

Rozelle North Precinct Parking Study

Inner West Council
Draft Report



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

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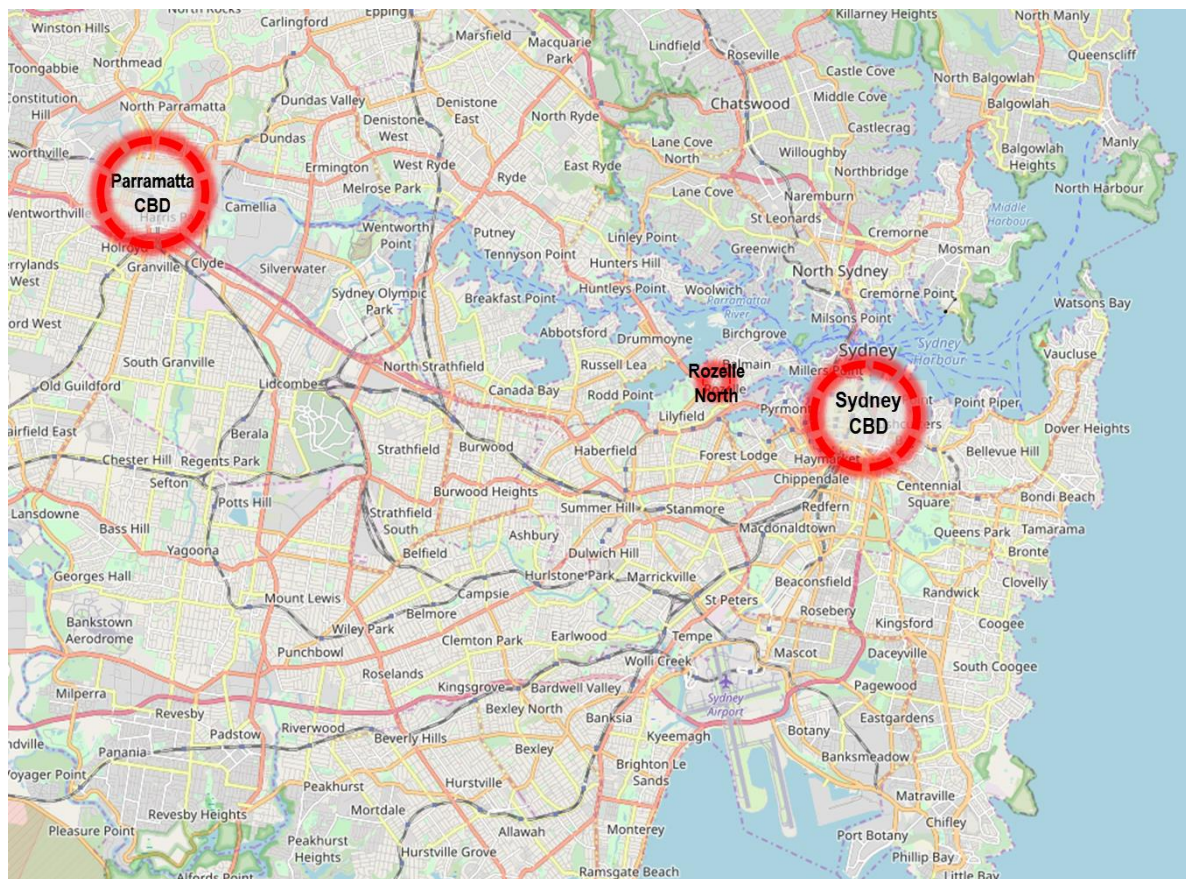
1. INTRODUCTION

1.1. Project Background

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

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

Figure 1.1: Rozelle North within the Sydney Metropolitan Area



Basemap Source: OpenStreetMap

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

The trip generators for the precinct include:

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

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

1.2. Purpose of the Study

The objectives of the project are:

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

1.3. What is Parking?

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

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

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

1.4. Types of Parking

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

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

1.5. The Rozelle North Context

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

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

2. EXISTING CONDITIONS

2.1. Planning Context

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

Inner West Council also recently adopted a *'Public Domain Parking Policy'*, although aspects related to residential parking schemes do not yet apply to the former Leichhardt Municipal Council area, which includes Rozelle North¹. A summary of the policy is discussed in sub-section 2.1.2, which examines how public parking is managed throughout the Inner West LGA and seeks to bring together the different management approaches adopted by the former constituent councils of Inner West Council.

2.1.1. Permit Parking Guidelines - Road and Maritime Services

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

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

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

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

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

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

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

Eligibility criteria and other features common to all permit parking schemes

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

Resident parking permits

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

Commuter parking permits

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

Commuter parking permits may be issued as follows:

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

Resident's visitor parking permits

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

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

2.1.2. Public Domain Parking Policy

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

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

Resident Parking Permits

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

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

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

Zone Type A

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

Zone Type B

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

Visitor Parking Permits

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

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

² Ibid at 1

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

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

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

2.1.4. Pay parking guidelines – Roads and Maritime Services

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

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

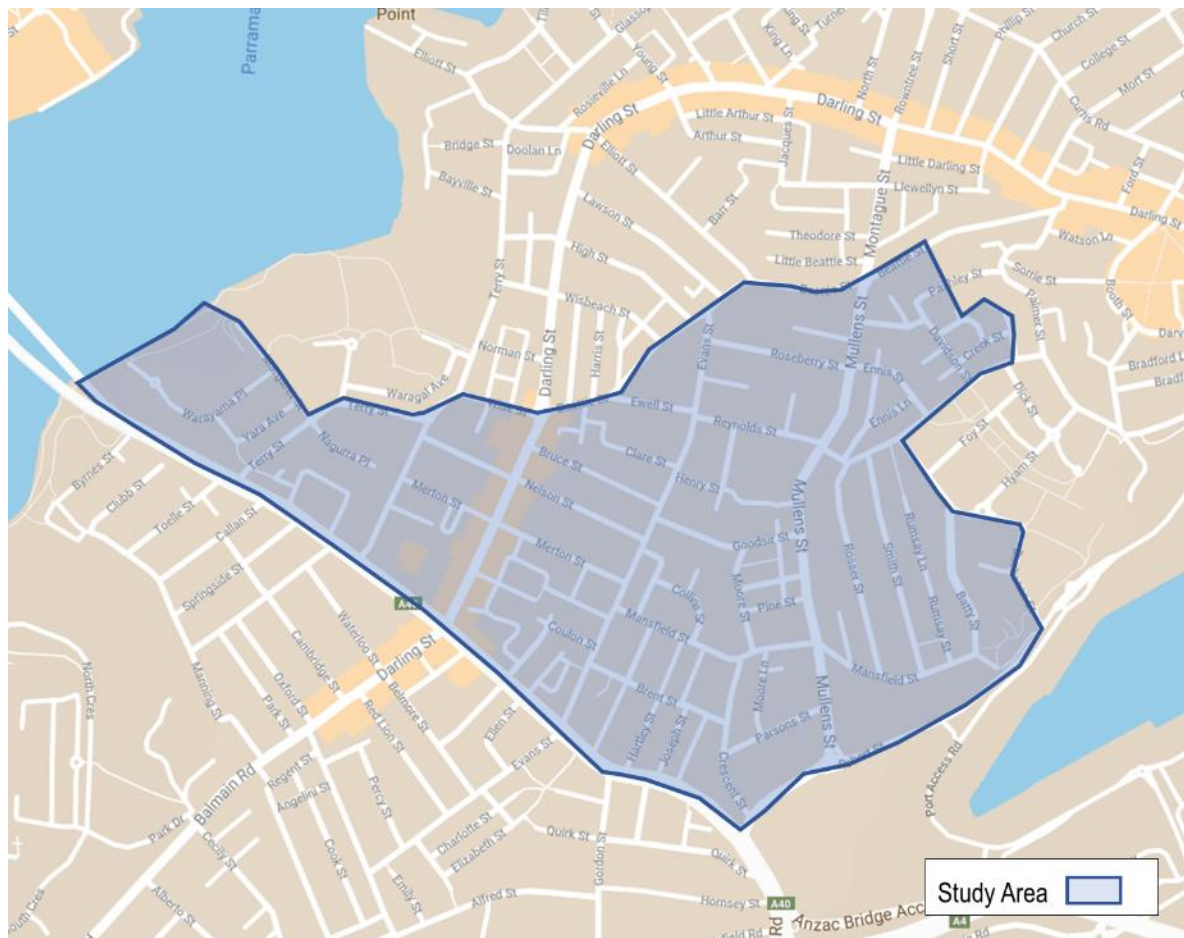
These principles have relevance to the operation of the existing paid parking scheme in the Darling Street shopping area of Rozelle North.

2.2. Study Area

2.2.1. The Study Area

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

Figure 2.1: Rozelle North study area



2.2.2. Key Streets and Sites

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

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



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

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

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

2.2.3. Public Transport

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

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

Figure 2.3: Public Transport Map within the Precinct



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

Table 2.2: Bus services within the Precinct

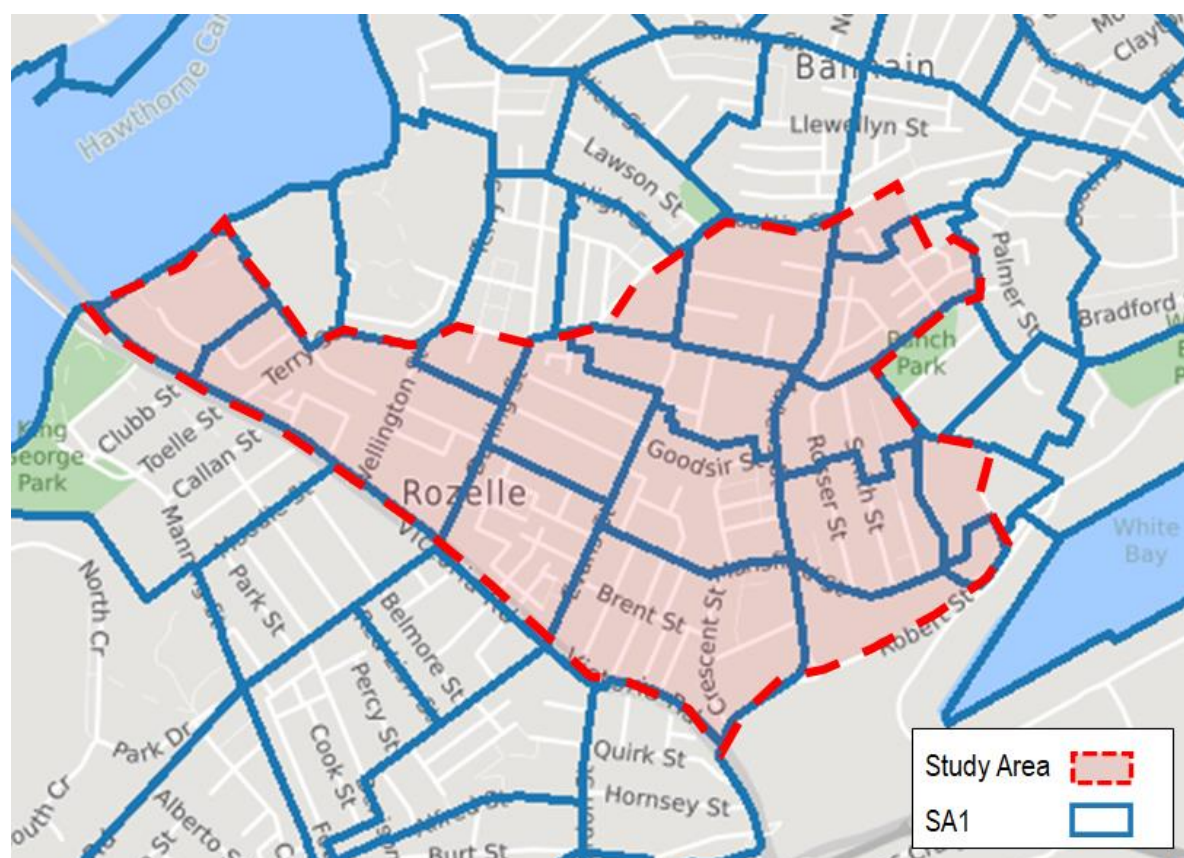
Route Number	Route Description	Frequency On/Off-Peak
441	City Art Gallery to Birchgrove via QVB (Loop Service)	3 per hour peak/ 3 per hour off-peak
442	City QVB to Balmain East Wharf (Loop Service)	6 per hour peak/ 6 per hour off-peak
433	Balmain Gladstone Park to Central Pitt St	4 per hour peak/ 4 per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

2.3. Existing Travel Behaviour

2.3.1. Journey to Work

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

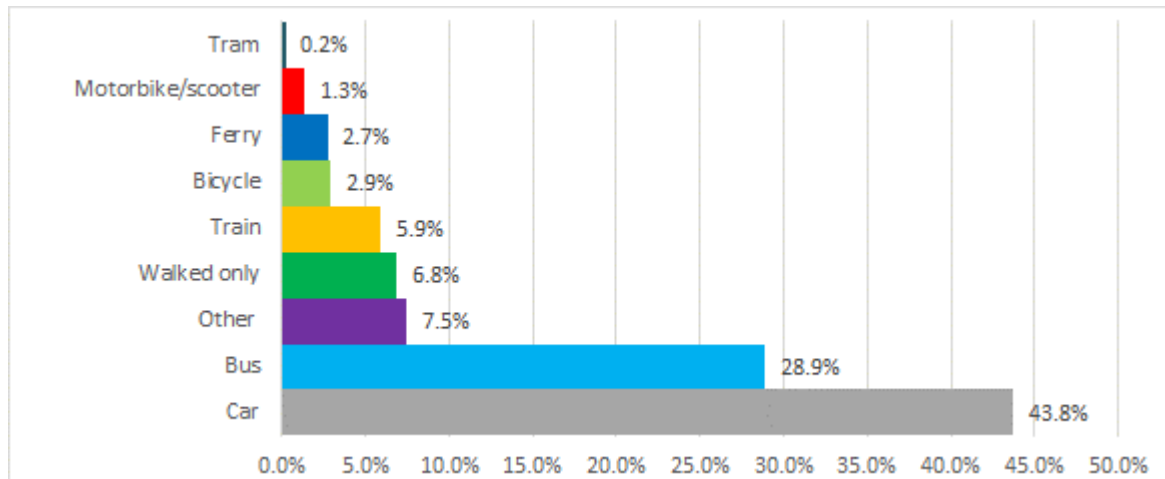
Figure 2.4: Boundary of the relevant SA1s in the study area



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

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

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

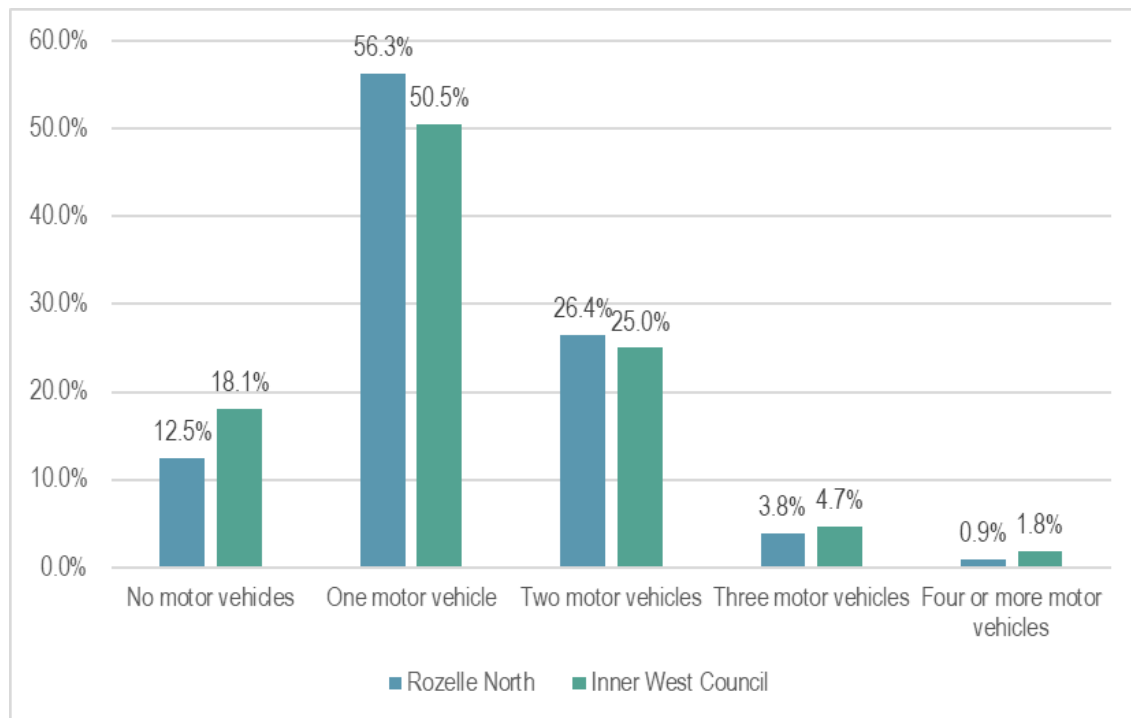


Source: ABS Census 2016

2.3.2. Car Ownership

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

Figure 2.6: Percentage of vehicle ownership



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

2.4. Sydney Metro West

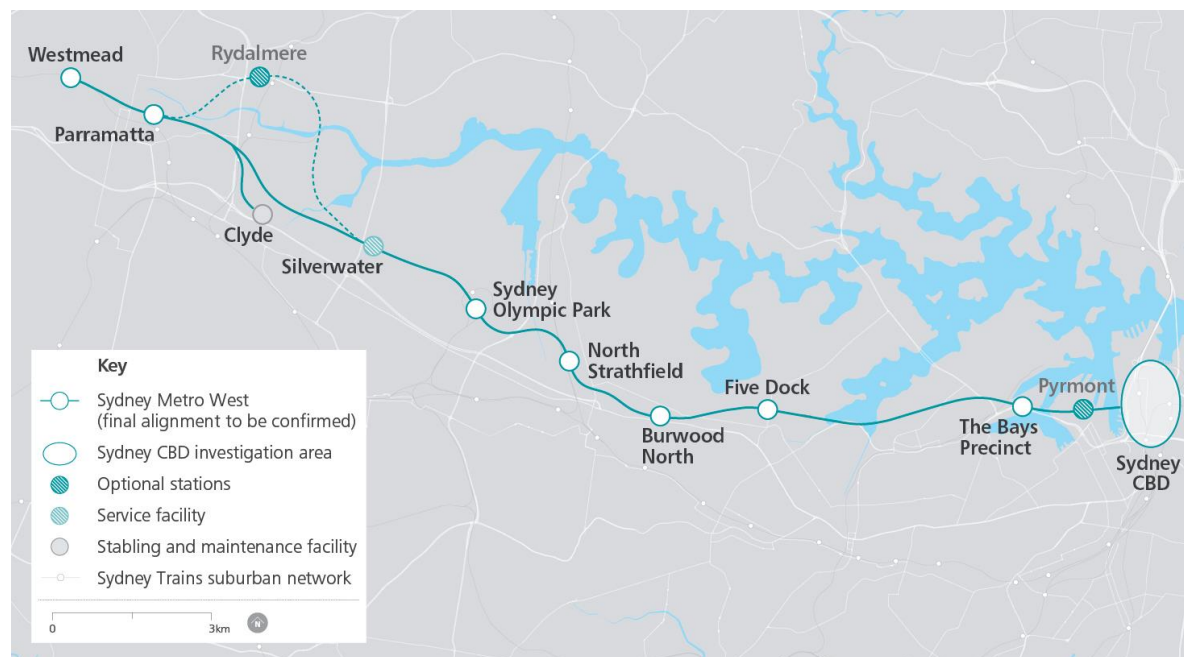
Sydney Metro West will service the key precincts of Greater Parramatta, Sydney Olympic Park, The Bays Precinct and the Sydney CBD.

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

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

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

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



Source: sydneymetro.info

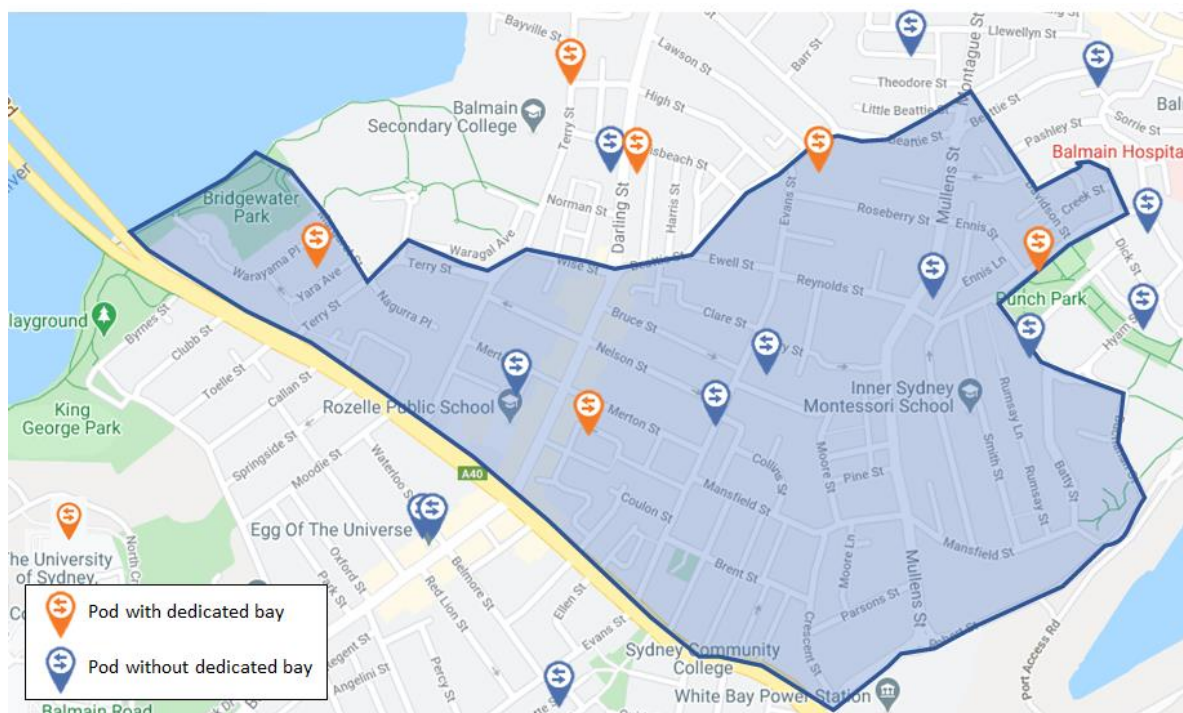
2.5. Local Car Sharing Initiatives

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

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

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

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



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

2.6. Parking Supply and Conditions

2.6.1. Parking Supply within Rozelle North

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

Figure 2.9: Rozelle North Parking Restrictions Map



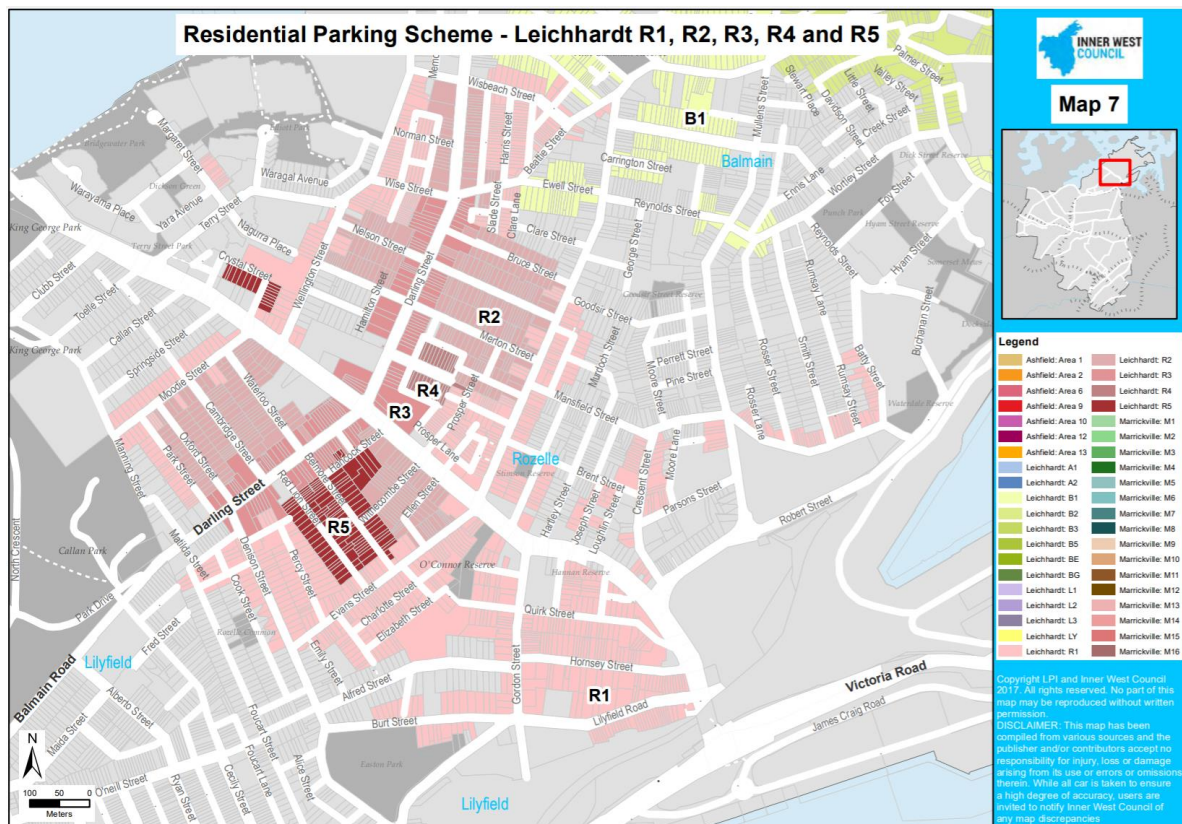
2.7. Residential Parking Scheme

2.7.1. Residential Parking Scheme

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

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

Figure 2.10: Residential Parking Scheme – Rozelle North



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

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

2.7.2. Permit Allocation

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

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

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

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

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

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

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

2.8. Parking Demand

2.8.1. Parking Surveys

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

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

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

2.8.2. Survey Analysis

Occupancy

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

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

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

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

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

Figure 2.11: Weekday average peak occupancy



Source: GTA Consultants

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

Figure 2.12: Weekend average occupancy



Source: GTA Consultants

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

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

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

Duration of Stay

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

Figure 2.13: Weekday average duration of stay



Source: GTA Consultants

Figure 2.14: Weekend average duration of stay



Source: GTA Consultants

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

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

Turnover Ratio

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

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

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

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

Figure 2.15: Weekday turnover ratio per hour



Source: GTA Consultants

Figure 2.16: Weekend turnover ratio



Source: GTA Consultants

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

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

2.8.3. Disabled Parking Spaces

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

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

2.8.4. Demand Implications

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

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

2.9. Parking Signage Check

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

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




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







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







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


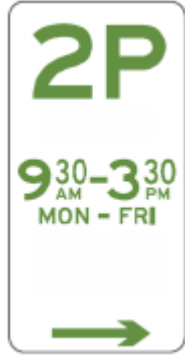


The detailed locations of the non-compliant signs are available from the repository of sign photographs and geographical location IDs provided to Council by GTA via email and electronic file transfer on 29 January 2021

Table 2.4: Non-compliant signs and recommended sign

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

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

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

Locations	Current sign and issue	Recommended TfNSW sign example
York Place	 <p>'2 Hour Parking' sign is non-standard</p>	 <p>R5-2</p>
Darling Street	 <p>The sign states a ticket is required for ½ P parking but another sign also states the ½ P parking is free with a ticket. These signs make the need for a ticket redundant, as a standard ½ P sign would have the same effect</p>	 <p>R5-16</p>

2.10. Community Survey

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

2.10.1. Survey Statistics

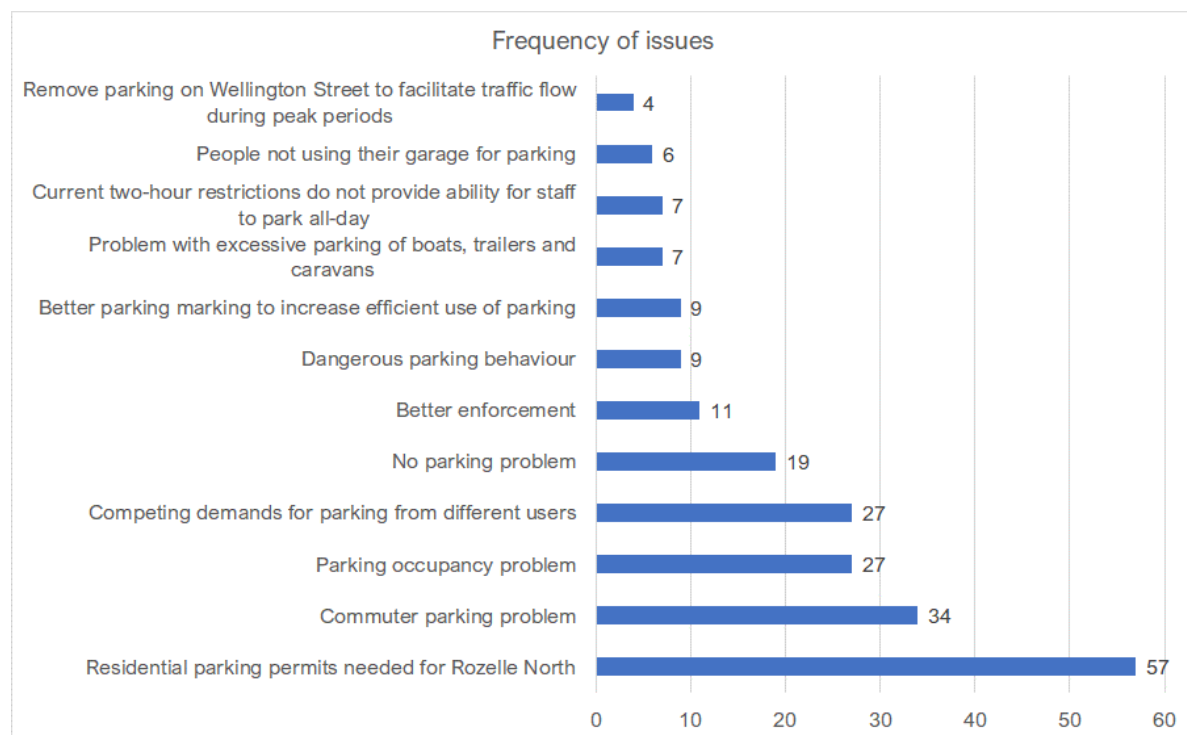
After a consultation period of one month during November to December 2020, Council received 334 questionnaire responses; the key insights to the responses are as follows:

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

2.10.2. Survey Result on the Parking Situation in Rozelle North

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

Figure 2.17: Frequency of issues based on respondents



Source: Council survey result, November to December 2020

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

3. SWOT ANALYSIS

3.1. SWOT Analysis

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

Table 3.1: SWOT Analysis for Rozelle North Precinct Parking Study

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

4. PARKING MANAGEMENT CASE STUDIES

4.1. Introduction

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

4.2. Parking Management on Residential Streets

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

4.2.1. Parking hierarchies in other cities


Austrroads

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

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

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

Figure 4.1: Example parking hierarchy from Austrroads

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

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

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

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

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

Christchurch, New Zealand

Figure 4.2: Parking management hierarchy in Christchurch

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

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

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

Kingston, VIC

Figure 4.3: Parking management hierarchy in Kingston, VIC

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

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

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

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

4.2.2. Residential parking permit cap

Since the Roads and Maritime permit parking guideline sets out a residential parking permit cap of no more than 100 per cent of the parking capacity of the permit zone, discretion is available to councils to set this cap at below 100 per cent of capacity for residential parking permits. While this has not been practised in Rozelle North, Auckland in New Zealand is one city which has implemented a residential parking permit cap of 85 per cent of the total number of parking spaces in a residential permit parking zone⁴. The rationale behind this reduced cap is that it ensures a greater availability of parking for residents and visitors at all times and avoids permit overallocation problems altogether. Such a system has now been rolled out to selected inner city historic suburbs in Auckland where residential off-street parking is scarce, which is a similar environment to Rozelle North.

4.3. Summary

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

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

5. RECOMMENDATIONS

5.1. Introduction

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

5.2. Key Strategic Objectives

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

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

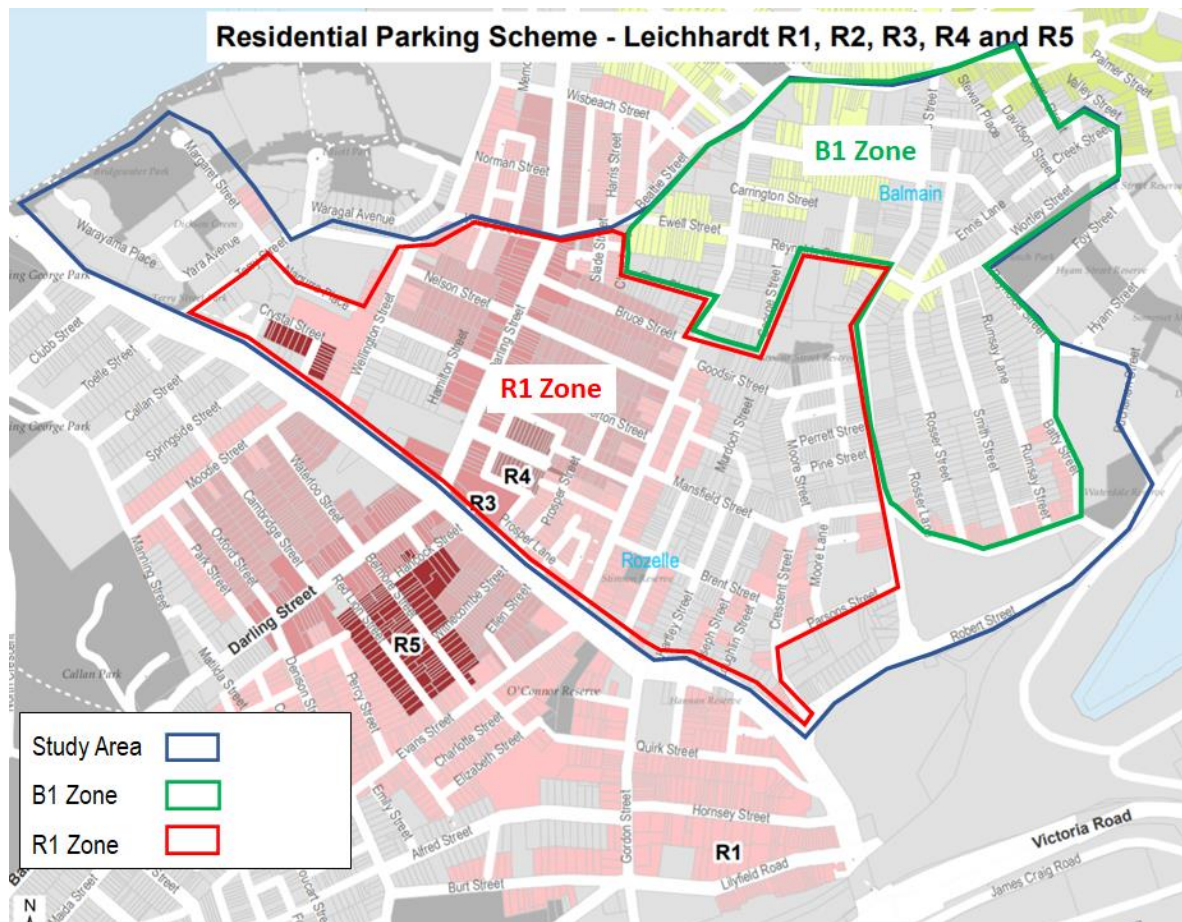
5.3. Recommendations

5.3.1. Residential Parking in Rozelle North

Extension of residential parking permit area

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

Figure 5.1: Extension of residential parking permit area



The proposed B1 and R1 zones would function as follows:

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

Permit Allocation Arrangements

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

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

5.3.2. Parking Signage Update

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

5.3.3. Optional recommendations for future consideration

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

Permit Scheme Pricing

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

Reform to Visitor Permits

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

5.3.4. Implementation Timeframe

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

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

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

