

Item 4.2 - Traffic - 22/3/19

N O R T H S Y D N E Y C O U N C I L R E P O R T S



To the General Manager

Attach: 1. List of Recommendations

SUBJECT: (4.2) Minor Parking Restrictions

AUTHOR: Report of Manager Traffic and Transport Operations, Michaela Kemp

DESCRIPTION/SUBJECT MATTER:

Attached is a list of recommendations made for changes in the parking restrictions.

RECOMMENDATION:

1. THAT the recommendations made for changes in the parking restrictions be adopted.

**MINOR PARKING RESTRICTIONS
523rd TRAFFIC COMMITTEE - 22 MARCH 2019**

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Rec	Signs & Lines Priority	Standard/ Guideline	ECM
1	Parraween Street, Cremorne	Brightmore, Tunks	<p>Council has received representations from Transport for NSW B-Line Project Director on behalf of Cremorne Garden Plaza businesses and Save Cremorne Committee requesting establishment of i) a new loading zone on Parraween Street and;</p> <p>ii) to convert some metered parking spaces to 15 minute, 30 minute, and/or 1-hour free parking.</p> <p>The changes are requested to off-set parking losses that will occur on Military Road as a result of changes to the tidal flow and kerbside pedestrian fencing associated with the B-Line project.</p>	<p>Eighteen (18) 1 Hour parking spaces and three (3) No Parking spaces on Military Road near Cremorne Plaza (between Winnie Street and Spencer Road) are expected to be permanently removed as a result of changes to the tidal flow and pedestrian fencing associated with the B-Line project, despite objections from Council. A <u>12 metre Loading Zone 11am-3pm</u> is proposed to be installed on Military Road, opposite Holt Avenue, as part of the B-Line project.</p> <p>Parking on Parraween Street is mostly 2 Hour Metered Parking. Recent inspections revealed that Parraween Street has an average occupancy of 38%. Council generally aims for a maximum occupancy rate of 85% to best make use of the parking resource whilst still ensuring motorists are able to find a parking space.</p> <p>The parking meters in Parraween Street were introduced in 2010 through resolution of Council to partially fund the redevelopment of the Parraween Street carpark. Prior to the installation of the parking meters in Parraween Street, most of the on-street parking was 1 Hour Parking and the average parking occupancy rate was 91.5%. Council undertook further parking occupancy surveys in Parraween Street in February 2011. At the time, most of the</p>	<p>1. THAT the Director Engineering & Property Services negotiate compensation from Transport for NSW for the loss of meter revenue from 6 on-street parking spaces on Parraween Street as a result of direct flow-on effects of parking losses on Military Road associated with the B-Line project.</p> <p>2. THAT Council consult with local residents and businesses with regard to parking changes on Parraween Street at the rear of 330-338 Military Road (Meter ID 5948) to convert 6 spaces of “<i>2 Hour Meter 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat Permit Holders Excepted Area 27</i>” to 11.4 metres of “<i>Loading Zone 6am-6pm Mon-Fri 8.30am-12.30pm Sat</i>” and four (4) spaces of “<i>1 Hour Parking 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat</i>”; and the parking changes be approved under delegated authority to the Traffic Engineer, subject to</p>	2	AS1742.11	7705336 (MK)

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				<p>on-street parking was 1 Hour Metered Parking. The average maximum occupancy rate was 81.1% for the on-street parking.</p> <p>Based on current demand, there may be capacity to convert some of the on-street parking in Parraween Street to off-set the parking losses on Military Road, however this will have financial implications for Council.</p> <p>The State Government B-Line project has effectively pushed the parking demand from a State Road (Military Road) onto a local road managed by Council (Parraween Street) as a result of the parking losses on Military Road. It is therefore recommended that Council negotiate appropriate compensation from Transport for NSW due to the permanent loss of meter revenue that would be incurred as a result of these changes.</p>	majority support.			