

Leichhardt West Precinct Parking Study

Inner West Council
Draft Report



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

Leichhardt West Precinct Parking Study

Inner West Council Draft Report

Client: Inner West Council

on 25/06/2021

Reference: N199000

Issue #: A-Dr 4

Quality Record

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

CONTENTS

1. Introduction	1
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 Leichhardt West Context	3
2. Existing Conditions	4
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. Resident Permit Parking	15
2.7. Parking Demand	17
2.8. Parking Signage Check	24
2.9. Future Land Use and Parking Provision	26
2.10. Community Survey	28
3. SWOT Analysis	30
3.1. SWOT Analysis	30
4. Recommendations	31
4.1. Introduction	31
4.2. Key Strategic Objectives	31
4.3. Recommendations	31

Figures

Figure 1.1:	Leichhardt West within the Sydney Metropolitan Area	1
Figure 2.1:	Leichhardt West study area	8
Figure 2.2:	Key streets and sites within the Leichhardt West 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 Leichhardt West Precinct	14
Figure 2.8:	Leichhardt West Parking Restrictions Map	15
Figure 2.9:	Residential Parking Scheme – Leichhardt L1	16
Figure 2.10:	Weekday average peak occupancy	18
Figure 2.11:	Weekend average peak occupancy	19
Figure 2.12:	Weekday average duration of stay	20
Figure 2.13:	Weekend average duration of stay	21
Figure 2.14:	Weekday turnover ratio per hour	22
Figure 2.15:	Weekend turnover ratio per hour	23
Figure 2.16:	Taverners Hill (left) and Leichhardt Marketplace (right) Precincts	26
Figure 2.17:	Respondents' perceptions of key parking issues in Leichhardt West	29
Figure 4.1:	Recommended Expansion of RPS in Leichhardt West	32

Tables

Table 2.1:	Key streets and sites within the Leichhardt West Precinct	9
Table 2.2:	Public transport within the Precinct	11
Table 2.3:	L1 residential parking permit zone – number of permits issued per street in relation to the total capacity of parking spaces subject to the L1 zone	17
Table 2.4:	Non-compliant signs and recommended sign	25
Table 2.5:	Residential Parking Rates – Leichhardt DCP 2013	27
Table 2.6:	Parking Requirement for Leichhardt West 2036 based on current DCP rates	27
Table 2.7:	Parking Requirement for Leichhardt West 2036 based on PRCUTS rates	28
Table 3.1:	SWOT Analysis for Leichhardt West Precinct Parking Study	30
Table 4.1:	Recommended RPS Expansion	32

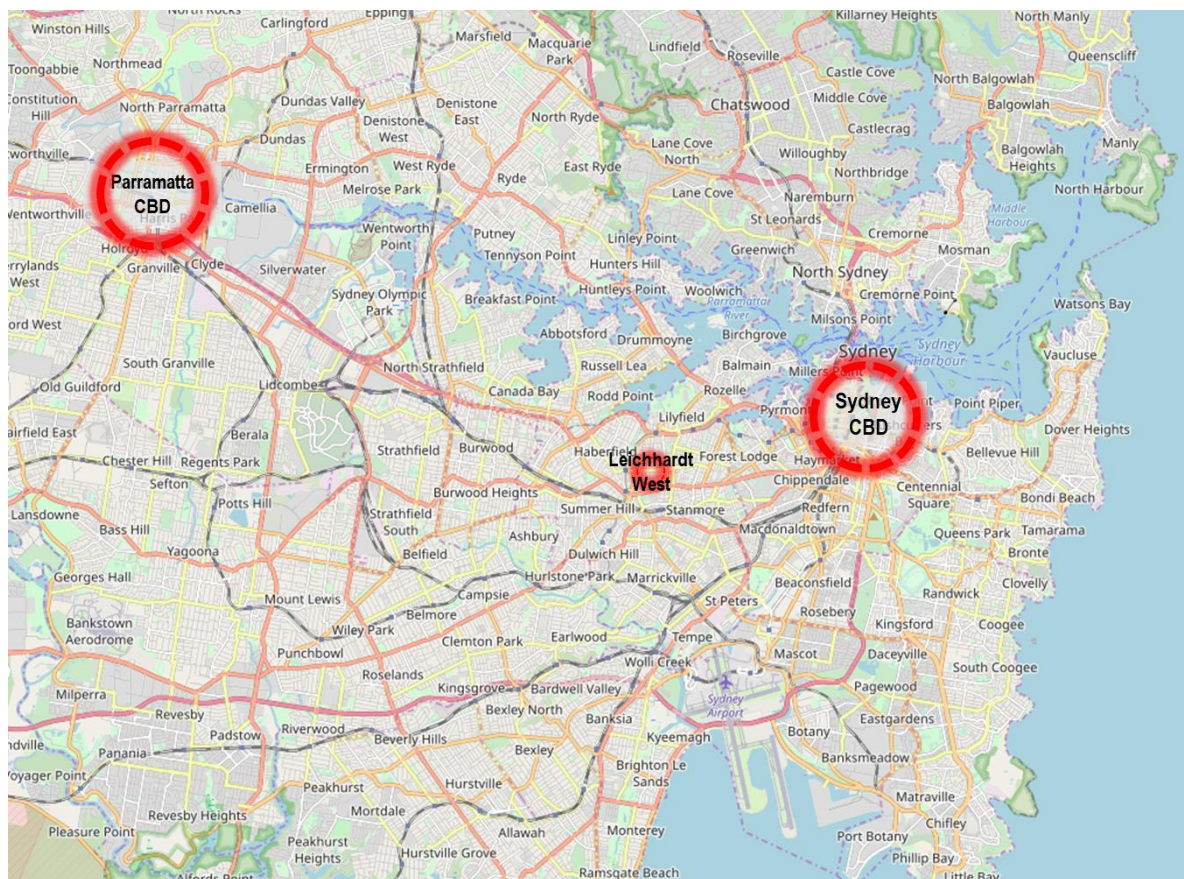
1. INTRODUCTION

1.1. Project Background

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

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

Figure 1.1: Leichhardt West within the Sydney Metropolitan Area



Basemap Source: OpenStreetMap

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

The trip generators for the precinct include:

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

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

1.2. Purpose of the Study

The objectives of the project are:

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

1.3. What is Parking?

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

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

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

1.4. Types of Parking

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

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

1.5. The Leichhardt West Context

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

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

2. EXISTING CONDITIONS

2.1. Planning Context

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

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

2.1.1. Permit Parking Guidelines - Road and Maritime Services

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

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

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

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

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

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

Eligibility criteria and other features common to all permit parking schemes

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

Resident parking permits

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

Commuter parking permits

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

Commuter parking permits may be issued as follows:

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

Resident's visitor parking permits

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

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

2.1.2. Public Domain Parking Policy

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

West. However, it was resolved in the Ordinary Council Meeting of 9 June 2020 that this policy does not apply to the area belonging to the former Leichhardt Municipal Council¹. Hence, while this Policy includes a useful and consistent policy framework for how parking can be managed in the study area, it does not apply.

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

Resident Parking Permits

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

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

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

Zone Type A

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

Zone Type B

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

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

Visitor Parking Permits

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

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

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

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

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

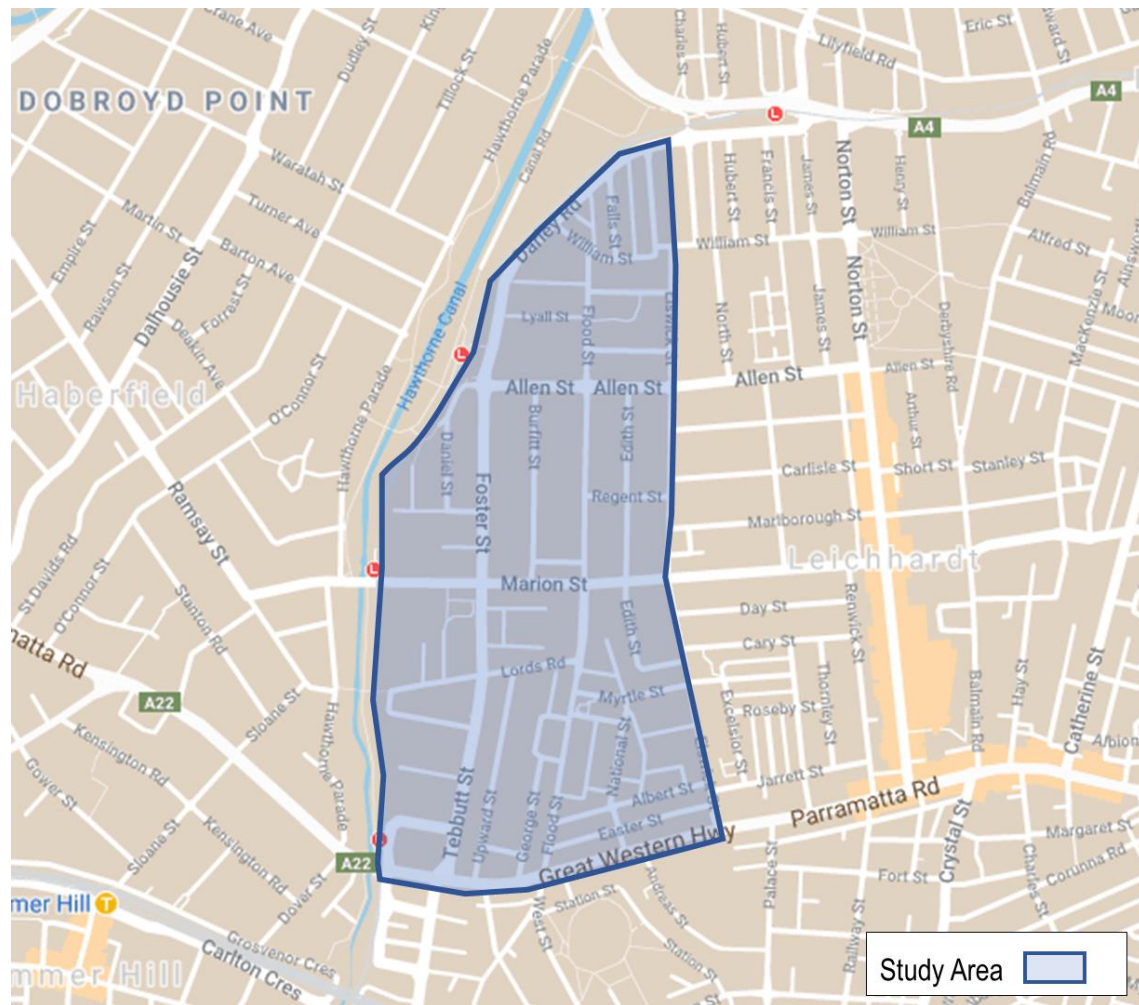
The Inner West Council provision is varied with permits allowance based zonally, where Zone Type A has stricter criteria while also providing fewer on-street parking spaces per household. These Zones have not yet been defined by the policy. Council also has specific rules regarding different types of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

2.2. Study Area

2.2.1. The Study Area

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

Figure 2.1: Leichhardt West study area



2.2.2. Key Streets and Sites

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

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

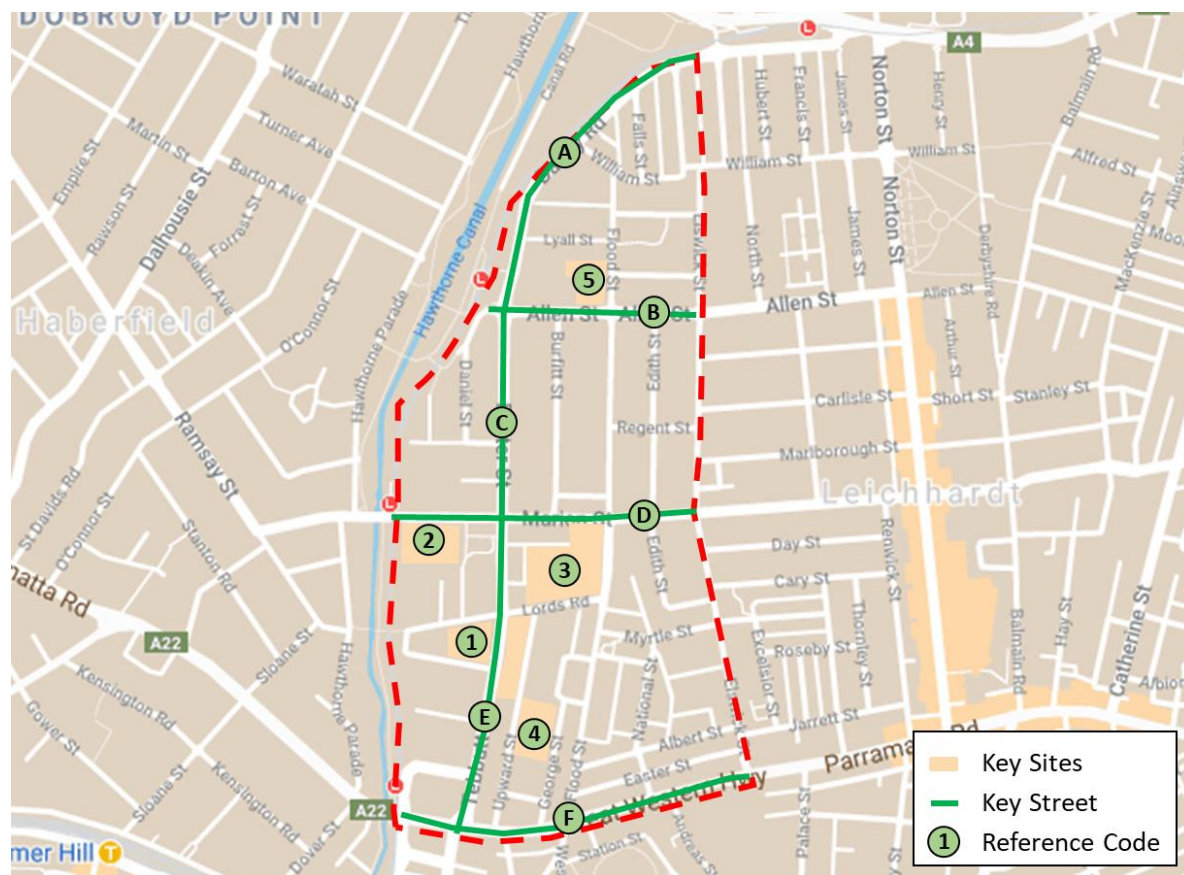


Table 2.1: Key streets and sites within the Leichhardt West Precinct

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

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

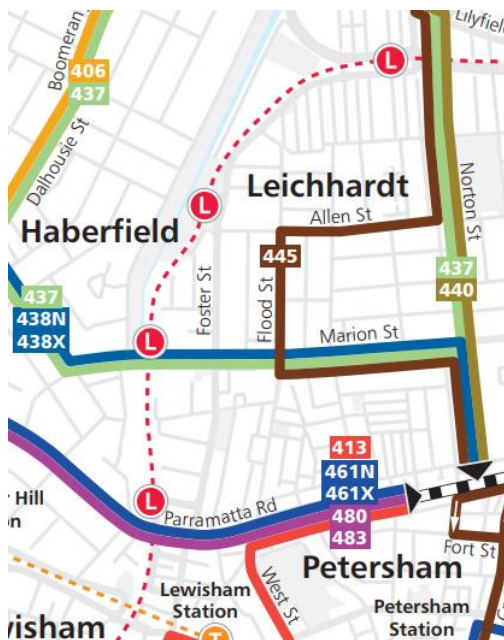
2.2.3. Public Transport

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

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

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

Figure 2.3: Public Transport Map within the Precinct



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

Table 2.2: Public transport within the Precinct

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

2.3. Existing Travel Behaviour

2.3.1. Journey to Work

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

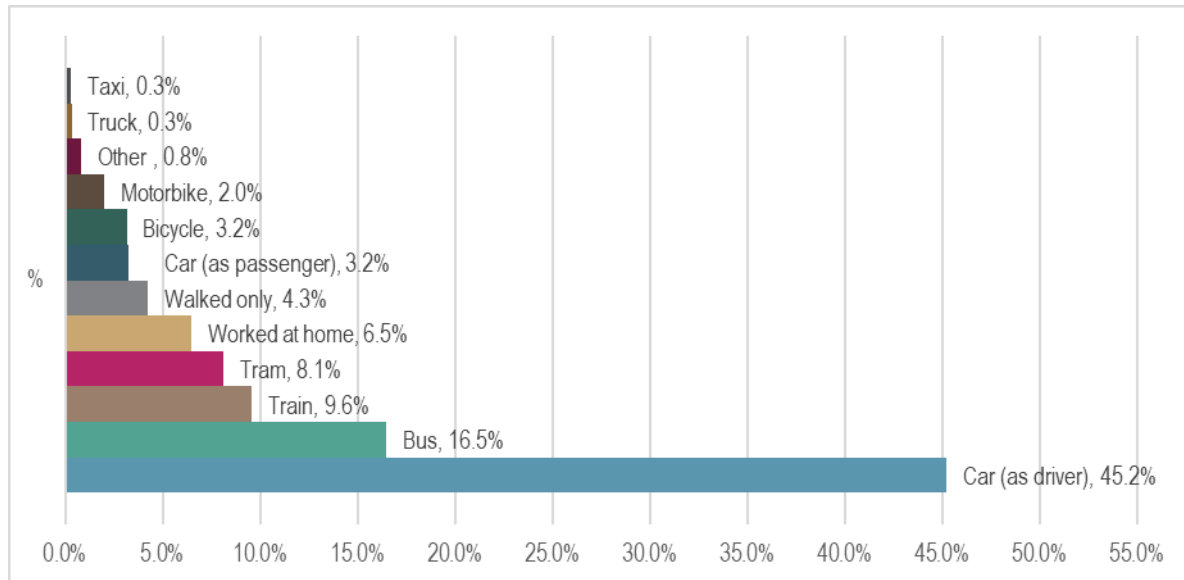
Figure 2.4: Boundary of the relevant SA1s in the study area



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

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

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

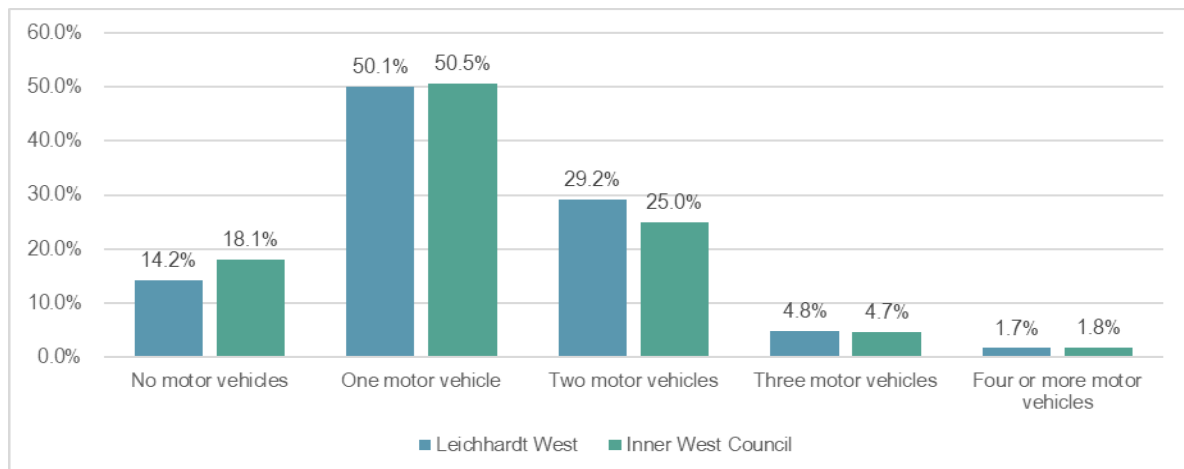


Source: ABS Census 2016

2.3.2. Car Ownership

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

Figure 2.6: Percentage of vehicle ownership



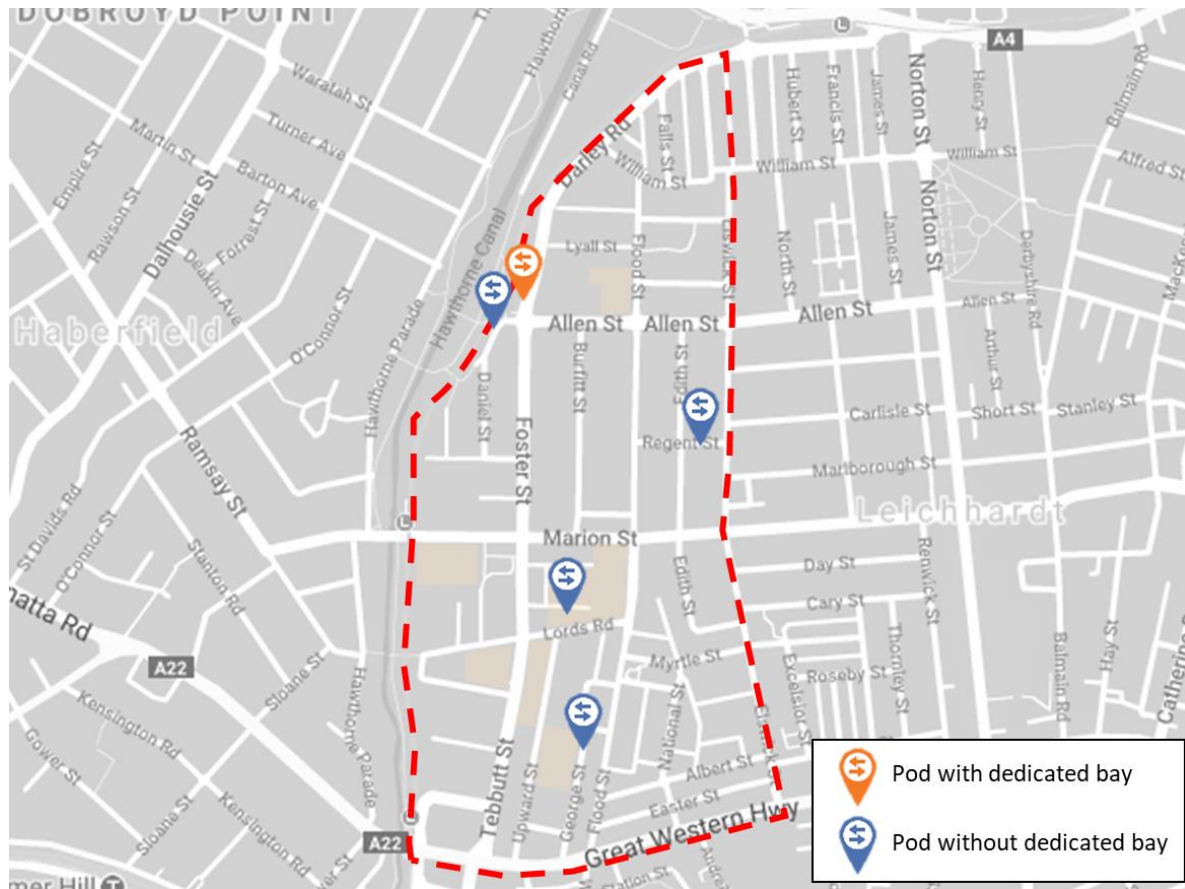
Source: ABS Census 2016

2.4. Local Car Sharing Initiatives

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

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

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



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

2.5. Parking Supply and Conditions

2.5.1. Parking Supply within Leichhardt West

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

Figure 2.8: Leichhardt West Parking Restrictions Map²



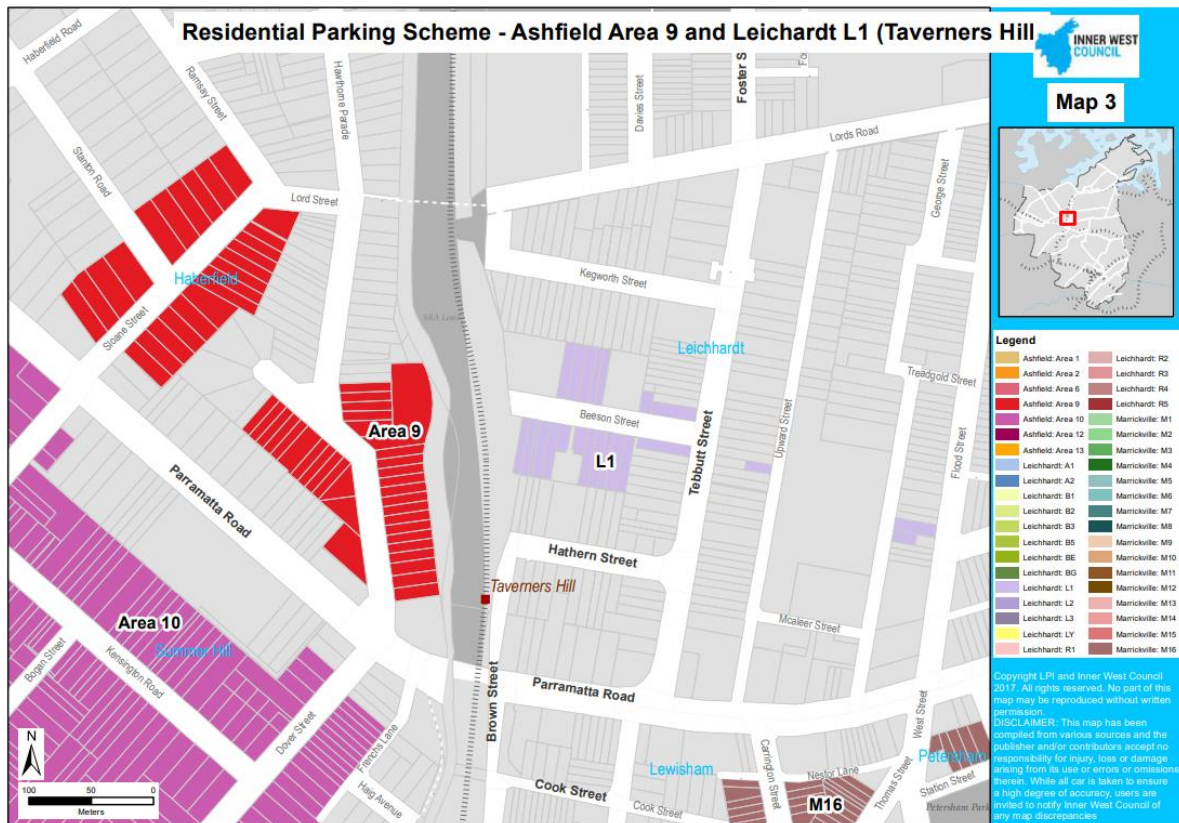
2.6. Resident Permit Parking

2.6.1. Resident Parking Scheme

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

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

Figure 2.9: Residential Parking Scheme – Leichhardt L1



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

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

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

2.6.2. Permit Allocation

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

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

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

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

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

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

2.7. Parking Demand

2.7.1. Parking Surveys

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

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

2.7.2. Survey Analysis

Occupancy

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

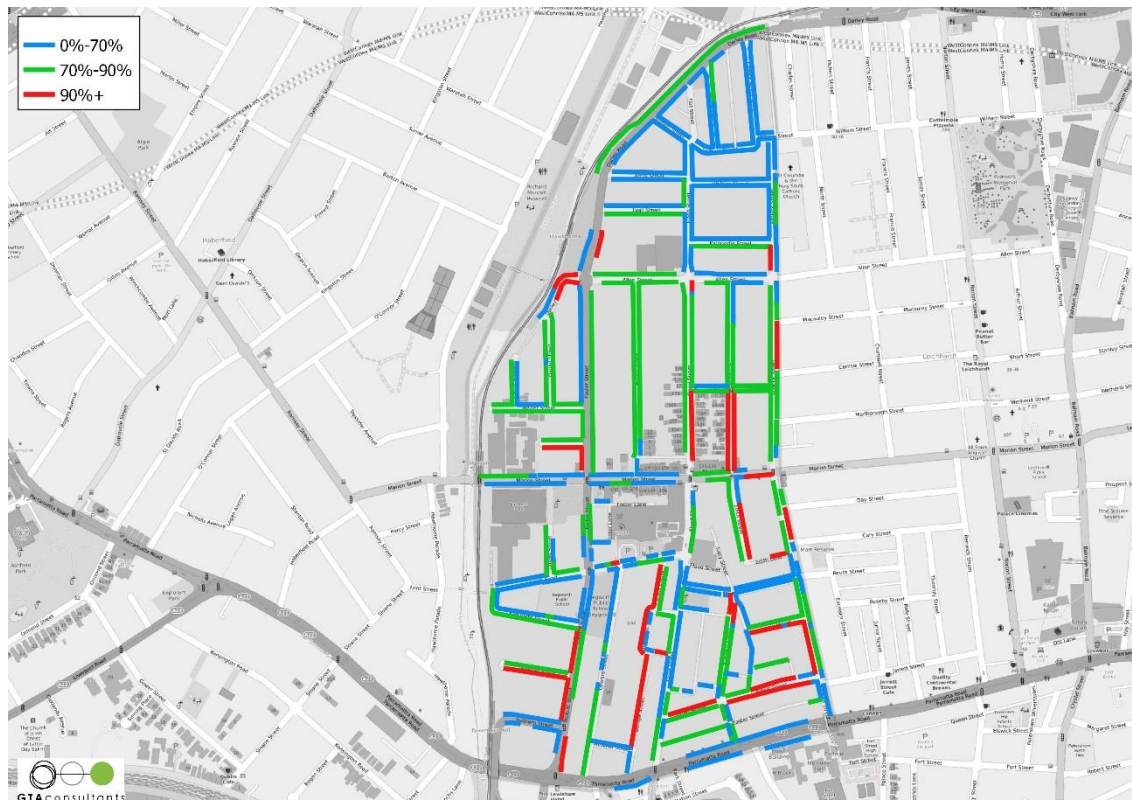
The Saturday parking data, having only three observations, was compiled and calculated as an average instead.

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

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

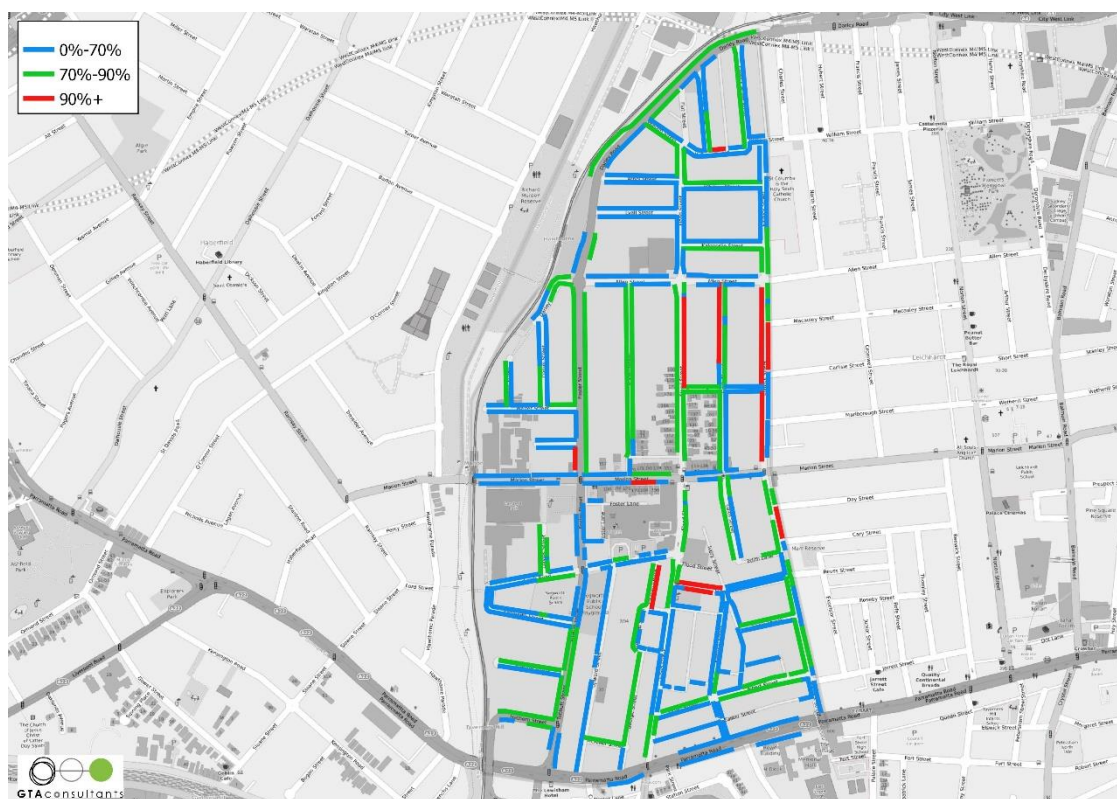
The weekday average peak and weekend average parking occupancies from the parking surveys are shown in Figure 2.10 and Figure 2.11.

Figure 2.10: Weekday average peak occupancy



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

Figure 2.11: Weekend average peak occupancy



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

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

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

Duration of Stay

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

Figure 2.12: Weekday average duration of stay



Figure 2.13: Weekend average duration of stay



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

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

Turnover Ratio

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

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

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

Figure 2.14: Weekday turnover ratio per hour



Figure 2.15: Weekend turnover ratio per hour



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

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

2.7.3. Accessible Parking Spaces

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

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

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

2.7.4. Demand Implications

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

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

2.8. Parking Signage Check

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



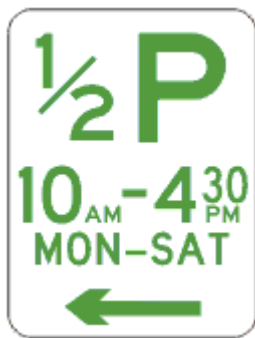

Accordingly, as part of this study, GTA was tasked with identifying general inconsistencies in signage and recommend standardisation where appropriate. GTA used the TfNSW standards on signage as the source of truth for what is the correct parking signage³ to be used throughout the LGA moving forward.

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

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

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

Table 2.4: Non-compliant signs and recommended sign

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

2.9. Future Land Use and Parking Provision

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

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

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

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

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



Source: PRCUTS 2016



Source: Our Place Inner West – Housing Strategy 2020

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

Table 2.5: Residential Parking Rates – Leichhardt DCP 2013

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

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

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

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

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

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

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

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

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

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

2.10. Community Survey

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

2.10.1. Survey Statistics

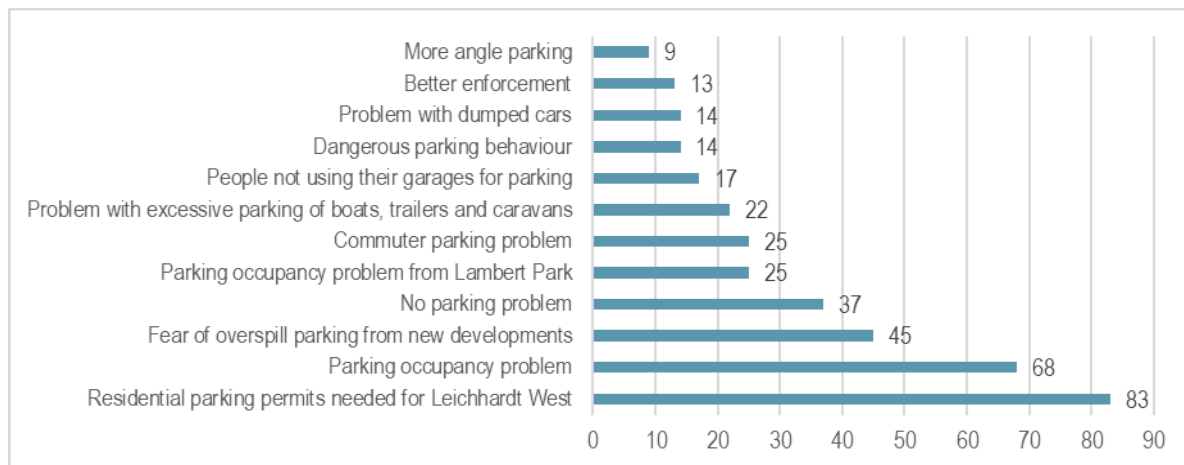
After a consultation period of one month during November to December 2020, Council received 579 questionnaire responses; the key insights to the responses are as follows:

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

2.10.2. Survey Responses

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

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



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

3. SWOT ANALYSIS

3.1. SWOT Analysis

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

Table 3.1: SWOT Analysis for Leichhardt West Precinct Parking Study

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

4. RECOMMENDATIONS

4.1. Introduction

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

4.2. Key Strategic Objectives

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

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

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

4.3. Recommendations

4.3.1. Residential Parking in Leichhardt West

Permit Allocation Arrangements

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

Resident Parking Permit Scheme

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

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

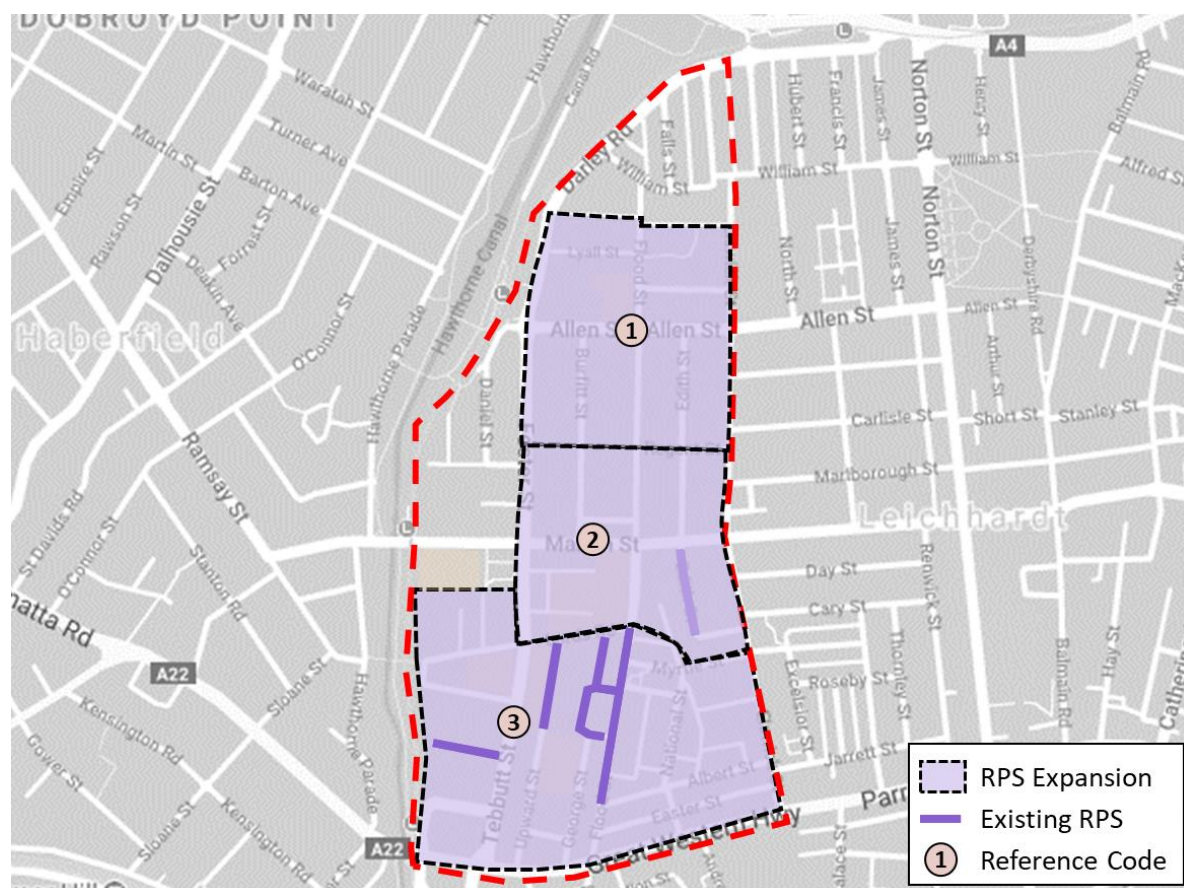
It is recommended that permit allocations remain as is. Similar to Zone Type B, residents with zero off-street spaces are eligible for up to two resident permits. Under this arrangement, it is critical to ensure that the quantum of permits does not exceed capacity. As such, the recommended expansion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

Table 4.1: Recommended RPS Expansion

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

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

Figure 4.1: Recommended Expansion of RPS in Leichhardt West



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

4.3.2. Lambert Park

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

4.3.3. Commuter Parking

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

4.3.4. Disabled Parking

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

4.3.5. Parking Signage Update

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

4.3.6. Optional Recommendations for Future Consideration

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

Permit Scheme Pricing

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

Reform to Visitor Permits

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

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

4.3.7. Implementation Timeframe

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

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

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

