July 2021 were adopted at Council's meeting on 3 August 2021 with the following amendments:

- Add an additional point on Item 1 of the LTC minutes '5. Notes the proposal will be consulted with the community'.

**LTC0821(1) Item 1 182-198 Victoria Road and 28-30 Faversham Street, Marrickville – DA 201900096 – Consent Conditions 30 and 31 – Amended signs and line markings plan for Hans Place at Faversham Street N156271-08-01 (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)**

### **SUMMARY**

An amended detailed line marking and signage plan for Hans Place and Faversham Street, Marrickville has been submitted by TOGA Wicks Park Development as part of development consent conditions for DA201900096 for the proposed mixed-use development at 182-198 Victoria Road and 28-30 Faversham Street, Marrickville. The amendment proposes to introduce new 'No Stopping' signage and a new 'No Right Turn' ban for vehicles over 8 metres exiting the private access way. It is recommended that the submitted plan be supported in principle subject to TfNSW's approval.

### **Officer's Recommendation**

THAT:

1. The amended detailed line marking and signage plan for Hans Place and Faversham Street, Marrickville showing new 'No Stopping' restrictions and a new 'No Right Turn' ban for vehicles over 8 metres exiting the private access way (as per the attached Plan B – N156271-08-01) be approved; and
2. The costs of the supply and installation of the associated signage are to be borne by the applicant in accordance with Council's Fees and Charges.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

THAT:

1. **The amended detailed line marking and signage plan for Hans Place and Faversham Street, Marrickville showing new 'No Stopping' restrictions and a new 'No Right Turn' ban for vehicles over 8 metres exiting the private access way (as per the attached Plan B – N156271-08-01) be approved; and**
2. **The costs of the supply and installation of the associated signage are to be borne by the applicant in accordance with Council's Fees and Charges.**

**For motion: Unanimous**

**LTC0821(1) Item 2 Grosvenor Crescent (between Dover Street and Smith/ Longport Street), Summer Hill - Temporary Full Road Closure (Boundary Gulgadya-Leichhardt Ward & Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)**

**SUMMARY**

Council has received an application from DD Traffic Management Pty Ltd for approval of a temporary full road closure of Grosvenor Crescent, between Dover Street and Carlton Crescent/Longport Street, Summer Hill from 5.00AM Saturday 9<sup>th</sup> October 2021 through to 5.00AM on Monday 11<sup>th</sup> October 2021 (with a contingency period of 1 week) for essential rail overbridge works around a scheduled weekend rail closure.

**Officer's Recommendation**

THAT the proposed temporary full road closure of Grosvenor Crescent, between Dover Street and Carlton Crescent/Longport Street, Summer Hill from 5.00AM Saturday 9<sup>th</sup> October 2021 through to 5.00AM on Monday 11<sup>th</sup> October 2021 (with a contingency period of 1 week) BE APPROVED for essential rail overbridge works around a scheduled weekend rail closure 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. The Traffic Control Plan (TCP) be amended to include electronic VMS notification boards at all approaches to the closed section of Grosvenor Street and placed out at least (14) day prior to the closure. The boards are to be positioned at locations and worded appropriately to the satisfaction of Council;
3. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
4. 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
5. 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 Grosvenor Crescent, between Dover Street and Carlton Crescent/Longport Street, Summer Hill from 5.00AM Saturday 9<sup>th</sup> October 2021 through to 5.00AM on Monday 11<sup>th</sup> October 2021 (with a contingency period of 1 week) BE APPROVED for essential rail overbridge works around a scheduled weekend rail closure 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. **The Traffic Control Plan (TCP) be amended to include electronic VMS notification boards at all approaches to the closed section of Grosvenor Street and placed out at least (14) day prior to the closure. The boards are to be positioned at locations and worded appropriately to the satisfaction of Council;**
3. **A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
4. **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**
5. **The occupation of the road carriageway must not occur until the road has been physically closed.**

**For motion:** Unanimous

**LTC0821(1) Item 3 College Street, Balmain - Temporary Full Road Closure for underground pipe works (Baludarri - Balmain/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

Council has received an application from Sydney Water for the approval of a temporary full road closure of College Street, between Cameron Street and Trouton Street, Balmain from Tuesday, 7 September 2021 to Tuesday 30 November 2021 to facilitate underground pipe works in College Street, Balmain.

**Officer's Recommendation**

THAT the proposed temporary full road closure of College Street, between Cameron Street and Trouton Street, Balmain from Tuesday, 7 September 2021 to Tuesday 30 November 2021 (contingency period 4 weeks) be approved for the proposed underground pipe works in College Street, Balmain subject to, but not limited to the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including 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
3. 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 College Street, between Cameron Street and Trouton Street, Balmain from Tuesday, 7 September 2021 to Tuesday 30 November 2021 (contingency period 4 weeks) be approved for the proposed underground pipe works in College Street, Balmain subject to, but not limited to the following conditions:**

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 2. All affected residents and businesses, including 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**
- 3. The occupation of the road carriageway must not occur until the road has been physically closed.**

**For motion:** Unanimous

**LTC0821(1) Item 4 Tempe South Final Local Area Traffic Management (LATM) Study (Midjuburi-Marrickville Ward/Heffron Electorate/Inner West PAC)**

## **SUMMARY**

The Tempe South Local Area Traffic Management (LATM) study has been finalized for consideration and adoption.

This report was previously considered by the Traffic Committee on 19 April 2021 and was deferred 'until a determination regarding the signalized exit from Bunnings was received from the minister for Transport'.

Since the deferral, Council held meetings with Transport for NSW (TfNSW) and Bunnings regarding vehicular access arrangements for the Tempe Bunnings site (728-750 Princes Highway, Tempe). A number of options were discussed, including the feasibility of traffic signals at the exit driveway in Princes Highway between Brooklyn Street and Foreman Street, to facilitate alternate vehicular access to and from Princes Highway. This option was not supported by TfNSW due to safety and network efficiency reasons, with Bunnings also indicating that they do not intend to modify their development consent and the approved layout design. Additionally, TfNSW did not support the provision of banning traffic from Smith Street into Union Street by signage as there is insufficient space to install a physical island to block travel.

Public Exhibition of the draft Tempe South LATM study was undertaken between November 2020 and January 2021, with community feedback and revised final recommendations as outlined in Attachment 1.

The revised recommendations mostly remain unchanged except Union Street, where an alternative treatment with minimal changes have been adopted by Council.

Having considered the submissions, a review was undertaken for a 'No Entry' treatment from Smith Street to Union Street at Princess Highway traffic signals, a shared zone treatment in Union Street and a partial road closure in Brooklyn Street. Further consultation for these treatments is required.

The remaining treatments were generally supported by the community, and these are

outlined in Appendix E: Engagement Outcomes Report.

### **Officer's Recommendation**

THAT:

1. The final Tempe South Local Area Traffic Management (LATM) Study and proposed treatments be noted;
2. The recommended treatments as outlined in Attachment 2 be adopted;
3. At grade contrasting pavement entrance treatment, installation of mountable kerbs, marked parking bays on both sides of the road be installed in Union Street between Princes Highway and Edwin Street. Further, a 40km/h speed limit zone be established in Union Street subject to approval from Transport for NSW;
4. Detailed design of the recommended treatments be reported back to the Traffic Committee; and
5. After a 12-month period following the issue of an Occupation Certificate for the Bunnings Development at 728-750 Princess Highway, a LATM review be undertaken by Council and reported back to the Traffic Committee.

### **DISCUSSION**

Cr Macri stated that he had met with TfNSW representatives to discuss the LATM and the request for traffic signals on Princes Highway to provide controlled access to Bunnings and a one-way movement through Smith Street. TfNSW representatives at the meeting did not support the requested traffic signals due to close proximity to the existing signals, and also because the area has low pedestrian activity. Cr Macri commented that it is unsafe for motorists to cross three traffic lanes on Princes Highway to access the site and pedestrian movements across this driveway will increase when Bunnings is open. Due to the safety concerns and the impact to the area, Cr Macri proposed the Committee recommend that the item be deferred and Council refer the matter to the State Government for intervention.

The representative for the Member for Heffron commented that they had raised issues with the LATM at the May 2021 Committee meeting which have not been addressed by the proponent. The representative agreed with the concerns raised by Cr Macri and his recommendation.

Council Officers tabled an email from TfNSW outlining reasons for not supporting the requested traffic signals.

### **COMMITTEE RECOMMENDATION**

THAT:

1. The final Tempe South Local Area Traffic Management (LATM) Study and proposed treatments be deferred.
2. Council refer this matter to the State Government for intervention on the grounds of safety and unnecessary impact on local residents, businesses and Tempe Primary School.

**For motion:** Cr Macri, Member for Heffron

**Abstained:** TfNSW

### **General Business**

**LTC0821 Item 5 Ashfield bicycle logos at signalised intersections**

The IWBC representative asked for TfNSW's position on installing bicycle logos at signalised intersections in Ashfield. The TfNSW representative advised that bicycle logos can be installed at signalised intersections as long as Council takes responsibility of maintaining them. The TfNSW representative will follow up on this to confirm the advice.

Meeting closed at 10.46am.

**Item No:** LTC0921(1) Item 1

**Subject:** INTERSECTION OF HURLSTONE AVENUE AND OLD CANTERBURY ROAD, SUMMER HILL –INTERSECTION ENTRY TREATMENT - DESIGN PLAN 10170 (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

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

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

## SUMMARY

Council has finalised a design plan to upgrade the existing intersection of Hurlstone Avenue, Summer Hill by constructing kerb extensions and narrowing the road at its intersection with Old Canterbury Road. The works aim to improve pedestrian safety by narrowing the width of the road and slow and control traffic movement around the intersection.

## RECOMMENDATION

### RECOMMENDATION

**THAT the detailed design plan for upgraded intersection works in Hurlstone Avenue at Old Canterbury Road, Summer Hill, including new kerb extensions and entry treatment with associated signs and line markings in Hurlstone Avenue, (as per Plan No.10170) be APPROVED.**

## BACKGROUND

The above work is captured under the 2016 Ashfield Pedestrian Access Mobility Plan (PAMP) and is similarly recognised under the current (Draft) Inner West Council PAMP to improve pedestrian safety in Hurlstone Avenue at the intersection of Old Canterbury Road. The proposal is also aimed to slow and control traffic movement around the intersection.

## FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for 2021/2022 and funding of \$55,000 has been allocated to this project.

## OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached Consultation Plan (Plan No. 10170) in **Attachment 1**. The proposed works will improve pedestrian safety and slow and control traffic movement around the intersection.

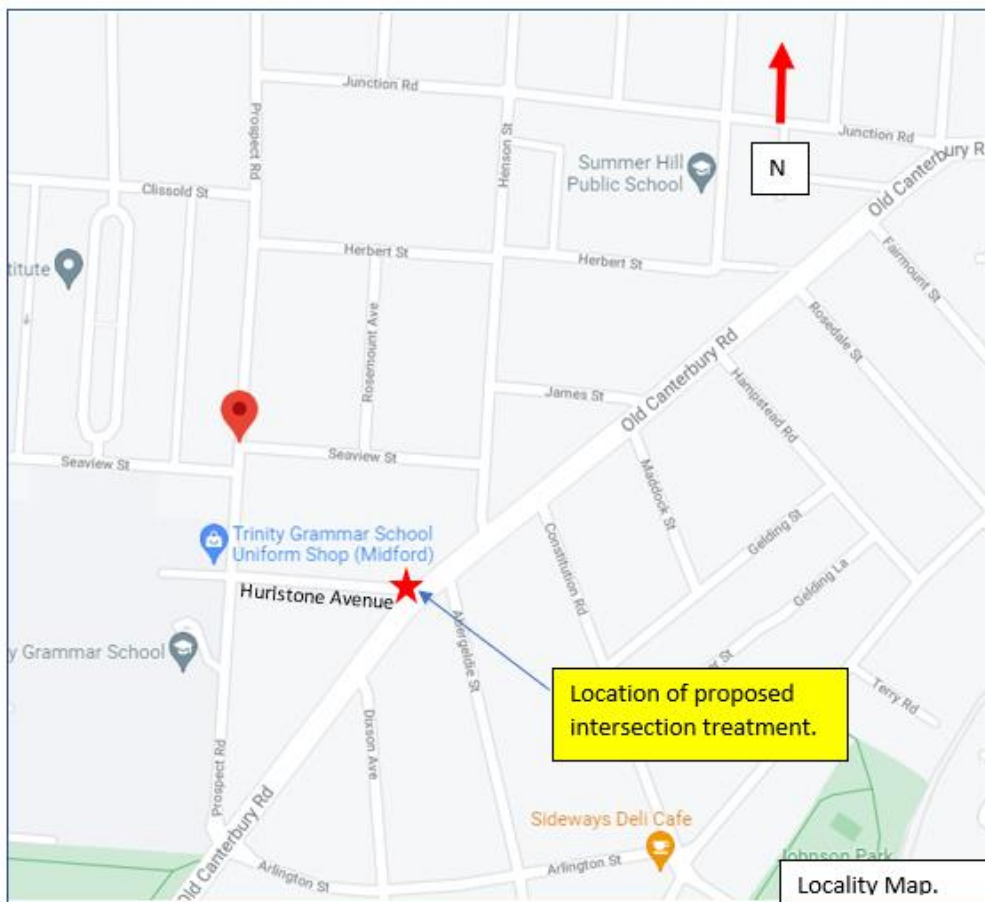
Specifically, the proposed scope of works includes the following:

- Construct landscaped kerb extensions either side of Hurlstone Avenue at its intersection with Old Canterbury Road,
- Provide native grasses landscaping within the new kerb extensions,
- Construct new concrete kerb ramps within the kerb extensions to allow pedestrian access,
- Reconstruct some of the concrete footpaths, kerb and guttering,
- Provide new road line markings, shown on the plans.



This proposal does not change any of the existing parking arrangements in Hurlstone Avenue or Old Canterbury Road. Therefore, there will be no loss of parking spaces resulting from the proposed works.

Hurlstone Avenue is a local two-way street, approximately 12.8m in width kerb to kerb. Parking is provided to both sides of the street, and traffic flows in one direction each way. Trees are aligned along the kerb side areas of the street. Hurlstone Avenue is a short section of street approximately 150 metres long connecting Prospect Road to Old Canterbury Road. Last recorded traffic counts in Hurlstone Avenue in 2006 identified volumes around 1,200 vehicles per day and 85<sup>th</sup> percentile speed of 49km/h. Old Canterbury Road is a 4 lane width State Road with parking permitted along the kerb lanes to both sides of the Road and carries over 20,000 vehicles per day.



Available traffic accident statistics from the TfNSW in the last 5 years identified (1) head-on (RUM Code 20) non-casualty towaway incident in Old Canterbury Road, north of Hurlstone Ave, and (1) right through incident (RUM Code 21) moderate injury in Old Canterbury Road at Hurlstone Avenue.

## PUBLIC CONSULTATION

Consultation was conducted between 29 July 2021 and 20 August 2021. A letter along with a copy of the design plan was sent to residents in Hurlstone Avenue, Old Canterbury Road in the vicinity of the intersection, and the nearby school being Trinity Grammar. Letters were distributed to 30 properties.

There were five responses with was in support of the proposal, and four raised concerns on the proposal within the scope of works and other issues outside of the scope of works. The



issues outside the scope of works relate to general traffic flow and pedestrian/traffic safety in Hurlstone Avenue and the intersection of Prospect Road and Hurlstone Avenue. The various concerns within the scope of works and outside the scope of works are tabled below with the officer's response provided.

Comments from residents (Issues under Scope of Works)	Officers Response.
<ul style="list-style-type: none"> <li>• Narrowing the access to Hurlstone Avenue from Old Canterbury Road will make vehicular entry to Hurlstone Avenue more difficult. The right turn is a problem with vehicles parking to the eastern side of Old Canterbury Road. Removal of parking would mitigate the problem to a certain extent.</li> <li>• Cars turning right from Old Canterbury Rd into Hurlstone Ave need to be slowed down when turning, as they try to beat the oncoming traffic.</li> <li>• Cars turning left from Hurlstone Ave onto Old Canterbury Road also need to be slowed down, as the opening is still very wide.</li> </ul>	<ul style="list-style-type: none"> <li>• Vehicles are observed to cut on the wrong side of the road and speed to turn right into Hurlstone Avenue when there is no opposing traffic in Old Canterbury Road. The proposal aims to narrow and realign the intersection to control vehicle movement and speed entry and exit out of Hurlstone Avenue. Right turn is generally not considered to be affected.</li> <li>• Removal of parking to the eastern side in Old Canterbury Road is not required under this proposal.</li> </ul>
<ul style="list-style-type: none"> <li>• Currently you can have 2 queues of cars, thus one lane can turn right the other turn left. With the proposed changes only one queue of cars can be formed. The car turning right will hold up all the other cars, as turning right into Old Canterbury Road takes considerably longer than turning left especially during peak hours.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposal entails sufficient width at the intersection to hold one vehicle turning right and allow left turn vehicles to slip through on the left- hand side -<b>see Attachment 2</b>. Traffic generally flows in one line either way in Hurlstone Avenue.</li> </ul>
<ul style="list-style-type: none"> <li>• Further narrow the opening at Hurlstone Ave &amp; Old Canterbury Rd by allowing enough space for one vehicle/truck at a time. This will further increase safety to what council has proposed.</li> <li>• Reduce usage of Hurlstone Ave or close it off to traffic at Old Canterbury Road- makes it safer and improves the traffic flow at Old Canterbury Road.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposal improves pedestrian safety and allows for appropriate traffic movement and manoeuvre at the intersection with cars and buses turning right and left out onto Old Canterbury Road, and garbage truck entry (right and left) into Hurlstone Avenue. <b>See Attachments 2-6</b>. Any further narrowing can conflict in traffic movement and/or cause congestion and increased queuing back into Hurlstone Avenue. Loss of parking could result on the opposite eastern side of Old Canterbury Road.</li> <li>• Closure or limiting usage of Hurlstone Avenue can cause undesirable traffic diversion and affect local resident/community/service vehicle access into the street and area.</li> </ul>
<ul style="list-style-type: none"> <li>• Plant two large trees in-line with current trees in the street where narrowing occurs as per example provided to increase green canopy targets that council needs to achieve. Landscaping garden beds do not count towards green canopy targets</li> </ul>	<ul style="list-style-type: none"> <li>• Two existing mature trees exist on the corners of Hurlstone Avenue at Old Canterbury Road. Additional tree planting can obstruct the sight view of pedestrians and traffic at the corners. Landscape garden bedding is an appropriate greening treatment</li> </ul>

	in this situation based on traffic safety.
<ul style="list-style-type: none"> <li>Change the material of the ground to differentiate the opening.</li> </ul>	<ul style="list-style-type: none"> <li>Line marking and garden bedding/landscaping within the kerb build outs is considered to sufficiently identify the presence of this entry treatment.</li> </ul>

Comments from residents (Issues raised outside Scope of Works)	Officers Response.
<ul style="list-style-type: none"> <li>Hurlstone Avenue is a 'thoroughfare' for cars not just during school hours but all the time. Cars speed through Hurlstone Avenue. Traffic builds up from one end of street to the other.</li> <li>Trinity Private buses turn right from Prospect Road into Hurlstone Avenue. Hurlstone Avenue has a 3- tonne limit sign and Buses are over 5 tonnes. Buses can use alternate existing public bus route. e.g. do a loop- turn left at Seaview St from Prospect Rd, right onto Victoria St, Right into Clissold St, right onto Prospect Rd and exit onto Old Canterbury Rd.</li> <li>Dangerous circulation of traffic and safety to pedestrians at the Prospect St end of Hurlstone Avenue particularly during school drop off and pick up. Teachers man the corners of Hurlstone Ave &amp; Prospect Rd to help/stop children crossing.</li> <li>Consider blocking access from Prospect Road into Hurlstone Avenue. Reduce circulation of traffic at the intersection and improve pedestrian safety. Make it safer for school parents to park and drop of school children, since Hurlstone Ave will be a 'No through road'.</li> <li>School Buses can follow existing public bus routes using Junction Rd to turn onto Prospect Rd and pick up school students opposite the front school gate of Prospect Rd and exit onto Old Canterbury from Prospect Rd.</li> <li>Trees can be planted where Hurlstone Ave is blocked to Prospect Road increasing green canopy for the area and making it better for the environment.</li> <li>cars will not be able to turn left at high speeds into Hurlstone Ave and they can use Prospect Rd to access Old Canterbury Rd.</li> </ul>	<ul style="list-style-type: none"> <li>Hurlstone Avenue is considered generally low in traffic and speeding. Up to date traffic counts could be arranged to determine the volume and speeding and if traffic calming treatment is considered or that police speed enforcement be requested in Hurlstone Avenue.</li> <li>Buses servicing Trinity Grammar School currently stop adjacent to the school on Prospect Road and then turn right into Hurlstone Avenue and finally exit onto Old Canterbury Road. Hurlstone Avenue is the most direct route back onto the state road network as well as being sufficiently wide to cater for bus movements in comparison to other nearby streets. Buses can be excepted through road weight limit area with mass description under the Road Rules.</li> <li>There is no recorded accidents or incidences with pedestrians in the last 5 years within the area of the intersection of Prospect Road and Hurlstone Avenue under available TfNSW accident statistics.</li> <li>Full road closure or partial road closure at the Prospect Road end of Hurlstone Avenue can cause undesirable traffic diversion or affect local resident/community/service vehicle access into the street or area.</li> <li>Appropriate landscaping measure is considered with any road narrowing treatment and pending on sight-view conditions.</li> </ul>
<ul style="list-style-type: none"> <li>Concern and danger are raised on the frequency of school buses driving through the street; school parent/guardians double parking and parking in No Standing Zones, parent/guardians parking across driveway to drop off/ pick up, students and residents attempting to cross the street, residents getting out of driveways safely and negotiate the general traffic using the area as a short-cut.</li> </ul>	<ul style="list-style-type: none"> <li>A request will be initially made for Council's Rangers and parking services to monitor and enforce the location at school times. Residents can in turn report Illegal parking to Council's Rangers and Parking services or Police.</li> </ul>

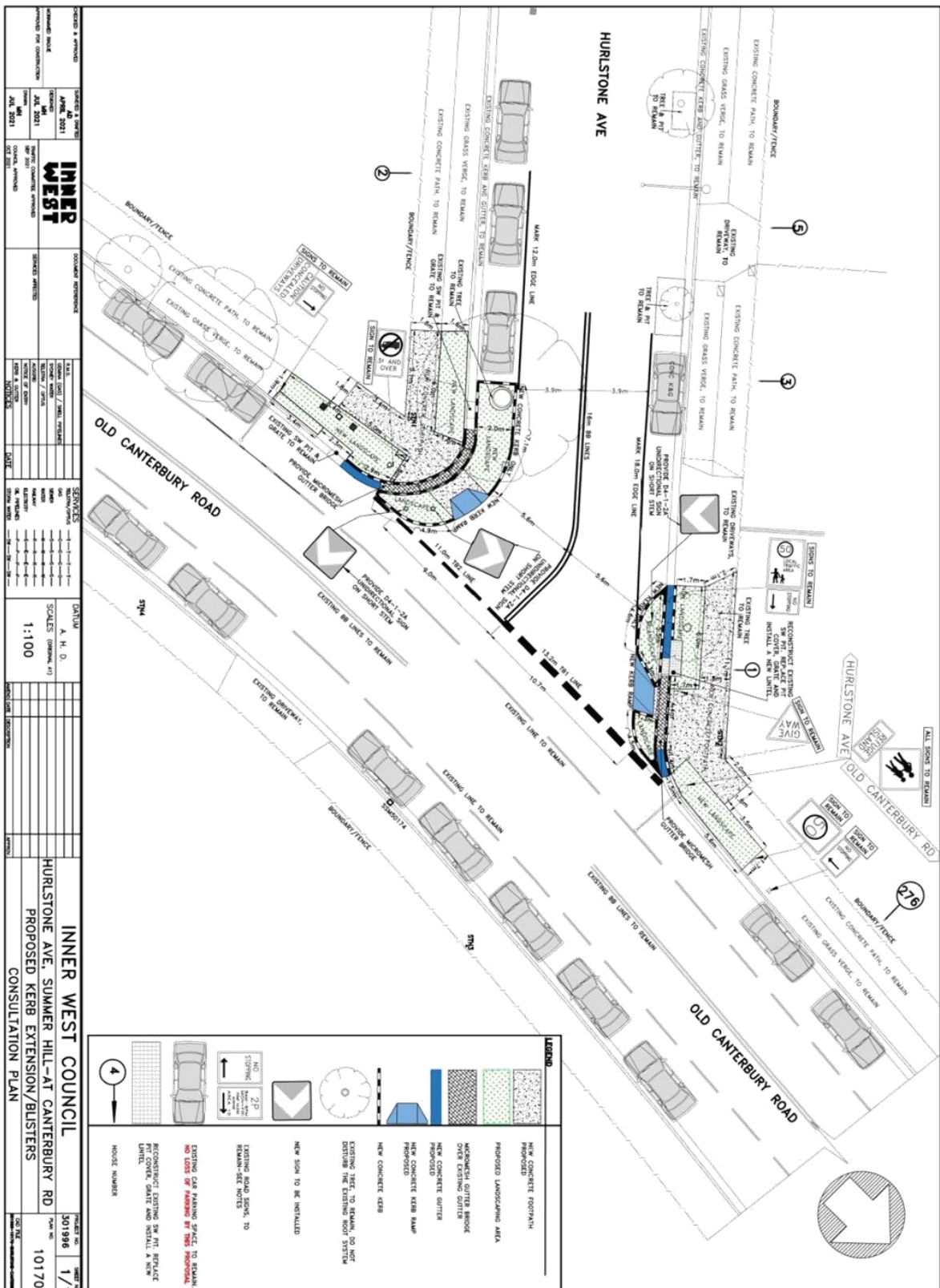
<ul style="list-style-type: none"> <li>• There is a noticeable increase in road rage incidents involving parents who refuse to be respectful to the resident's needs, requests to move etc. The usual excuse of double parking or parking across a Resident's driveway for parents is to pick up their sons.</li> </ul>	
<ul style="list-style-type: none"> <li>• Has Council considered also narrowing where Hurlstone Ave and Prospect Rd meet? I believe that other neighbours have already written to Council suggesting this be done at the same time to reduce the speed of vehicles moving down the Avenue as they turn from Prospect Rd into our quiet residential area.</li> </ul>	<ul style="list-style-type: none"> <li>• See above. The matter would be investigated separately as from the above proposal of treatment for the intersection of Hurlstone Road and Old Canterbury Road.</li> </ul>

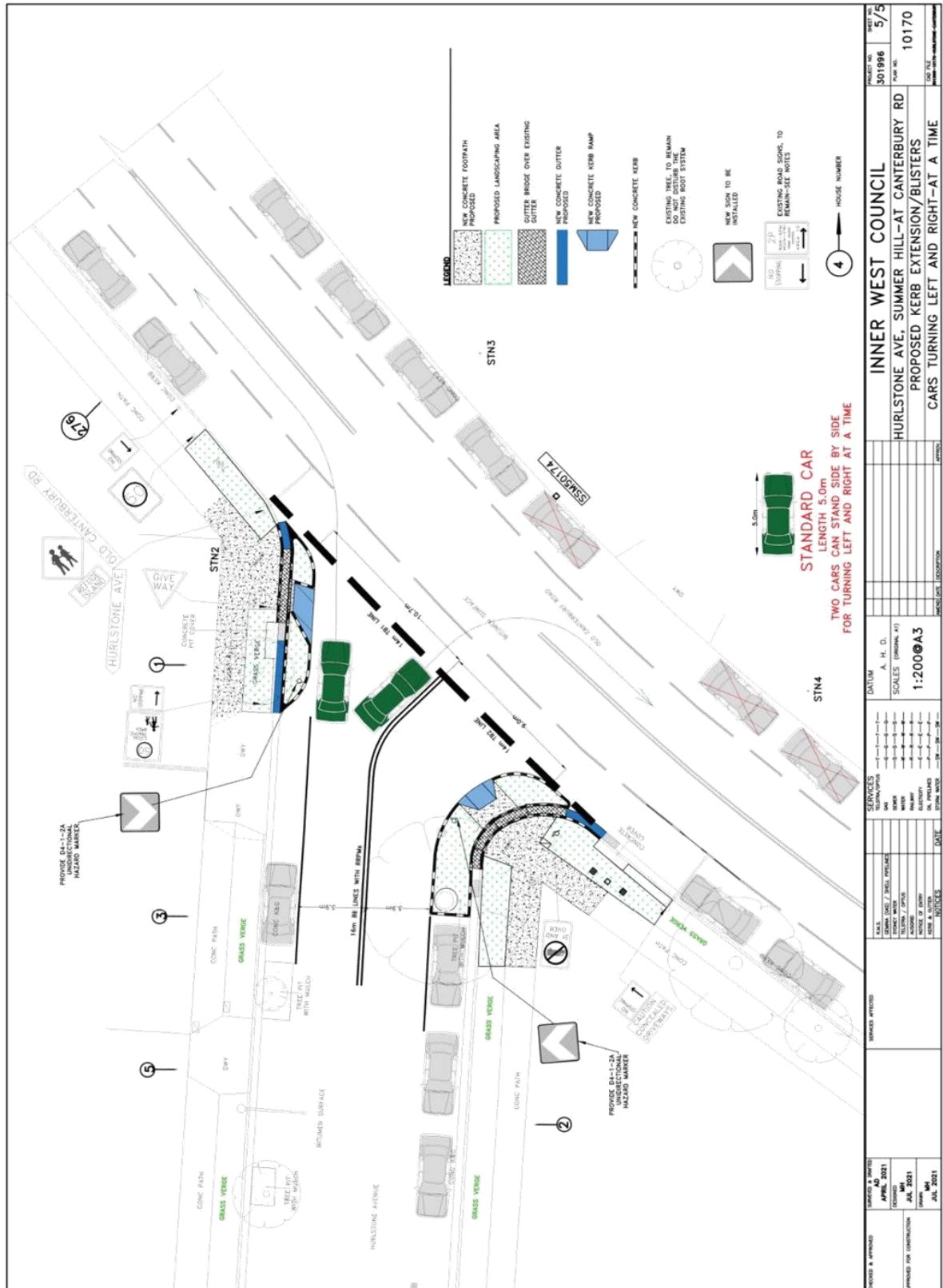
## CONCLUSION

It is recommended that the detailed design plan for upgraded intersection works in Hurlstone Avenue at Old Canterbury Road, Summer Hill, including new kerb extensions and entry treatment with associated signs and line markings in Hurlstone Avenue, (as per Plan No.10170) be APPROVED.

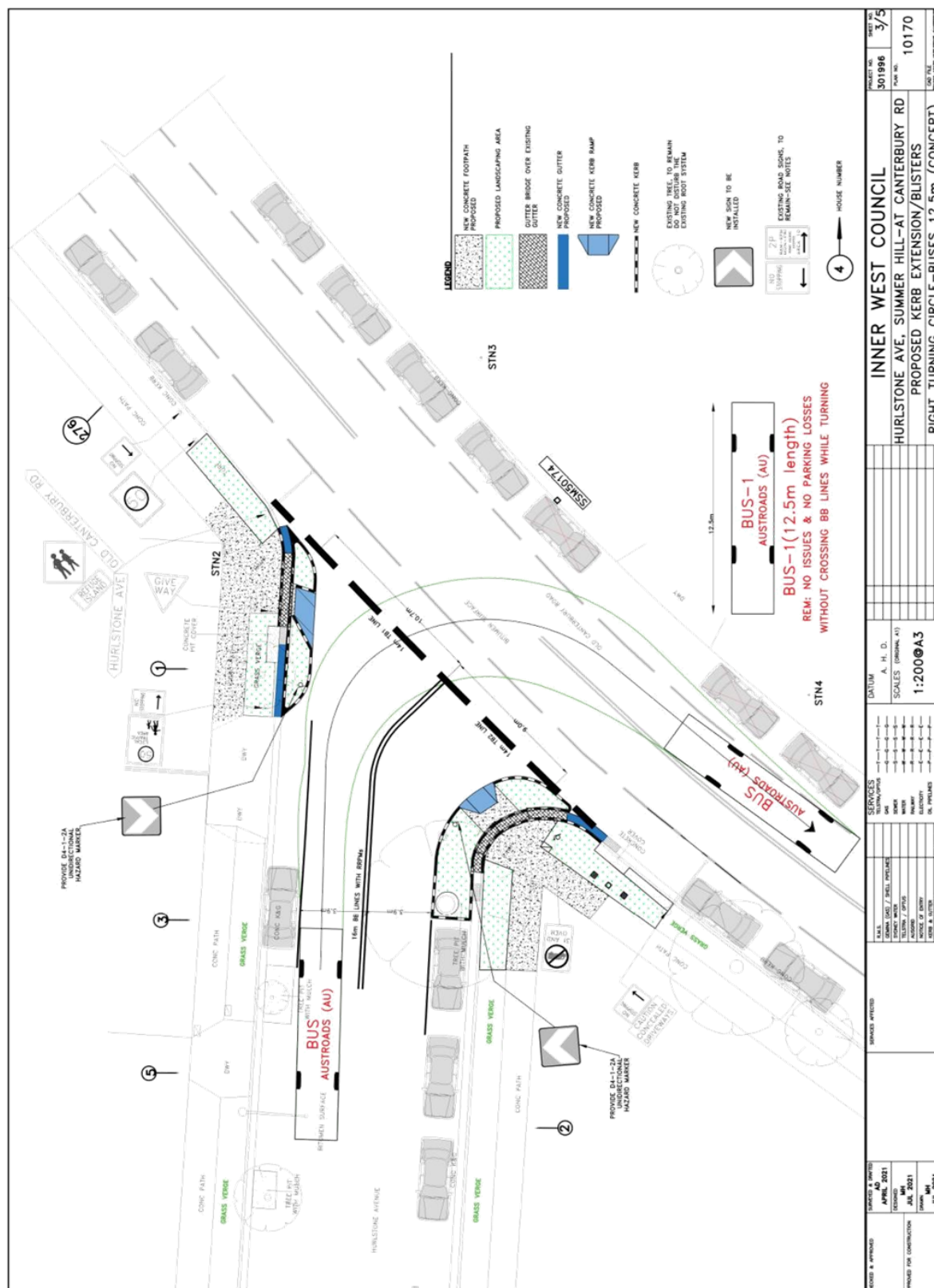
## ATTACHMENTS

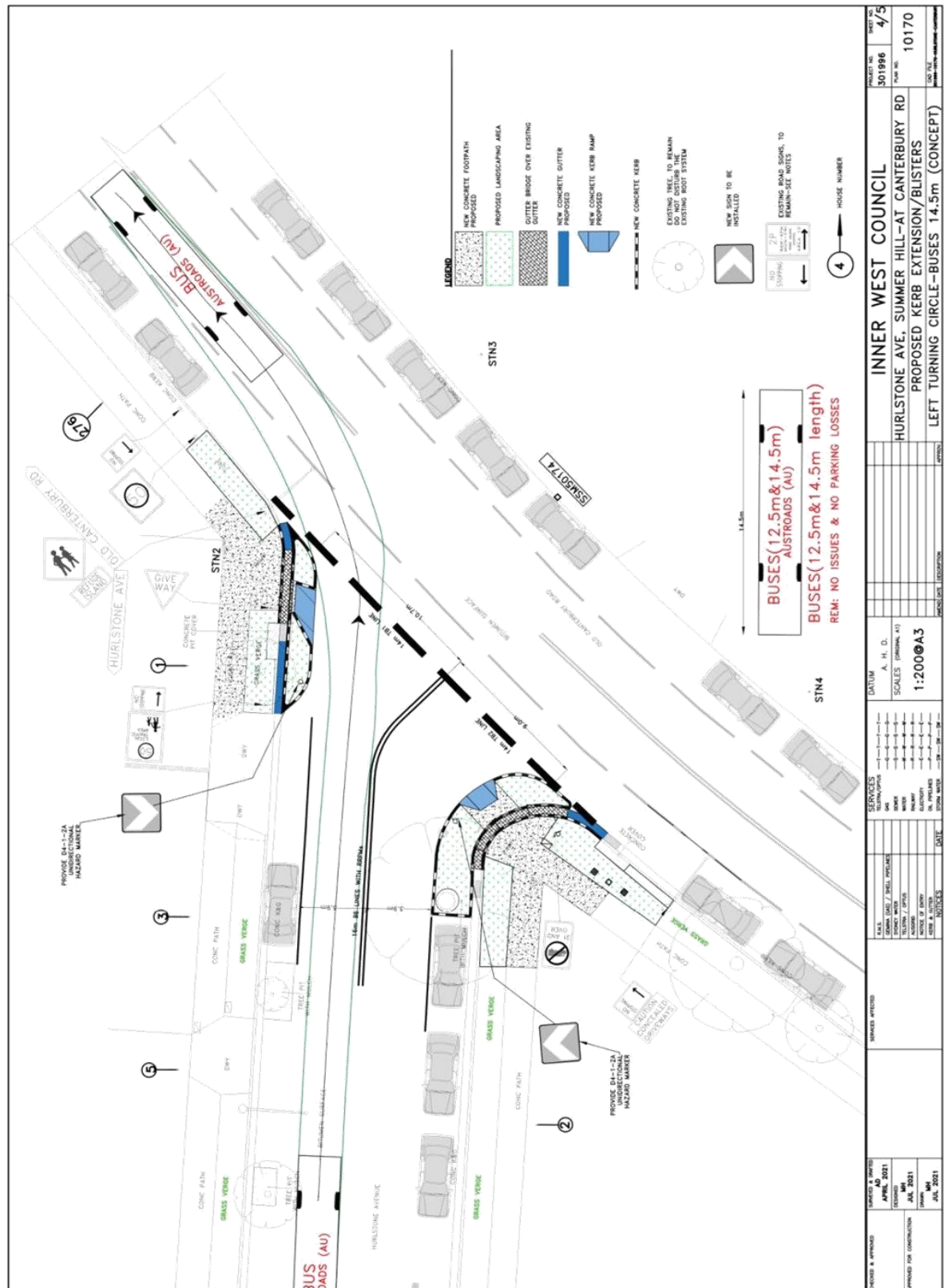
1. [↓](#) Proposed Intersection Treatment at the Intersection of Hurlstone Avenue and Old Canterbury Road, Summer Hill.
2. [↓](#) Car template Movement Existing out of Hurlstone Avenue at Old Canterbury Road.
3. [↓](#) Bus Template Movement Right out of Hurlstone Avenue at Old Canterbury Road.
4. [↓](#) Bus Template Movement Left out of Hurlstone Avenue at Old Canterbury Road.
5. [↓](#) Garbage (design) Service Vehicle Movement Left in From Hurlstone Avenue from Old Canterbury Road
6. [↓](#) Garbage (design) Service Vehicle Movement Right Turn in From Old Canterbury Road Into Hurlstone Avenue.

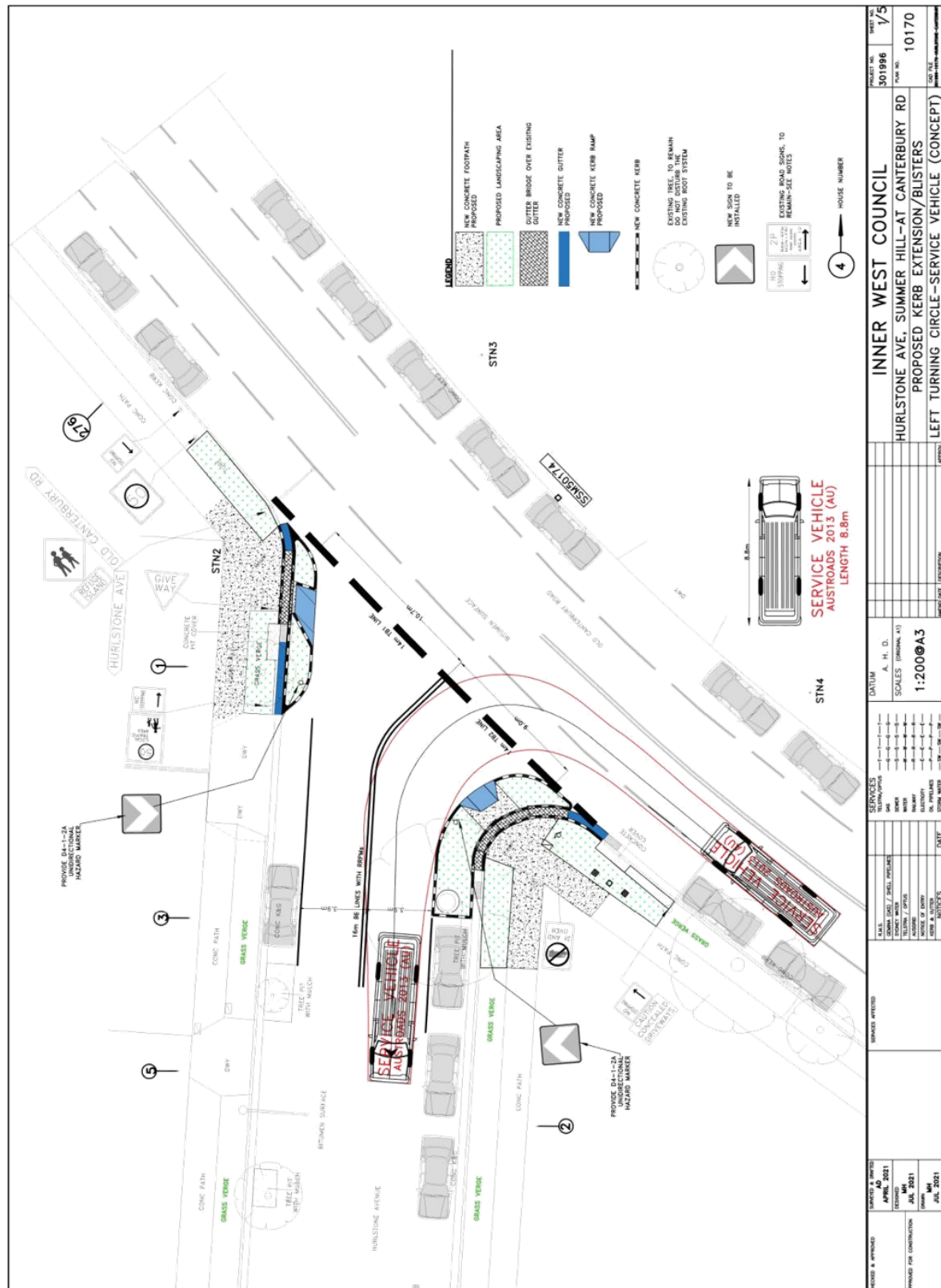




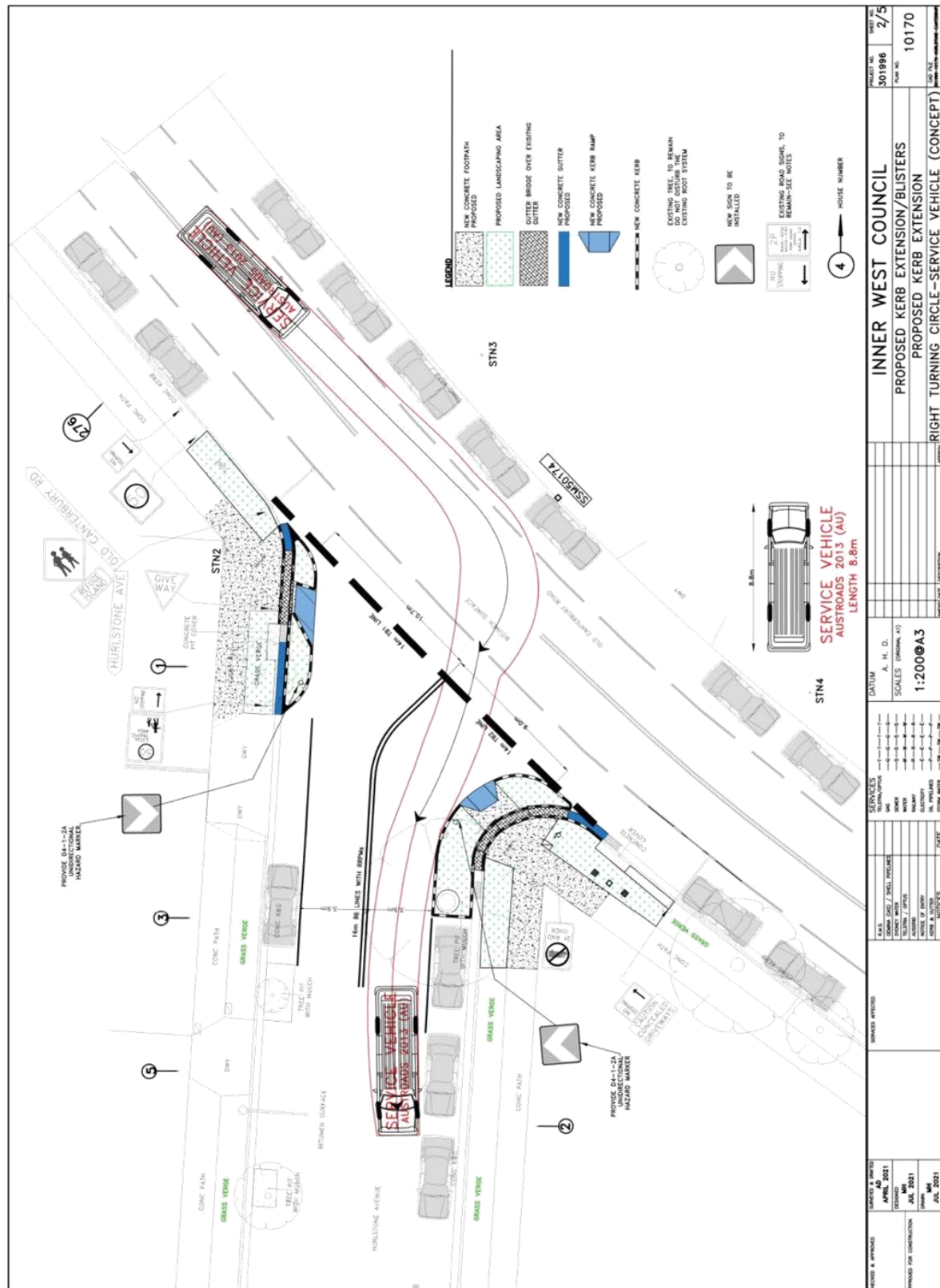












**Item No:** LTC0921(1) Item 2

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

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

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

## SUMMARY

This report was previously considered by the Traffic Committee in March 2021, and Council at its meeting on 13 April 2021 resolved to defer the study pending a briefing to Balmain Ward Councillors. This has been undertaken in August 2021 and reported back for Council consideration.

This is a recommendation to endorse the final Balmain East Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Balmain East Precinct Parking Study through YourSay Inner West. The draft report proposed several changes, including an expansion of the Resident Parking Scheme (RPS) as shown in Attachment 1. The response results indicate that the community had mixed opinions on the proposed changes, with a low support for the draft strategy proposed by Council.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with minor adjustments made to the proposed parking strategy. As the changes included both short term and long term strategies, this would require Council to implement the changes over a 5-10 year life cycle of the study. It is recommended that further consideration of street specific RPS other than those proposed in the report not be supported for a period of 24 months until March 2023.

## RECOMMENDATION

### THAT:

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

## BACKGROUND

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

Local issues including streets near trip generators such as the Balmain East shopping village, Balmain East Ferry Wharf, reserves and schools were considered in the study.

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

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

## FINANCIAL IMPLICATIONS

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

## OTHER STAFF COMMENTS

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

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

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

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

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

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

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

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

Balmain East Precinct Parking Study Parking Strategy 2021			
Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	Inclusion of additional properties on Clifton Lane to the Resident Parking Scheme (these properties will be	Clifton Lane, Clifton Street, Gallimore	High

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

## ATTACHMENTS

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

**THIS ATTACHMENT IS BEING DISTRIBUTED  
AS A SEPARATE DOCUMENT**

LTC0921(1) Item 2



## Balmain East Precinct Parking Study

### Final Parking Strategy 2021



Item 2

Attachment 2

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



# Balmain East Precinct Parking Study

Inner West Council  
Final Report



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

## Balmain East Precinct Parking Study

Inner West Council  
Final Report

Client: Inner West Council

on 1/03/2021

Reference: N184030

Issue #: B

### Quality Record

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

GTA Report

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## CONTENTS

<b>1. Introduction</b>	<b>1</b>
1.1. Project Background	1
1.2. Purpose of the Study	2
1.3. What is Parking	2
1.4. Types of Parking	3
1.5. The Balmain East Context	3
<b>2. Existing Conditions</b>	<b>4</b>
2.1. Planning Context	4
2.2. Study Area	7
2.3. Existing Travel Behaviour	11
2.4. Local Car Sharing Initiatives	13
2.5. Parking Supply and Conditions	14
2.6. Parking Demand	17
2.7. Parking Signage Check	25
2.8. Resident Permit Parking Allocation	26
2.9. Community Survey	27
<b>3. SWOT Analysis</b>	<b>29</b>
3.1. SWOT Analysis	29
<b>4. Parking Management Case Studies</b>	<b>30</b>
4.1. Introduction	30
4.2. Parking Management on Residential Streets	30
4.3. Summary	33
<b>5. Recommendations</b>	<b>34</b>
5.1. Introduction	34
5.2. Key Strategic Objectives	34
5.3. Recommendations	34

## Figures

Figure 1.1:	Balmain East within the Sydney Metropolitan Area	1
Figure 2.1:	Balmain East study area	8
Figure 2.2:	Key streets and sites within the Balmain East Precinct	9
Figure 2.3:	Public Transport Map within the Precinct	10
Figure 2.4:	Boundary of the relevant SA1s in the study area	11
Figure 2.5:	Journey to work mode share for residents in the relevant SA1s	12
Figure 2.6:	Percentage of vehicle ownership	13
Figure 2.7:	Go-Get car share pods in the Balmain East Precinct	14
Figure 2.8:	Balmain East Parking Restrictions Map	15
Figure 2.9:	Residential Parking Scheme – Leichhardt BE	16
Figure 2.10:	Weekday average peak occupancy	18
Figure 2.11:	Weekend average occupancy	19
Figure 2.12:	Weekday average duration of stay	20
Figure 2.13:	Weekend average duration of stay	20
Figure 2.14:	Weekday turnover ratio	21
Figure 2.15:	Weekend turnover ratio	22
Figure 2.16:	Weekday boat trailer parking	23
Figure 2.17:	Weekend boat trailer parking	24
Figure 2.18:	Respondents' views toward addressing residential parking management	28
Figure 2.19:	Respondents' views toward addressing commuter parking	28
Figure 4.1:	Example parking hierarchy from Austroads	31
Figure 4.2:	Parking management hierarchy in Christchurch	32
Figure 4.3:	Parking management hierarchy in Kingston, VIC	33
Figure 5.1:	Recommended time-restricted parking area for Balmain East shops	36
Figure 5.2:	Location-specific recommendations	38

## Tables

Table 2.1:	Key streets and sites within the Balmain East Precinct	9
Table 2.2:	Public transport within the Precinct	11
Table 2.3:	Non-compliant signs and recommended sign	25
Table 2.4:	BE residential parking permit zone – number of permits issued per street in relation to the total capacity of parking spaces subject to the BE zone	26
Table 3.1:	SWOT Analysis for Balmain East Precinct Parking Study	29

# Executive Summary

## EXECUTIVE SUMMARY

### Introduction

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



### Parking supply and demand conditions

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

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

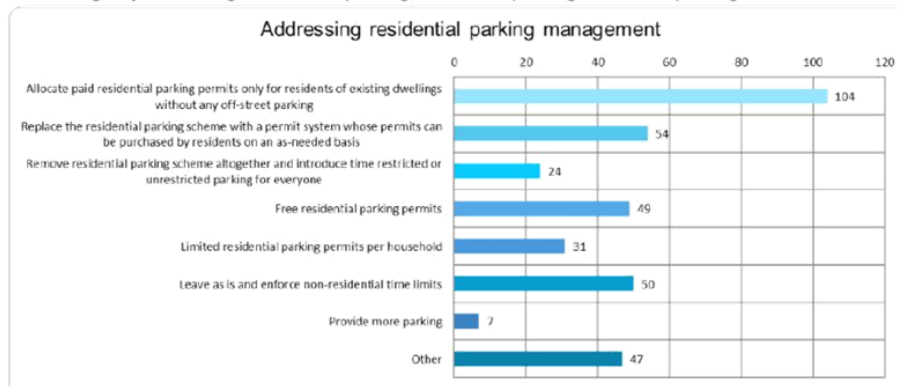


Nicholson Street and Johnston Street, but occupancies taper off in the residential streets closer to the edges of the study area and Balmain Peninsula to a level that ensures outside visitors have a chance to find parking without circling around.

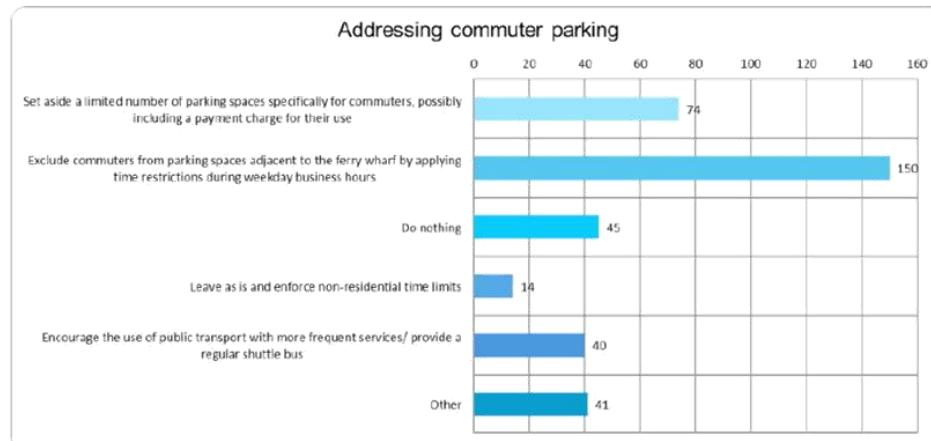
- On the weekend, occupancies taper off compared to the weekday, suggesting more residents are taking their cars out for excursions, leaving more on-street parking capacity available. Conversely, more residents leave their cars parked on a weekday, suggesting more trips to work via other means, which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

## Community feedback

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



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



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

## SWOT Analysis

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

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



## Recommendations

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

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

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

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

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

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

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

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



## INTRODUCTION

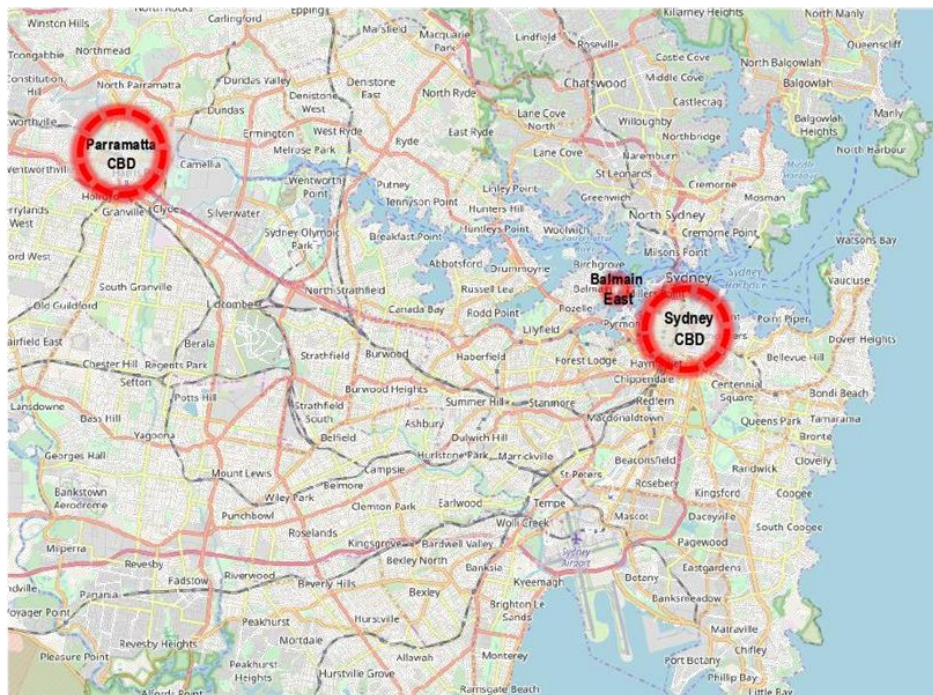
# 1. INTRODUCTION

## 1.1. Project Background

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

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

Figure 1.1: Balmain East within the Sydney Metropolitan Area



Basemap Source: OpenStreetMap

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



## INTRODUCTION

The trip generators for the precinct include:

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

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

### 1.2. Purpose of the Study

The objectives of the project are:

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

### 1.3. What is Parking

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

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

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

## INTRODUCTION

### 1.4. Types of Parking

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

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

### 1.5. The Balmain East Context

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

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



## EXISTING CONDITIONS

# 2. EXISTING CONDITIONS

## 2.1. Planning Context

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

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

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

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

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

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

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

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

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

## EXISTING CONDITIONS

Eligibility criteria and other features common to all permit parking schemes

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

### Resident parking permits

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

### Commuter parking permits

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

Commuter parking permits may be issued as follows:

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

### Resident's visitor parking permits

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

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

### 2.1.2. Public Domain Parking Policy

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

## EXISTING CONDITIONS

To this end, Inner West Council prepared the *Public Domain Parking Policy* which sets out a governing framework for the investigation, development, implementation and ongoing management of parking schemes and controls in the public domain including on-street parking and council managed car parks. The intent of the Public Domain Parking Policy was to adopt one consistent approach across all the Inner West. However, it was resolved in the Ordinary Council Meeting of 9 June 2020 that this policy does not apply to the area belonging to the former Leichhardt Municipal Council<sup>1</sup>. Hence, while this Policy includes a useful and consistent policy framework for how parking can be managed in the study area, it does not apply.

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

### Resident Parking Permits

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

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

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

#### Zone Type A

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

#### Zone Type B

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

The existing resident permit parking scheme in Balmain East is operating as Zone B.

### Visitor Parking Permits

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

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

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

## EXISTING CONDITIONS

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

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

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

## 2.2. Study Area

### 2.2.1. The Study Area

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

## EXISTING CONDITIONS

Figure 2.1: Balmain East study area



### 2.2.2. Key Streets and Sites

The study area comprises a few key streets and sites that greatly affect the dynamics of the precinct and how the area functions. Figure 2.2 identifies two major streets and 12 key places of interest that play a vital role in the study area and these are further detailed in Table 2.1.



## EXISTING CONDITIONS

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

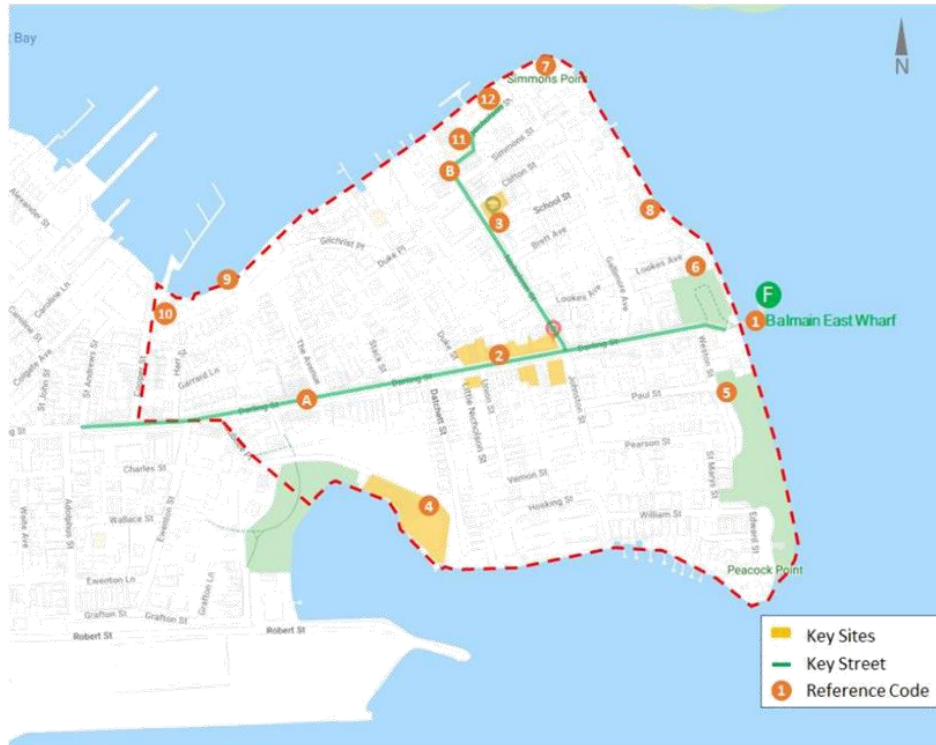


Table 2.1: Key streets and sites within the Balmain East Precinct

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

## EXISTING CONDITIONS

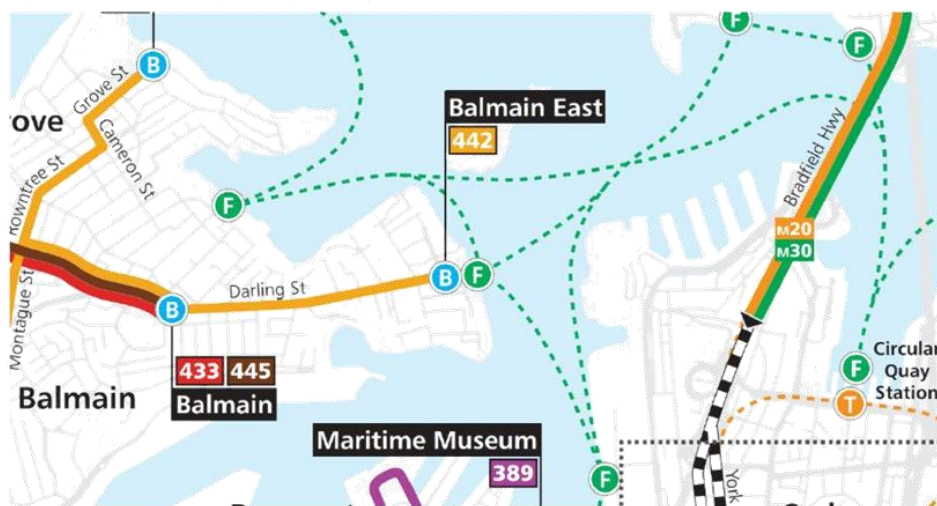
Reference	Key Streets	Description
5	Illoura Reserve	Located on the eastern shoreline of Balmain, Illoura Reserve looks directly at Barangaroo Reserve and is situated next to Balmain East Ferry Wharf.
6	Lookes Avenue Reserve	Located at the end of Lookes Avenue (east of Balmain East). A small local park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

### 2.2.3. Public Transport

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

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

Figure 2.3: Public Transport Map within the Precinct



## EXISTING CONDITIONS

Table 2.2: Public transport within the Precinct

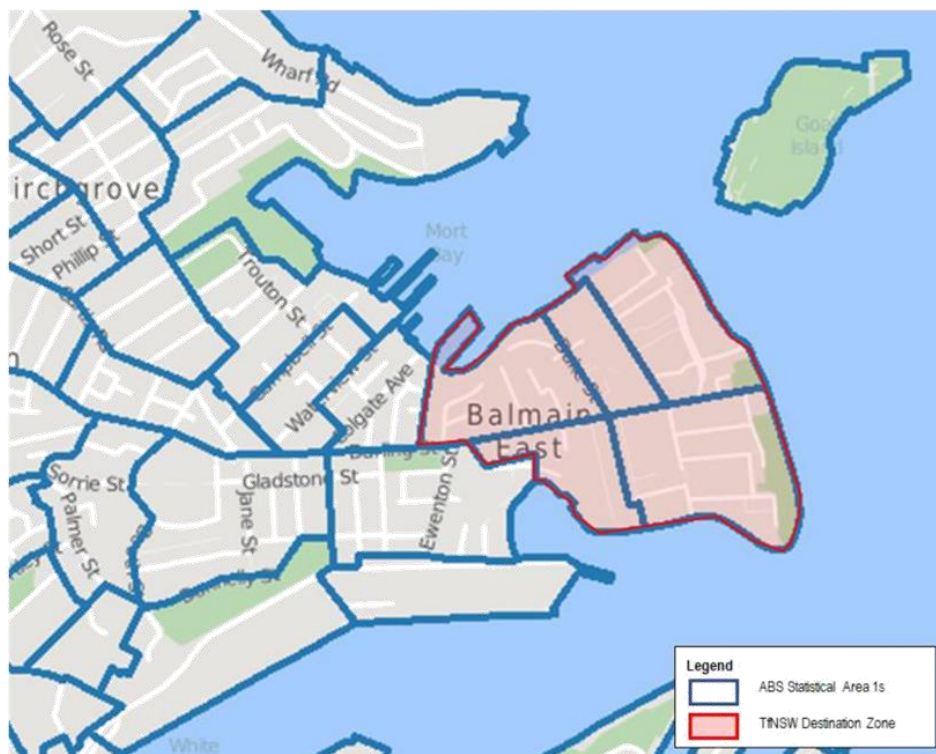
Service	Route Number	Route Description	Frequency On/Off-Peak
Bus	442	City QVB to Balmain East Wharf (Loop Service)	6 per hour peak/ 6 per hour off-peak
Ferry	F4	Cross Harbour	2 per hour peak/2 per hour off-peak
	F3	Circular Quay	2 per hour peak/ 2 per hour off-peak

## 2.3. Existing Travel Behaviour

### 2.3.1. Journey to Work

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

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

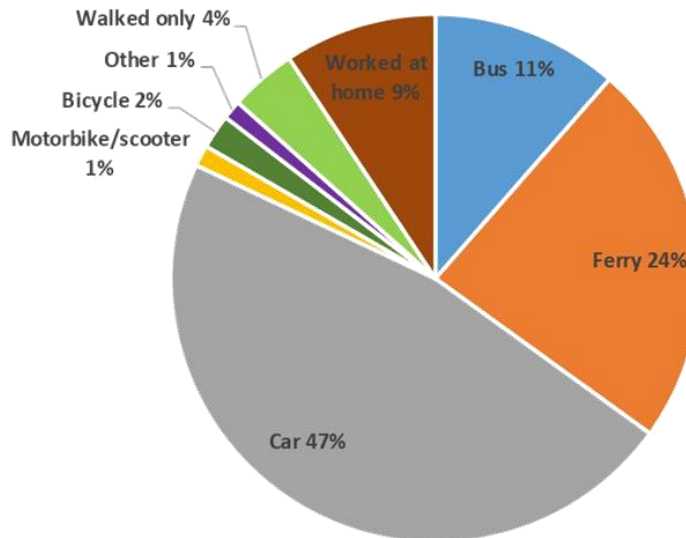


Source: <https://itt.abs.gov.au/itt/r.jsp?ABSMaps>

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

## EXISTING CONDITIONS

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



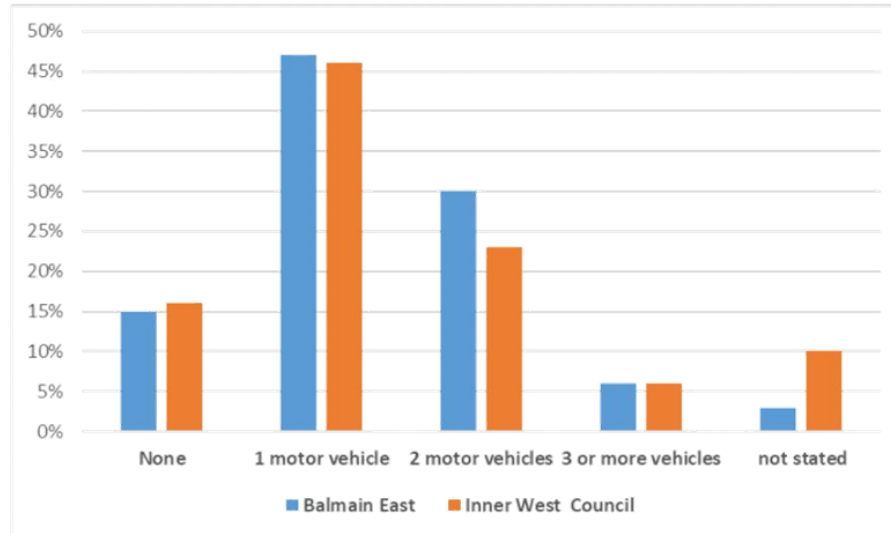
### 2.3.2. Car Ownership

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



## EXISTING CONDITIONS

Figure 2.6: Percentage of vehicle ownership



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

## 2.4. Local Car Sharing Initiatives

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

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

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



## EXISTING CONDITIONS

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



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

## 2.5. Parking Supply and Conditions

### 2.5.1. Background to Parking in Balmain East

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

## EXISTING CONDITIONS

### 2.5.2. Parking Supply within Balmain East

Figure 2.8: Balmain East Parking Restrictions Map

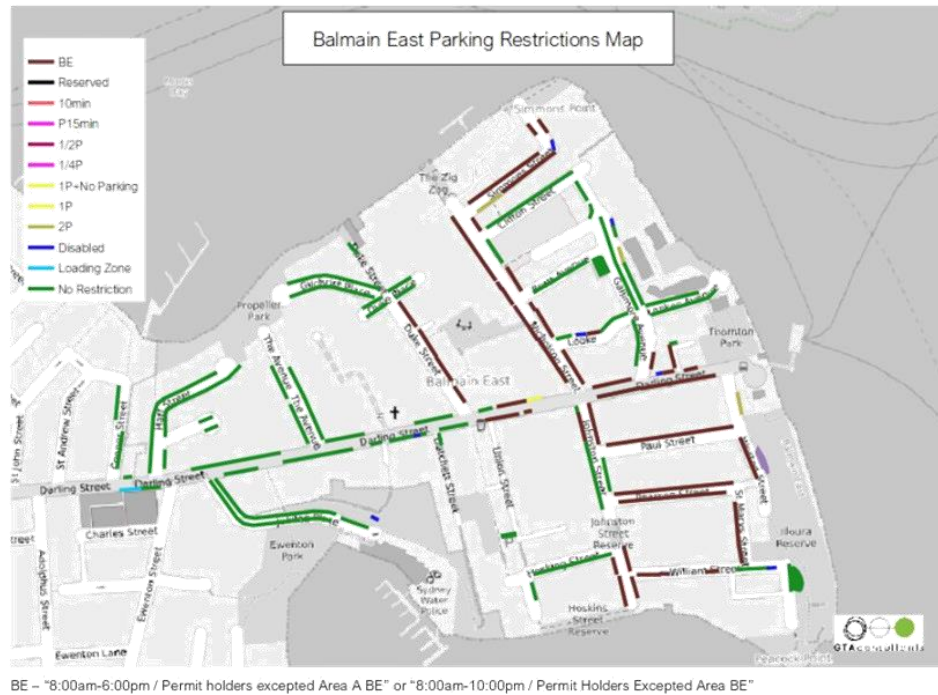
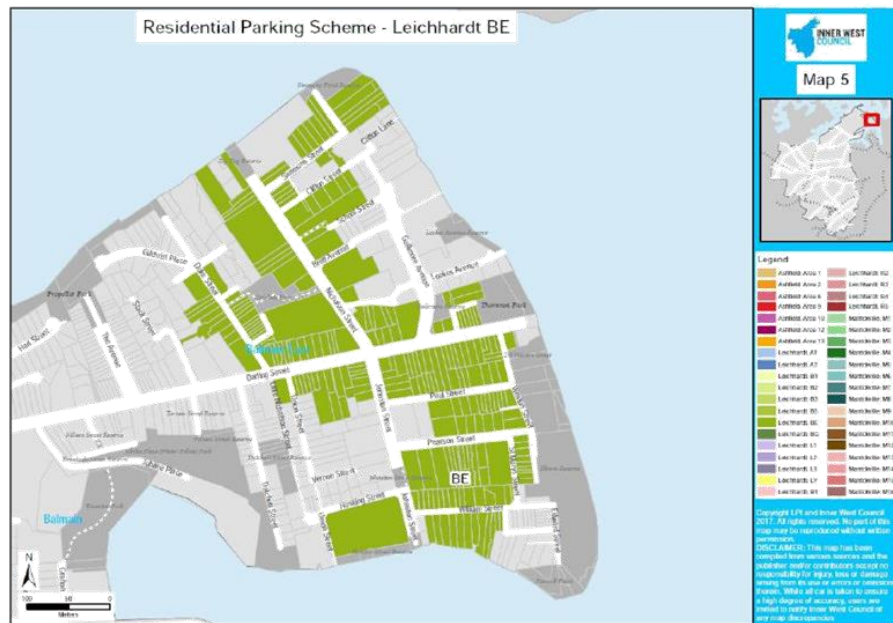


Figure 2.8 shows an overview of the parking restrictions in Balmain East. The on-street parking in the eastern half of the suburb is predominantly subject to the 'BE' resident permit parking zone, exempting holders of a resident parking permit from the prevailing two-hour time restriction (refer to the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

## EXISTING CONDITIONS

### 2.5.3. Resident Parking Scheme

Figure 2.9: Residential Parking Scheme – Leichhardt BE



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

The BE residential parking scheme in the Balmain East study area is depicted in Figure 2.9. As mentioned earlier in the preceding sub-section, the BE zone allows holders of a resident parking permit to be exempt from the prevailing two-hour time restriction, which is a 2P restriction from Monday to Friday from 8:00am to 6:00pm. Resident parking permits are currently issued to residents living in the properties shown in Figure 2.9, with a maximum of two permits issued to a household if there is no off-street parking and two or more vehicles are registered to a property. These permits are free of charge to eligible residents.

## EXISTING CONDITIONS

### 2.6. Parking Demand

#### 2.6.1. Parking Surveys

The on-site parking surveys were conducted on Saturday, 15 February and Wednesday, 19 February 2020. The overall survey extent is the same as the study area as shown earlier in Figure 2.1. The parking survey included all Council-controlled on-street and off-street parking available to the public and involved the following tasks:

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

#### 2.6.2. Survey Analysis

##### Occupancy

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

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

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

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

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



## EXISTING CONDITIONS

Figure 2.10: Weekday average peak occupancy

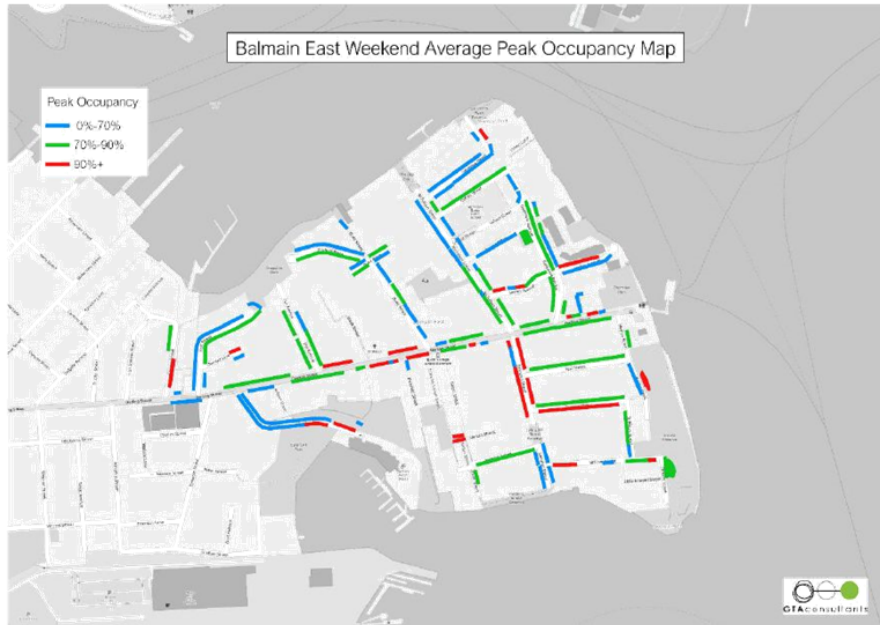


As shown in Figure 2.10, there is evidence of high average peak occupancies on the surveyed weekday, reaching or exceeding 90 per cent along streets with residential permit parking restrictions such as Nicholson Street, Darling Street and Johnston Street. Farther away from the centre of Balmain East, the average peak occupancy declines to an optimal range of between 70 to 90 per cent on streets closer to the edges of the study area and the Balmain peninsula.



## EXISTING CONDITIONS

Figure 2.11: Weekend average occupancy



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

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

### Duration of stay

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

## EXISTING CONDITIONS

Figure 2.12: Weekday average duration of stay

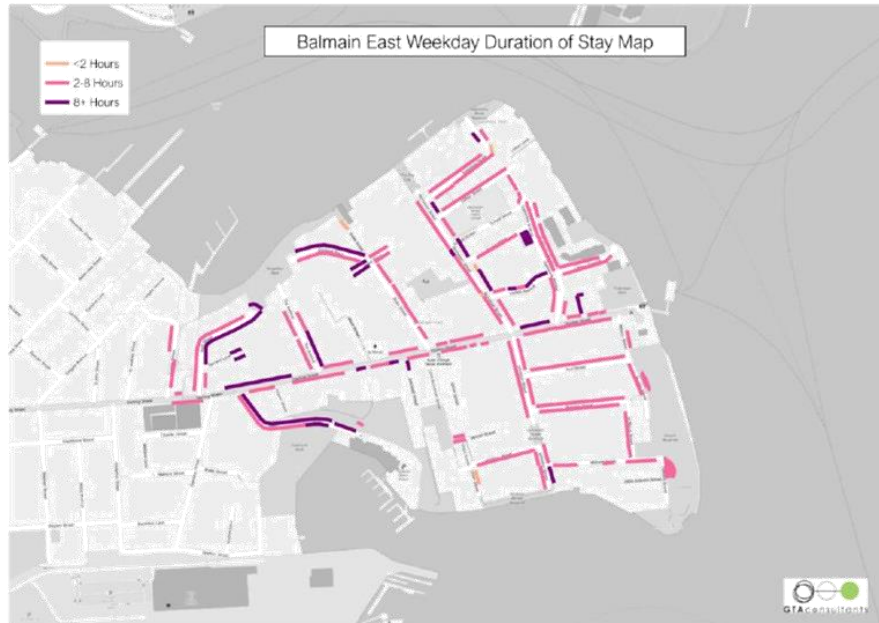
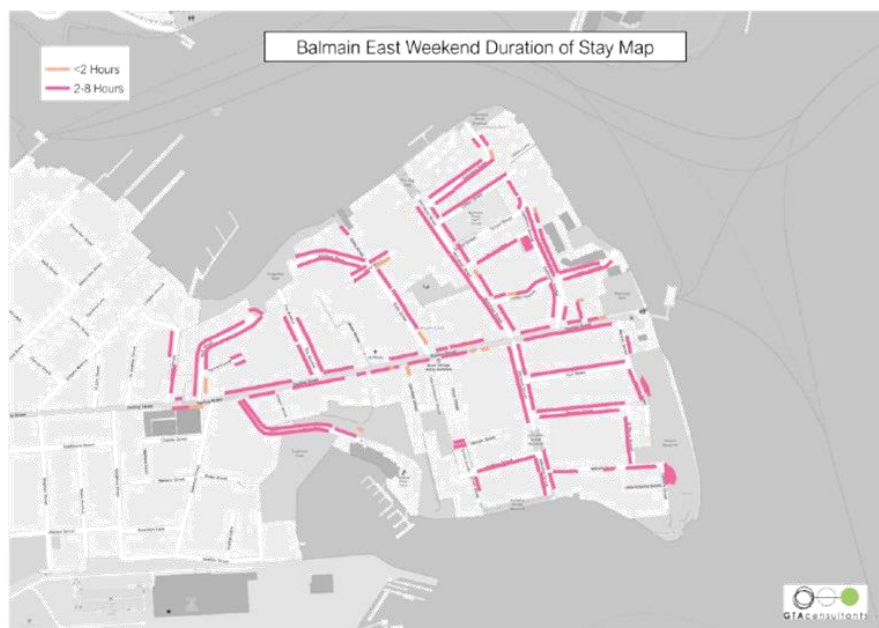


Figure 2.13: Weekend average duration of stay



## EXISTING CONDITIONS

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

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

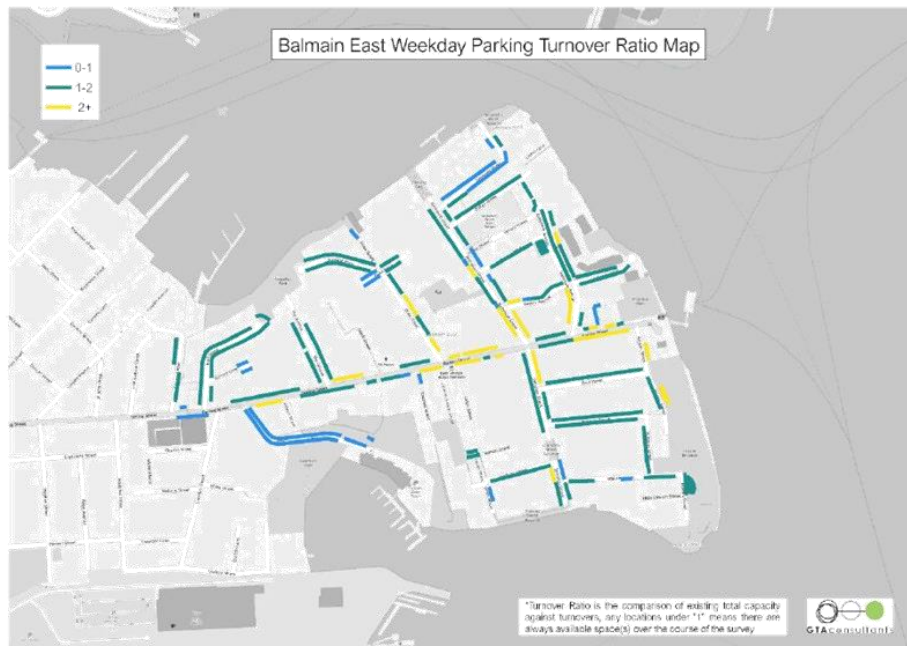
### Turnover Ratio

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

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

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

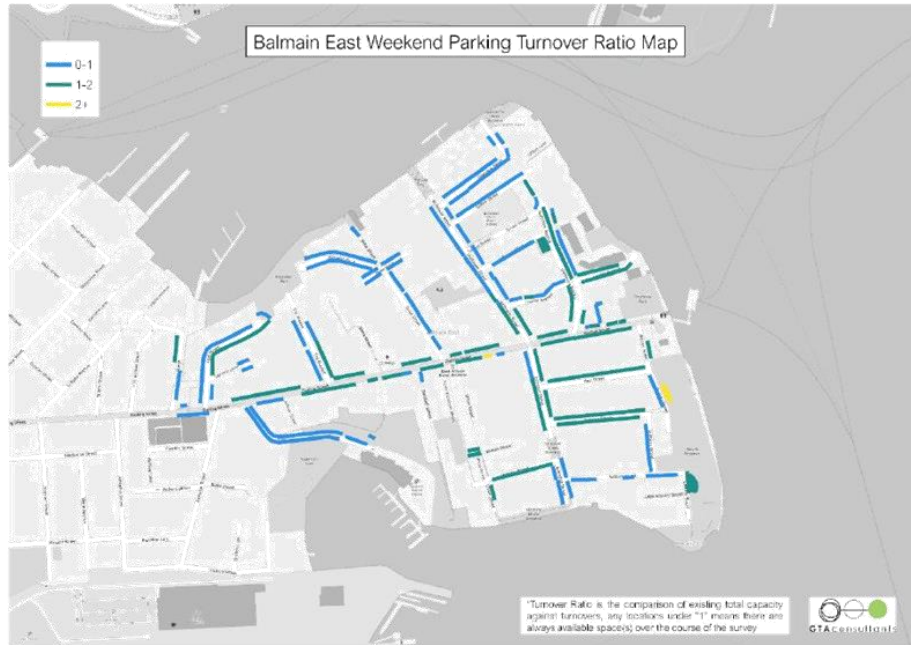
Figure 2.14: Weekday turnover ratio





## EXISTING CONDITIONS

Figure 2.15: Weekend turnover ratio



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

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

### 2.6.3. Accessible Parking Spaces

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

An average duration of stay of 6 hours and 12 minutes was observed for vehicles parked within the disabled parking spaces during the weekday survey, which is considered as long-stay parking and is supported by an average turnover ratio of 1.1 over the same survey period. Consequently, accessible parking use in Balmain East is characterised by long-stay and low turnover parking, albeit at a level that does not cause high parking occupancy levels.

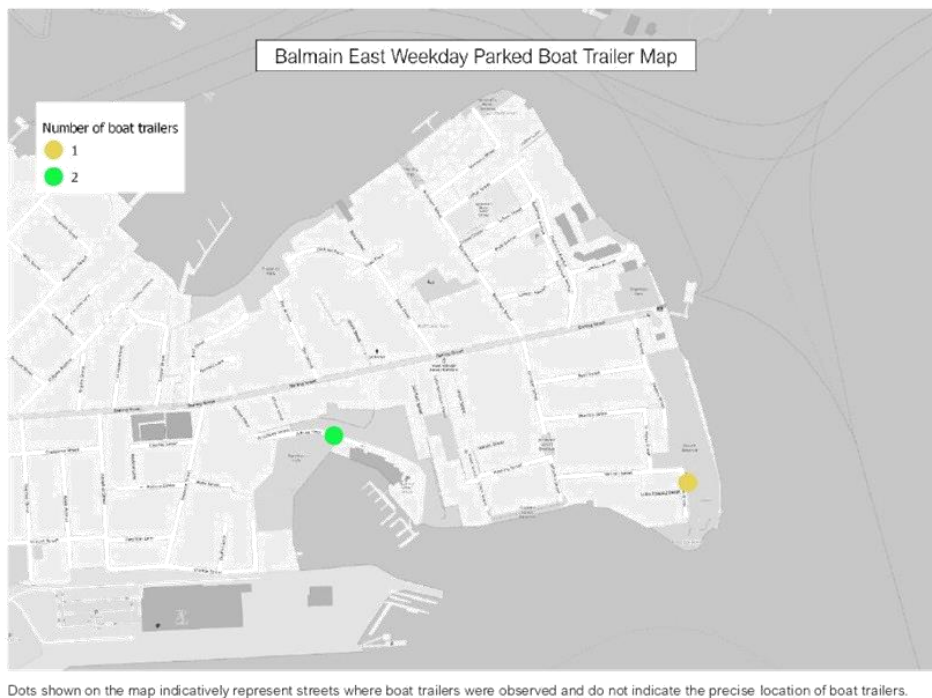
## EXISTING CONDITIONS

### 2.6.4. Boat Trailer Surveys

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

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

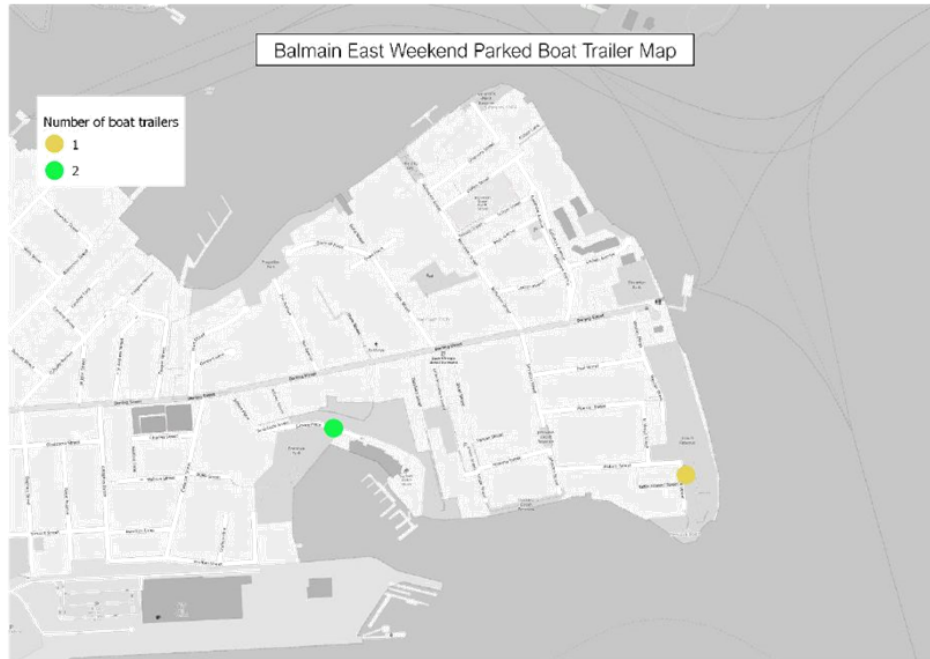
Figure 2.16: Weekday boat trailer parking





## EXISTING CONDITIONS

Figure 2.17: Weekend boat trailer parking



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

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

### 2.6.5. Demand Implications

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

- Average peak parking occupancies in Balmain East are high on the weekday (at or over 90 per cent) in the central core of streets subject to the BE residential parking permit zone such as Darling Street, Nicholson Street and Johnston Street, but occupancies taper off in the residential streets closer to the edges of the study area and Balmain Peninsula to a level that ensures outside visitors have a chance to find parking without circling around.
- On the weekend, occupancies taper off compared to the weekday, suggesting more residents are taking their cars out for excursions, leaving more on-street parking capacity available. Conversely, more residents leave their cars parked on a weekday, suggesting more trips to work via other means, which is consistent with the greater than 50 per cent non-car journey to work mode share in Figure 2.5.
- The average durations of stay and turnover ratios observed on both the weekday and weekend are consistent with that of a predominantly residential setting; principally long-stay parking greater than

## EXISTING CONDITIONS

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

- Notwithstanding the predominant average duration of stay and turnover ratio trends, pockets of higher turnover and lower durations of stay were observed in areas such as the small shopping strip on Darling Street as well as the parks near Balmain East wharf.
- Boat trailer parking was not observed to be a widespread occurrence in Balmain East.

## 2.7. Parking Signage Check

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

Accordingly, as part of this study, GTA was tasked with identifying general inconsistencies in signage and recommend standardisation where appropriate. GTA used the TfNSW standards on signage as the source of truth for what is the correct parking signage<sup>2</sup> to be used throughout the LGA moving forward.

To ensure consistency with the current TfNSW parking signage standards, GTA reviewed all photographed signs captured as part of the parking survey in Balmain East and identified that outdated and/or irregularly dimensioned signs are present within the study area. All non-compliant signs, examples of their locations and the recommended TfNSW signs are identified in Table 2.3 below. Another observation is the common sighting of discoloured or damaged signs that might potentially render them legally void. GTA recommends that Council replace such signs promptly to avoid enforcement complications from illegible signs.

The detailed locations of the non-compliant signs are available from the repository of sign photographs and geographical location IDs provided to Council by GTA via email and electronic file transfer on 18 March 2020.

Table 2.3: Non-compliant signs and recommended sign

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

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

## EXISTING CONDITIONS

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

## 2.8. Resident Permit Parking Allocation

A key aspect of the existing parking conditions in Balmain East is the current operation of the BE residential parking permit zone and the quantum of permits that are allocated. The number of permits allocated in comparison to the parking capacity of a street or the permit zone reveals the proportion of the capacity that has been set aside for residential permit parking. The *Permit Parking Guidelines* from Roads and Maritime Services stipulate that the number of permits issued for an area should not exceed the number of available on-street parking spaces in that area.

In the case of Balmain East and based on data provided by Inner West Council, there are 303 resident permits, 317 visitor permits and 18 business permits issued for the BE zone. Meanwhile, across the entire BE permit parking zone, there are only 237 total permit parking spaces available, indicating the total quantum of permits issued is almost three times the available parking capacity. Accordingly, there is evidence of overallocation of parking permits in Balmain East, contrary to the guidelines referenced above.

Table 2.4 provides a detailed breakdown of the number of permits issued per street in relation to the total capacity of parking spaces on a street subject to the BE zone, which provides an insight into which streets exhibit localised overallocation. Streets with overallocation are highlighted in red in the table.

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

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

## EXISTING CONDITIONS

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

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

## 2.9. Community Survey

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

### 2.9.1. Survey Statistics

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

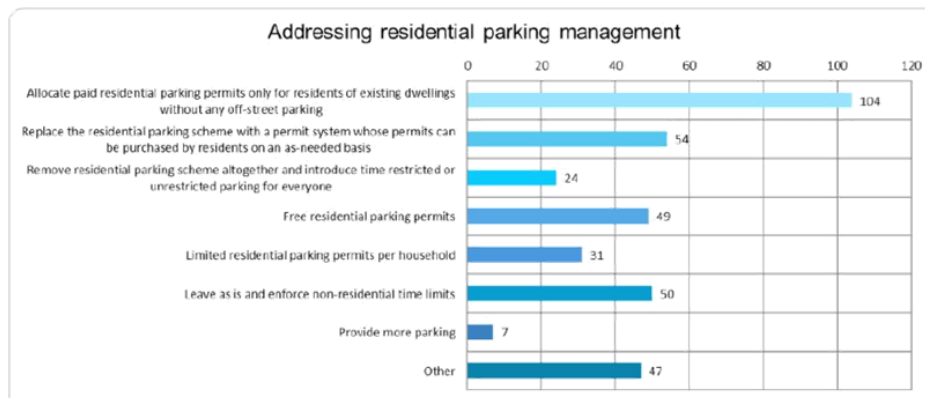
- 83 per cent of the respondents responded "Yes" to living in Balmain East
- 79 per cent of the respondents live in a house
- 42 per cent of the respondents usually park less than 100 metres away from their place of residence
- 49 per cent of the respondents responded "Yes" to having off-street parking at their residence, 28% percent of whom have more than one off-street parking space
- 70 per cent of the respondents responded having trouble finding parking daily in their area
- throughout the week, evenings/nights are the most chosen timeframe for issues finding a parking spot near the respondents' residence
- 97 per cent of the respondents live in the Balmain East postcode area, the others are all from adjacent postcode areas.

## EXISTING CONDITIONS

### 2.9.2. Survey Responses

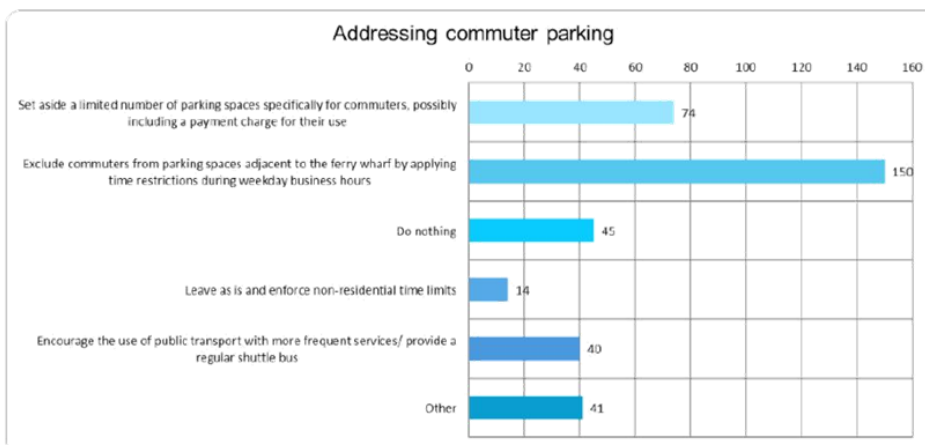
In addition to the respondents' characteristics highlighted above, the questionnaire also asked respondents on their views towards different aspects of parking management in Balmain East, especially concerning ways to manage residential parking, commuter parking and visitor parking. The results and commentary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

Figure 2.18: Respondents' views toward addressing residential parking management



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

Figure 2.19: Respondents' views toward addressing commuter parking



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



## SWOT ANALYSIS

### 3. SWOT ANALYSIS

#### 3.1. SWOT Analysis

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

Table 3.1: SWOT Analysis for Balmain East Precinct Parking Study

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

## PARKING MANAGEMENT CASE STUDIES

# 4. PARKING MANAGEMENT CASE STUDIES

## 4.1. Introduction

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

## 4.2. Parking Management on Residential Streets

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

### 4.2.1. Parking hierarchies in other cities

#### Austroads


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

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

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

## PARKING MANAGEMENT CASE STUDIES

Figure 4.1: Example parking hierarchy from Austroads

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

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

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

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

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

## PARKING MANAGEMENT CASE STUDIES

Christchurch, New Zealand

Figure 4.2: Parking management hierarchy in Christchurch

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

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

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

## PARKING MANAGEMENT CASE STUDIES

Kingston, VIC

Figure 4.3: Parking management hierarchy in Kingston, VIC

Residential Areas			Activity / Commercial Areas		
A	B	C	A	B	C
Residents	Traders	Loading Zones	Disabled	Traders	Residents
Bus and Taxi stops	Commuters	Short Term Parking	Short-term Parking	Commuters	Schools
	Foreshore	School	Bus and Taxi stops	Foreshore	
	Disabled			Loading Zones	

Source: Parking Management Strategy, City of Kingston Victoria (2019)

The City of Kingston, VIC acknowledges the current demand for parking often exceeds the available supply in their municipality and has established a framework for parking user priorities across different areas (e.g. residential and commercial areas). The priorities (with A being the most important and C the least important) are used to provide a clear hierarchy in establishing future traffic and parking regulations.

In residential areas, priority for kerbside space is given to parking for residents and public transport over other user groups such as commuters and school pick up and drop off, while short-stay parking is prioritised in commercial areas.

### 4.2.2. Residential parking permit cap

Since the Roads and Maritime permit parking guideline sets out a residential parking permit cap of no more than 100 per cent of the parking capacity of the permit zone, discretion is available to councils to set this cap at below 100 per cent of capacity. While this has not been practised in Balmain East, Auckland in New Zealand is one city which has implemented a residential parking permit cap of 85 per cent of the total number of parking spaces in a residential permit parking zone<sup>3</sup>. The rationale behind this reduced cap is that it ensures a greater availability of parking for residents and visitors at all times and avoids permit overallocation problems altogether. Such a system has now been rolled out to selected inner city historic suburbs in Auckland where residential off-street parking is scarce, which is a similar environment to Balmain East.

## 4.3. Summary

By leaning on the findings from the above case studies on parking management for residential streets, there are aspects that could be incorporated by Council across Balmain East and the wider Inner West area. The most relevant lessons transferrable to the Balmain East and Inner West context include the establishment of a kerbside space hierarchy that aligns with the local place context and allocates space to the different user groups accordingly, which for Balmain East means prioritising safety, residential parking and space for buses, with short-stay parking also prioritised in the Balmain East shopping area. Other salient lessons include the adoption of a permit cap that does not exceed 100 per cent of a street or area's parking capacity to avoid overallocation issues.

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



## RECOMMENDATIONS

# 5. RECOMMENDATIONS

## 5.1. Introduction

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

## 5.2. Key Strategic Objectives

The review of existing conditions and the parking surveys undertaken in February 2020 showed that overall, average peak parking occupancies in Balmain East are high on the weekday (at or over 90 per cent) in the central core of streets subject to the BE residential parking permit zone but occupancies taper off in the residential streets closer to the edges of the study area. In addition, pockets of higher turnover and lower durations of stay were observed in areas such as the small shopping strip on Darling Street as well as the parks near Balmain East wharf. Taking into account these characteristics, a number of recommendations have been developed to achieve the following:

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

## 5.3. Recommendations

### 5.3.1. Residential Parking in Balmain East

#### Permit Cap

Based on the review and analysis of the parking surveys undertaken in February 2020, the high occupancy rate along with longer average durations of stay in some residential streets may be a function of high demand as well as the overall allocation of residential parking permits relative to total parking capacity.

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

#### Resident Parking Permit Scheme

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

## RECOMMENDATIONS

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

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

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

### Permit Scheme Pricing

As the Roads and Maritime parking permit guideline and the *Public Domain Parking Policy* are silent on permit pricing, it is recommended Council use the opportunity of priced parking permits (as current exists in the former Ashfield Council area of the Inner West LGA) to better balance the allocation of residential parking permits to those with a genuine need for on-street permit parking and a willingness to pay (i.e. those residents without off-street parking but own a car have more willingness to pay), which is not inconsistent with the feedback from the community survey. Hence, the pricing will be able to offset some of the demand for parking permits.

### 5.3.2. Residential Visitor Parking Permit

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

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

### 5.3.3. Parking near shops on Darling Street

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

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

## RECOMMENDATIONS

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



Basemap Source: Google Maps

### 5.3.4. Boat Trailer Parking

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

### 5.3.5. Commuter Parking Permit Scheme

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

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

### 5.3.6. Parking Signage Update

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



## RECOMMENDATIONS

### 5.3.7. Implementation Timeframe

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

Short term (0-5 years)			
Item no.	Description	Streets affected	Priority
1	Inclusion of additional properties on Clifton Lane, Datchett Street, Little Nicholson Street and Union Street to the Residential Permit Parking Scheme (RPS), subject to the same Zone A restrictions as recommended in this study (these properties will be limited to 1 BE permit only plus visitor permits)	Clifton Lane, Clifton Street, Gallimore Avenue, Datchett Street, Little Nicholson Street, Union Street, Darling Street	High
2	2P 8am-10.00am: Permit Holders Excepted area BE RPS expansion in Darling Street between Duke Street and The Avenue (this new section will be limited to 1 BE permit only plus visitor permits)	Darling Street (between Duke Street and The Avenue)	High
3	Reduction of 6m length No Parking zone in east side of Gallimore Avenue, 30m north of Darling Street.	Gallimore Avenue	High
4	Parking management in Jubilee Place. Angle parking opposite Police Marine Area Command to be time limited 4P 8:00am-6:00pm Mon-Fri, subject to dedication of land from NSW Police.	Jubilee Place	High
5	Work with carshare operators to introduce additional fixed car share spaces in Balmain East	n/a	Medium
6	Replacement of redundant, faded, damaged signs	Streets identified in the signage audit within study area.	Medium
7	Inner West Council's Parking Services proactively patrols timed parking restrictions across the whole Inner West Council Local Government Area (LGA). Within Parking & Ranger Services there is a specialist Parking Analysis team, who monitor trends within parking throughout the LGA. They continually re-assess parking patrol areas to determine the optimum allocation of resources. If illegal parking, unrelated to timed parking, is reported Parking Services will attend to those complaints as soon as resources are available.	Area-wide	High
8	2P 8:00am-6:00pm Permit Holders excepted area BE RPS expansion in west side of Johnston Street, opposite Paul Street by 11m.	Johnston Street	High

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

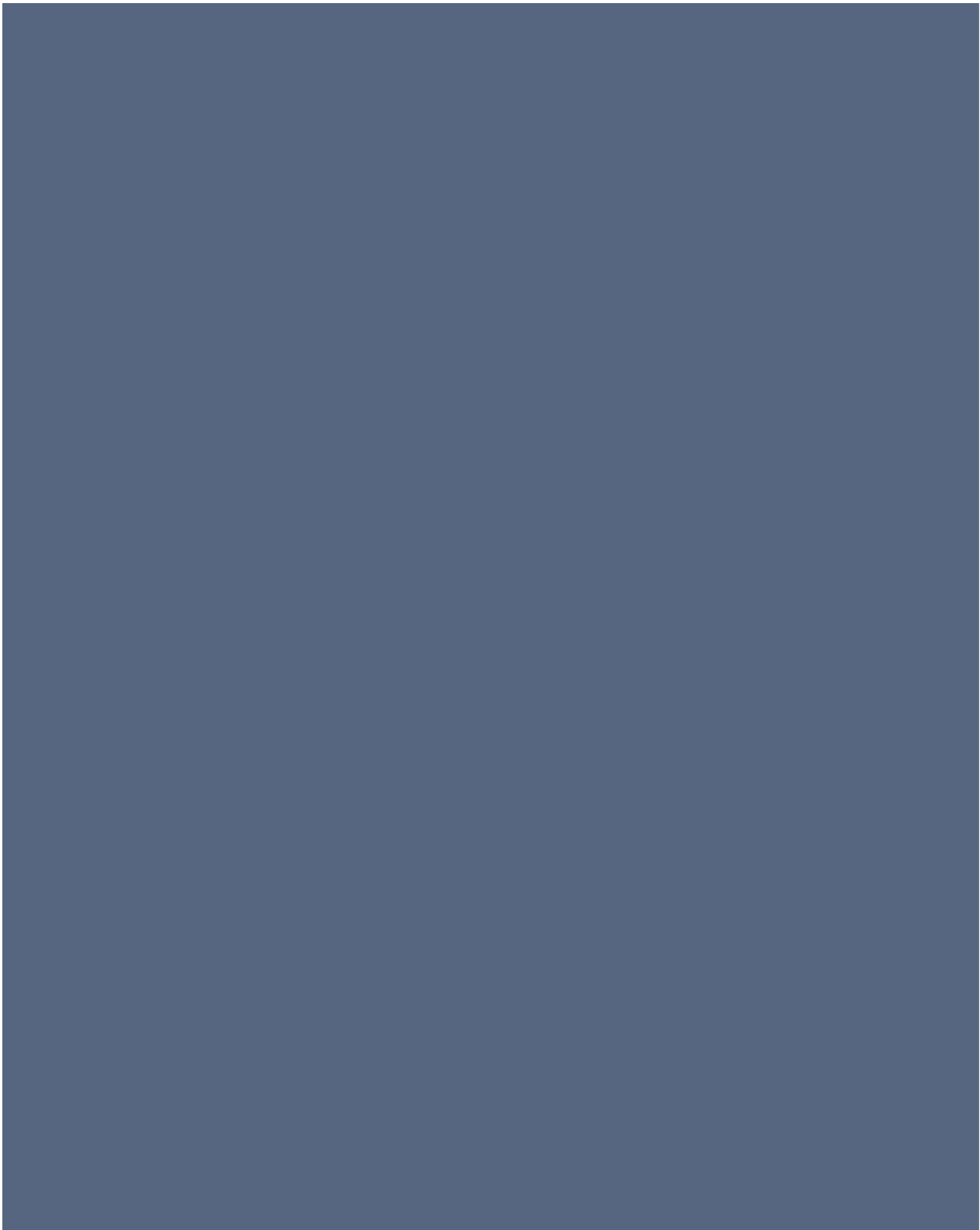
## RECOMMENDATIONS

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

Figure 5.2: Location-specific recommendations







**Item No:** LTC0921(1) Item 3

**Subject:** RICHMOND AVENUE, ASHFIELD – PROPOSED NEW KERB BLISTER AND ENTRY TREATMENT - DESIGN PLAN 10175 (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/ASHFIELD LAC)

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

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

### SUMMARY

Council has finalised a design plan for streetscape improvement works in Richmond Avenue, at Henry Street, Ashfield. The proposed works will include constructing landscaped kerb blister islands to formalise the existing angle parking on entry into Richmond Avenue from Henry Street, Ashfield and will also improve pedestrian safety in the locality.

### RECOMMENDATION

**THAT the detailed design plan for streetscape improvement works in Richmond Avenue Including a new kerb blister and Entry treatment and associated signs and line markings in Richmond Avenue, at Henry Street, Ashfield (as per Plan No.10175) be APPROVED**

### BACKGROUND

Council is planning to implement streetscape improvements in Richmond Avenue by constructing landscaped kerb blister islands to formalise the existing angle parking. The proposed works will also improve pedestrian safety by extending the footpath and narrowing the road pavement at the intersection of Richmond Ave with Henry Street.

### FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for 2020/2021 and funding of \$40,000 has been allocated to this project.

### OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached Consultation Plan (Plan No. 10175). The proposed works will improve streetscape and pedestrian safety in the locality.

Specifically, the proposed scope of works includes the following:

- Construction of 2 landscaped kerb blister islands on either side of the existing angle parking area to formalise the on-street angle parking spaces (9 in total);
- Realignment of some kerb and guttering in Richmond Avenue adjacent to the existing large street to formalise 1 additional angle parking space;
- Extension of the footpath into the kerb blister island to allow pedestrians to cross the road safely at the narrowed entry into the street;
- Removal of 1 existing kerb ramp and construction of 1 new concrete kerb ramp in new location within the extended landscaped island;
- Remarking of existing angle parking spaces (formalising 9 in total)



