



T.T McCarthy Consulting
Engineer

Review of Residential Parking
Scheme
Woollahra 2

For

Woollahra Municipal Council

I. Executive Summary

As part of an ongoing review of Councils residential Parking schemes Council has engaged T.T McCarthy Consulting Engineer to review the Woollahra 2 Residential Parking Scheme (RPS).

The Woollahra Residential Parking Area is detailed in Annexure 1. The Woollahra 2 RPS is immediately to the West of the Woollahra 1 RPS and is bounded by the Municipal Boundary in the South, Russell, Harkness and Rowe Streets in the east, Ocean Street in the West, Forth street and Edgecliff Road in the North

The Roads and Traffic Authority have prepared a manual titled "Permit Parking" to guide Councils on the implementation a range of parking schemes aimed at giving priority parking to those who may be disadvantaged by others taking the limited available parking spaces. The review of the Woollahra 2 Residential Parking Scheme has been carried out in line with the RTA Guidelines.

Currently within the Woollahra 2 RPS there are a total of 642 parking spaces of which 132 parking spaces have a Residential Parking Exemption (RPE) in place. Within the Woollahra 2 RPS 146 parking permits for RPE have been issued.

The primary finding of the review is that the number of permit holders within the scheme exceeds the number of Residential Exempt Parking spaces. The recommendations set out in the report increase the number of Residential Exempt Parking spaces by an additional 33 spaces. This will ensure equity of parking throughout the scheme and ensure that the objectives of the scheme continue to be met.

II. Summary of Recommendations

It is Recommended that any changes to the Woollahra 2 RPS be advertised and Local Residents are informed and their comments sought on the proposed changes to the Woollahra 2 RPS.

It is recommended that the three (3) parking spaces immediately to the North of the parking Afternoon No Parking restriction on the eastern side Ocean Street near Wallis Street be restricted to 2P Monday to Friday 8am to 6pm with a RPE

It is Recommended that 10 parking spaces on the southern side of Wallis Street immediately east of Woods Avenue are designated 2P Monday to Friday 8am to 6pm with a RPE.

It is recommended that 4 of the current 6 RPE spaces on the southern side of Wallis Street immediately east of Nelson Street be designated 2P Monday to Friday 8am to 6pm with no RPE.

It is recommended that 2 parking spaces on the Eastern Side of Nelson Street immediately south of Queen Street be designated 2P Monday to Friday 8am to 6pm with a RPE.

It is recommended that 2 parking spaces on the eastern side of Nelson Street immediately south of the short term drop off zone in the middle of the street be designated 2P Monday to Friday 8am to 6pm with a RPE.

It is recommended that 2 parking spaces on the western side of Nelson Street immediately north of Queen Street be designated 2P Monday to Friday 8am to 6pm with a RPE.

It is Recommended that an additional 3 parking spaces on the southern side of Forth Street east of Kilminster Lane be allocated 2P Monday to Friday 8am to 6pm with a RPE.

It is recommended that an additional 4 parking spaces be designated on the Eastern side of Edgecliff Road immediately to the south of Graycairn lane as 2P Monday to Friday 8am to 6pm RPE.

It is recommended that an additional 4 parking spaces be designated on the Eastern side of Edgecliff Road immediately to the north of the bus zone between Stanley Street and Chester Lane as 2P Monday to Friday 8am to 6pm RPE.

It is recommended that an additional 2 parking spaces be designated on the Eastern side of Edgecliff Road immediately to the south of the bus zone between Stanley Street and Chester Lane as 2P Monday to Friday 8am to 6pm RPE.

It is recommended that an additional 3 parking spaces be designated on the western side of Edgecliff Road immediately to the north of Wallis Street as 2P Monday to Friday 8am to 6pm RPE.

It is recommended that an additional 2 parking spaces be designated on the northern side of Edgecliff Road to the east of Robinson Lane as 2P Monday to Friday 8am to 6pm RPE.

It is recommended that not action be taken to include Edward Street or Russell Street into the existing Woollahra RPS.

It is recommended that the portion of Woollahra 2 RPS on the eastern side of Edgecliff Road north of Wallaroy Road be excluded from the Woollahra 2 RPS.

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1 Introduction:

As part of an ongoing review of Councils residential Parking schemes Council has engaged T.T McCarthy Consulting Engineer to review the Woollahra 2 Residential Parking Scheme (RPS).

In August of 2007 considered a review of the Woollahra 1 Residential Parking Area.

This Council's first Resident Permit Parking Scheme was introduced by Council some 25 years ago in the streets of Paddington, immediately to the north of Oxford Street. Since then, due to resident demand, further Resident Permit Parking Schemes have been progressively introduced, not only in Paddington but also in other parts of the Municipality where demand and competition for available on-street parking is high. Currently, there are sixteen separate Resident Permit parking Zones operating throughout the Municipality.

Resident Permit Parking' Schemes have been introduced in areas where there is competition between residents and other users for the limited on street parking spaces available. Some of the competing interests for the available .on street parking are shopper and shopkeeper parking, adjacent to commercial shopping centres, employee and Visitor parking around the larger institutions such as hospitals etc, parking around hotels, commuter parking around transport nodes, parking associated with sporting events and parking at major recreational / tourist areas.

Most of the Resident Permit Parking Zones throughout the Municipality have been expanded at one time or another since they were originally introduced. This has principally occurred due to an increase in the number of vehicles per household and changes to the nature and intensity of the competing parking interests within an area.

The Roads and Traffic Authority Guidelines for the introduction of Resident Permit Parking Schemes require, as a condition of their approval, that the Resident Permit Parking Schemes be reviewed on a regular basis. In accordance with this requirement, it is proposed to review, over a period of time, each of the sixteen resident parking zones that have been introduced throughout this Municipality. Starting with the Woollahra 1 Resident Permit Parking area review in August of 2007, Woollahra 2 Residential Parking Area has been chosen as the next area for review.

2 Woollahra 2 Residential Parking Scheme:

The Woollahra Residential Parking Area is detailed in Annexure 1. The Woollahra 2 RPS is immediately to the West of the Woollahra 1 RPS and is bounded by the Municipal Boundary in the South, Russell, Harkness and Rowe Streets in the east, Ocean Street in the West, Forth street and Edgecliff Road in the North

The major generators of parking in this area are primarily the Bondi Junction Commercial Area, Centennial Park and Transport / Commuter demand along the Oxford Street and Edgecliff Road Transport corridors.

Currently within the Woollahra 2 RPS there are a total of 642 parking spaces of which 132 parking spaces have a Residential Parking Exemption (RPE) in place. Within the Woollahra 2 RPS 146 parking permits for RPE have been issued.

There have been several alterations to the current scheme the more recent of which has been alterations to parking arrangements in Wallis Street between Nelson Street and Ocean Street and the inclusion of the area bounded by Ocean street, Pickering Lane, Nelson Street, and Wallis Street into the Woollahra RPS.

3 Guidelines for Residential Parking Area schemes

The Roads and Traffic Authority have prepared a manual titled "Permit Parking" to guide Councils on the implementation a range of parking

schemes aimed at giving priority parking to those who may be disadvantaged by others taking the limited available parking spaces

The objectives of a RPS are listed as;

- improve amenity for particular classes of road user who do not have sufficient off-street parking facilities or unrestricted on-street parking facilities available
- provide equitable on-street parking space for road users
- provide parking schemes to cope with extreme demands for parking that would otherwise be placed on the road system
- provide an appropriate mix of on-street parking spaces in residential streets and in streets close to commercial centres
- support regional transport objectives and strategies that have been framed with commuters in mind
- increase public transport usage by converting those unrestricted kerb side parking spaces in residential areas into restricted parking spaces such as permissive parking spaces or pay parking spaces where appropriate.

Importantly when planning a new RPS and a review of any RPS the RTA Guidelines require that Council undertake consultation with appropriate authorities and groups such as local residents chambers of commerce etc.

As such any recommendations for changed as a result of this review should be put back to the local residents and business groups for comment prior to implementation.

It is Recommended that any changes to the Woollahra 2 RPS be advertised and Local Residents are informed and there comments sought on the proposed changes to the Woollahra 2 RPS.

RPS generally have a number of common features a list of these features is detailed in the RTA Guidelines. However some of the more important and relevant features are;

- there are no areas set aside exclusively for the holders of permits
- the permit does not give exemption from other parking restrictions and laws in the PPS, these include BUS ZONE, NO PARKING zone, etc.
- every PPS requires display of a permit on or inside the vehicle to obtain exemption from parking restrictions
- the holder of a permit is not guaranteed a parking space within the PPS
- PPSs can be introduced on a street-by-street basis or on a network of streets (area-wide) basis

In establishing and maintaining a RPS the RTA offer the following eligibility criteria for the Council as a parking authority;

- the vehicle need not be registered in the name of the applicant but proof is required from the registered owner that the vehicle is normally used by the applicant
- the number of permits to be 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. However, in exceptional circumstances e.g. high population density, the number of permits may be increased to three per household subject to the availability of on-street parking spaces.
- when issuing permits to eligible residents who have on-site parking space(s), the number of permits which may be issued to the household is the difference between the

maximum number of permits that can be issued to each household within the RPS and the number of on-site parking spaces available to the household.

It should be noted that this review has not looked into the administration of RPS within Council.

4 RPS Review Process:

In undertaking the review of the Woollahra 2 RPS I have been in close discussion with Council officers at all times.

The review process involved the following process;

- A request for information from Council
- Review of the Information and Council files relative to the Woollahra 2 RPS and adjoining areas.
- Analysis of Councils parking studies and RPS information.
- Familiarisation with the study area including site inspections.
- Formulation of guidelines appropriate use in RPS review.
- Formulation of possible recommendations for change.
- Consultation review and discussion with Council Officers.

As part of the request for information Council has provided detailed parking surveys for all streets and some adjoining streets to the RPS, further Council has provided details on the number of REP and the number and locations of permits issued within the scheme area.

5 Guidelines for RPS Review

In undertaking this review of the Woollahra RPS it became clear that some guidelines were required as to what is desirable practice within the RPS

and will meet the objectives of permit parking schemes as detailed in the RTA guidelines.

The two main technical guidelines used were firstly the number of Resident Exempt Parking Permits should not be greater than the number of REP spaces, and secondly that the number of REP spaces should be less than 50% of the total parking within a street.

Adherence to these guidelines is neither always possible nor desirable but they do provide a technical basis for the review.

The review has also considered the RPS as a whole and whether the area is appropriate and whether areas should be added or deleted from the scheme.

In considering whether an area should be included in the review analysis of the parking surveys on site inspections and the proximity of the area to developments or activities that will impact on parking demand are taken into account.

6 Woollahra 2 RPS:

As mentioned previously the Woollahra 2 RPS is detailed in annexure 1. A survey of parking has been carried out by Council officers for all streets within the RPS.

The parking survey was carried out between the hours of 8am and 4pm and recorded the length of stay for each vehicle and whether the vehicle had a residential parking exemption permit.

Details of parking occupancy rates and length of stay are detailed in Table No 1.

Street		No of Parking spaces	% Occupancy	Length of Stay (hrs)
Attunga Street		8	88%	7.28
Chester Lane		10	76%	0.46
Chiswick Lane		0	71%	5.9
Dudley Lane		1	100%	9.5
Edgecliff Road	Bathurst - Magney	4	95%	4.93
	Vernon - Stanley	76	81%	4.57
	Wallis - Forth	46	86%	6.66
Farran Lane		6	68%	8.5
Forth Street		37	69%	5.69
Greycain Place		0		
Harbourview Lane		6	87%	5.28
Harkness Lane		8	89%	9.5
Harkness Street		20	71%	4.23
Kilminster Lane		5	82%	6.03
Leswell Lane		5	90%	6.25
Leswell Street		4	100%	9.5
Magney Street		19	77%	5.2
Nelson Lane		11	90%	8.5
Nelson Street		68	94%	5.93
Newland Street		18	100%	7.58
Ocean Street		16	52%	3.82
Osbourne Lane		5	65%	8.17
Pickering Lane		0	80%	7.5
Queen Street	Nelson - Ocean	38	83%	5.21
	Nelson - Edgecliff	28	89%	7.5
Robinson Lane		0		
Rowe Street		10	93%	4.27
Russell Street		0	72%	4.23
Saber Street		14	90%	4.35
Stanley Street		25	76%	6.54
Vernon Lane		16	91%	0.72
Vernon Street		17	98%	8.24
Waimea Avenue		15	75%	5.67
Wallaroy Road		15		
Wallis Lane		4	100%	7.5
Wallis Street	Edgecliff - Nelson	27	74%	5.05
	Nelson - Ocean	44	81%	4.14
Woods Avenue		16	70%	3.28

Table 1 Parking Occupancy Rates

Table 1 lists all the streets in the Woollahra 2 RPS and details the number of available parking spaces the average occupancy rate and the average length of stay for vehicles.

Where occupancy rates are above 90% parking will be extremely difficult. Not unexpectedly the highest parking occupancy occurs closer to the Bondi Junction Shopping area in streets such as Edgecliff Rd, Newland Street and Rowe St. Also high occupancy rates were also found in the Western portion of the study area around Nelson Street.

The survey results do however indicate that the current parking RPS is working.

Woods Avenue currently has 16 available parking spaces of which 14 have been designated RPE and 11 RPE permits issued for that street. The parking survey indicated an occupancy rate of 70% with an average length of stay in excess of 3hrs. If this is compared to the section of Wallis Street between Ocean Street and Nelson street which has 44 available parking spaces of which 12 have been designated RPE and 26 RPE permits issued. The average occupancy rate is 81% with the average length of stay in excess of 4 hours.

Analysis of parking availability and the number of RPE permits issued highlights a number of areas for concern.

The total number of RPE spaces for the area as a whole is 132 whilst 147 RPE permits have been issued. This represents a deficiency of some 15 spaces.

The distribution of permits and the RPE spaces highlights the following areas for greater scrutiny. These include;

- Ocean Street between Queen Street and Wallis Street
- Wallis Street between Ocean Street and Edgecliff Road
- Nelson Street between Wallis Street and Edgecliff Road
- Forth Street between Ocean Street and Edgecliff Road
- Edgecliff Road between Queen Street and Magney Street

6.1 Ocean Street between Queen Street and Wallis Street

Ocean Street eastern side between Queen St and Wallis Street forms the western boundary of the Woollahra 2 RPS. There are currently 16 parking spaces in this section none of which have any residential exemptions in place.

Currently three (3) residential parking stickers issued for vehicles in this section of road.

The five (5) parking spaces closest to Oxford St have an afternoon peak period “No Parking” restriction from 3:30pm – 6:30pm Monday to Friday. As such it would be possible for the three (3) parking spaces immediately North be restricted to 2P Monday to Friday 8am to 6pm with a RPE. This would result in 3 RPE spaces out of 16 spaces and 3 permits being issued for the street. The proposed changes are detailed in Annexure No 2.

It is recommended that the three (3) parking spaces immediately to the North of the parking Afternoon No Parking restriction on the eastern side Ocean Street near Wallis Street be restricted to 2P Monday to Friday 8am to 6pm with a RPE

6.2 Wallis Street between Ocean Street and Edgecliff Road

Wallis Street for analysis purposes can be considered as three sections, the first section being between Ocean Street and Woods Avenue the second section between Woods Avenue and Nelson Street and the third section between Nelson and Edgecliff Road.

The first section of Wallis Street have approximately 12 legal parking spaces on the northern side of the street with the southern side of the street have a no stopping restriction for its full length. Of these parking spaces 9 spaces have a residential exemption in place.

There are currently twenty three (23) residential parking stickers issued for vehicles in this section of road.

Clearly there are more vehicles seeking parking than spaces available. Vehicles in this section of Wallis Street will overflow into Ocean Street, Woods Avenue or Wallis Street between Woods Avenue and Nelson Street, to obtain suitable parking.

It is not appropriate to allow residential exemptions to all parking spaces in a street or section of street as this would not meet the objectives of the permit parking schemes. As such it is recommended that no alterations to parking be made in this section of road. However the overflow of vehicles will need to be catered for in the eastern sections of Wallis Street.

The section of Wallis Street between Woods Avenue and Nelson Street has approximately 32 legal parking spaces. Of these parking spaces 3 spaces have a residential exemption in place.

There are currently three (3) residential parking stickers issued for vehicles in this section of road.

As mentioned above this section of road will form the basis for overflow parking from the western section of Wallis Street. On the Northern side of this section of Wallis Street there is three parking spaces with a residential exemption in place. The next five (5) spaces have a restriction in place to assist in the pick up and drop off of children to the local kindergarten. It would be counter productive to allow a residential exemption in such spaces.

The parking on the southern side of Wallis Street was recently altered to allow for a 4P parking restriction. It is proposed that ten (10) spaces of the existing 4P restricted parking be altered to 2P Monday – Friday 8am – 6pm with a residential exemption in place. These ten (10) additional spaces will

assist in dealing with the overflow of parking in the western section of Wallis Street. The proposed changes are detailed in Annexure No 2.

It is Recommended that 10 parking spaces on the southern side of Wallis Street immediately east of Woods Avenue are designated 2P Monday to Friday 8am to 6pm with a RPE.

The section of Wallis Street between Nelson Street and Edgecliff Road has twenty seven (27) legal parking spaces along its length. Of these spaces twelve (12) spaces have a residential parking exemption in place.

There are currently three (3) residential parking stickers issued for vehicles in this section of road.

Whilst there appears to be an excess of resident exempt parking in this section of Wallis Street the resident exempt parking at the eastern end of Wallis Street adjacent to Edgecliff Road will cater for some overflow parking from Edgecliff Rd. The residential exempt parking at the Western section of this portion of road will cater for some excess parking from the cul-de-sac end of Nelson Street however is considered too far away from the properties at the western end of Wallis Street to provide adequate overflow parking. As such it would be possible return some of these RPE spaces to unrestricted parking or to a 2P parking with no RPE.

Concern has been previously expressed regarding parking in this area and access to the Pedestrian overpass on Syd Einfield Drive. It is proposed that 4 of the current 6 RPE spaces on the southern side of Wallis Street immediately east of Nelson street be designated 2P Monday to Friday 8am to 6pm with no RPE. The proposed changes are detailed in Annexure No 2.

It is recommended that 4 of the current 6 RPE spaces on the southern side of Wallis Street immediately east of Nelson Street be designated 2P Monday to Friday 8am to 6pm with no RPE.

6.3 Nelson Street between Wallis Street and Edgecliff Road

This section of Nelson Street has sixty eight (68) legal parking spaces along its length. Of these spaces twelve (12) have a residential exemption in place.

There are currently eighteen (18) residential parking stickers issued for vehicles in this section of road.

There is currently a shortfall of some six (6) residential exempted parking spaces in this street. The residential parking is concentrated around three residential flat buildings in the middle of the street. These residential flats account for 66% of the permits issued for the street.

It is appropriate that additional parking exemptions be put in place on the eastern side of the street adjacent to the existing parking exemptions. It is proposed that three (3) additional spaces be provided on the eastern side south of the Queen Street Intersection and an additional two (2) spaces south of the drop off and pick up restrictions of the eastern side of Nelson Street. Further consideration should be given to the allocation of residential exemptions in the section of Nelson Street North of Queen Street. Currently 2 RPE permits have been issued for this section yet no RPE are in Place. The proposed changes are detailed in annexure No 3.

It is recommended that 2 parking spaces on the Eastern Side of Nelson Street immediately south of Queen Street be designated 2P Monday to Friday 8am to 6pm with a RPE.

It is recommended that 2 parking spaces on the eastern side of Nelson Street immediately south of the short term drop off zone in the middle of the street be designated 2P Monday to Friday 8am to 6pm with a RPE.

It is recommended that 2 parking spaces on the western side of Nelson Street immediately north of Queen Street be designated 2P Monday to Friday 8am to 6pm with a RPE.

6.4 Forth Street between Ocean Street and Edgecliff Road

Forth Street has thirty seven (37) legal parking spaces with five (5) spaces having a residential exemption. The northern side of Forth Street is primarily occupied by the Woollahra Public School and the Woollahra Fire Station.

There are currently six (6) residential parking stickers issued for vehicles in this section of road.

There is scope within Forth Street to increase the amount of resident exempt parking. It would be prudent to increase the number of resident exempt spaces greater than 6 due to the traffic generating developments within the street that is the Woollahra Public School, the Woollahra Fire Station and commercial developments on Ocean Street. It is proposed to increase the resident's parking exemption by an additional three spaces immediately west of the current exemptions on the Southern side of the road. The proposed changes are detailed in annexure No 4.

It is Recommended that an additional 3 parking spaces on the southern side of Forth Street east of Kilminster Lane be allocated 2P Monday to Friday 8am to 6pm with a RPE.

6.5 Edgecliff Road between Queen Street and Magney Street

This section of Edgecliff Road has been considered in two sections the first being from Attunga Street to Chester Lane and the second being from Chester Lane to Magney Street.

The first section of Edgecliff Road has approximately 47 legal parking spaces. Of these parking spaces 7 spaces have a residential exemption in place.

There are currently eighteen (18) residential parking stickers issued for vehicles in this section of road.

Whilst it is likely that some residential parking will filter around the corner into Wallis Street there is clearly a deficiency in the number of spaces available for vehicles with a RPE. At present there is a high concentration of RPE permits issued on the western side of Edgecliff Road, due to the availability of parking an allocation of RPE spaces will be required on the eastern side in front of properties that do not currently have a RPE permits. Whilst this is not ideal it may help stimulate the issuing of permit to properties on the eastern side of Edgecliff Road.

To cater for the short fall in RPE in this section of Edgecliff Road it is proposed that an additional thirteen RPE parking spaces be designated in 4 separate locations. The proposed changes are detailed in annexure No 5.

It is recommended that an additional 4 parking spaces be designated on the Eastern side of Edgecliff Road immediately to the south of Graycairn lane as 2P Monday to Friday 8am to 6pm RPE.

It is recommended that an additional 4 parking spaces be designated on the Eastern side of Edgecliff Road immediately to the north of the bus zone between Stanley Street and Chester Lane as 2P Monday to Friday 8am to 6pm RPE.

It is recommended that an additional 2 parking spaces be designated on the Eastern side of Edgecliff Road immediately to the south of the bus zone between Stanley Street and Chester Lane as 2P Monday to Friday 8am to 6pm RPE.

It is recommended that an additional 3 parking spaces be designated on the western side of Edgecliff Road immediately to the north of Wallis Street as 2P Monday to Friday 8am to 6pm RPE.

The second section of Edgecliff Road between Chester Lane and Magney Street has 44 parking spaces of which 22 spaces have a RPE. In addition a further 4 RPE spaces and 12 spaces with no residential exemptions are provide at the rear of properties in Vernon Lane on the southern side of Edgecliff Road.

There are currently thirty four (34) residential parking stickers issued for vehicles in this section of road.

The current shortfall in RPE spaces could be catered for in Vernon lane at the rear of the properties on Edgecliff Road however this is not the preferred option as laneway are generally used for servicing properties rather than encouraging long term on street parking unless it is necessary. It would be more appropriate to provide a minimal increase in RPE spaces on Edgecliff Road whilst monitoring the impact on parking in Vernon Lane. The proposed changes to parking on Edgecliff Road are detailed in annexure No 6.

It is recommended that an additional 2 parking spaces be designated on the northern side of Edgecliff Road to the east of Robinson Lane as 2P Monday to Friday 8am to 6pm RPE.

6.6 Alternations to the Woollahra 2 RPS Area:

Permit parking schemes may be on a street by street basis or on an area wide basis. Clearly the Woollahra 2 RPS is an area wide scheme. As with all schemes once established requests are received for alterations to the area

Council has received requests for the extension of existing RPS to include Edward Street and Russell Street. Both these requests for extensions have been considered by Council previously.

A review of the parking surveys for both these streets indicates an occupancy rate of 48% and 72% respectively. This would indicate that there is reasonable amount of parking available at most times in both streets. Consideration of the proximity of these streets to developments or activities that are likely to generate parking demand is also important. It is considered that given the distance of these streets from Bondi significant shopper or commuter parking is unlikely. As such difficulty in parking is more than likely a result of resident demand.

It is recommended that not action be taken to include Edward Street or Russell Street into the existing Woollahra RPS.

An Analysis of the extents of the Woollahra 2 RPS indicates that the Northern most area of the scheme on Edgecliff Road detailed in Annexure No 7 has not RPE nor have any RPE permits been issue for this area.

A parking survey was carried out Edgecliff Road between Forth street and Trelawney Street. The survey indicates an average occupancy rate of 62% which would indicate that there was a reasonable availability of parking available at the time of the survey. Similarly to Edward and Russell Streets this portion of the area is unlikely to be impacted by parking associated with either Bondi Junction or Edgecliff commercial and commuter districts.

It is recommended that the portion of Woollahra 2 RPS on the eastern side of Edgecliff Road north of Wallaroy Road be excluded from the Woollahra 2 RPS.

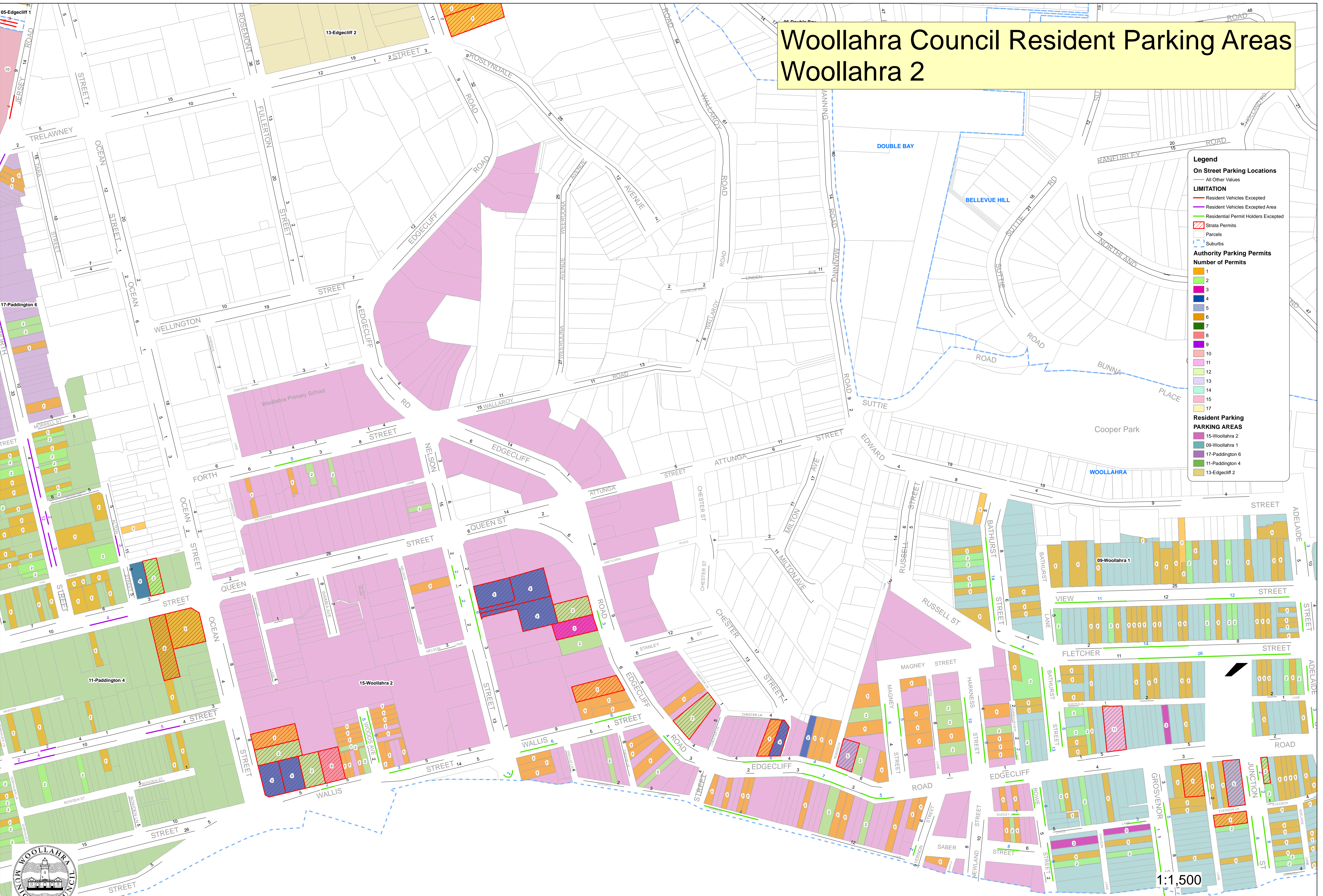
7 Conclusion:

Analysis of the Woollahra 2 RPS would generally indicate that the scheme is working well. However as the scheme has developed over the years there appears to be an increase in the number of REP permits over the REP spaces throughout the area. Not surprisingly the disparity occurs in the areas where parking availability is at a premium and parking demand is high.

The primary recommendations of the review are to increase the number of REP spaces in line with the RTAT guidelines to ensure that the amenity of local residents is protected. It is proposed that the number of REP spaces be increased by 33 spaces bringing the total REP spaces in the scheme to 164 spaces.

As with all changes to RPS it is appropriate that the community be asked to comment on the proposed changes before they are implemented.

Woollahra Council Resident Parking Areas Woollahra 2



Legend

On Street Parking Locations
 - All Other Values

LIMITATION
 - Resident Vehicles Excepted
 - Resident Vehicles Excepted Area
 - Residential Permit Holders Excepted

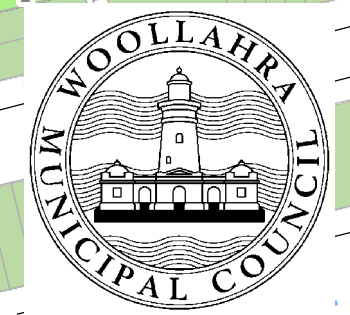
Authority Parking Permits
 - Strata Permits
 - Parcels
 - Suburbs

Authority Parking Permits
Number of Permits

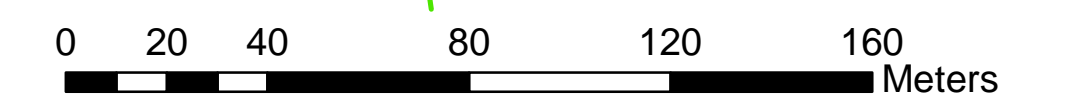
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Resident Parking
PARKING AREAS

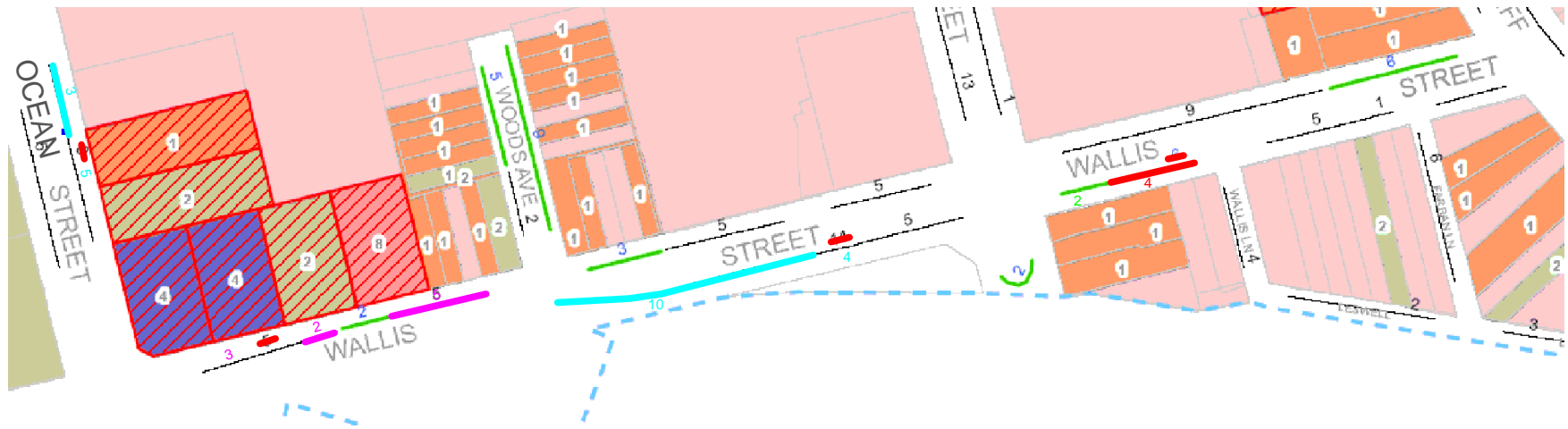
- 15-Woollahra 2
- 09-Woollahra 1
- 17-Paddington 6
- 11-Paddington 4
- 13-Edgecliff 2



1:1,500



Proposed alterations to Parking Wallis Street & Ocean Street



- Existing Parking No Residential Exemption
- Existing Parking Residential Exemption
- Existing Parking Residential Exemption not shown on plans
- Existing Parking Residential Parking to be removed
- Proposed additional residential parking






Ocean Street

Existion Parking Spaces 8 spaces
 Existing REP 0
 Proposed Additional REP 3 spaces

Wallis Street

Existion Parking Spaces 71 spaces
 Existing REP 24 spaces
 Proposed Additional REP 10 spaces
 Proposed reduction in REP 4 spaces
 Total REP 30 spaces

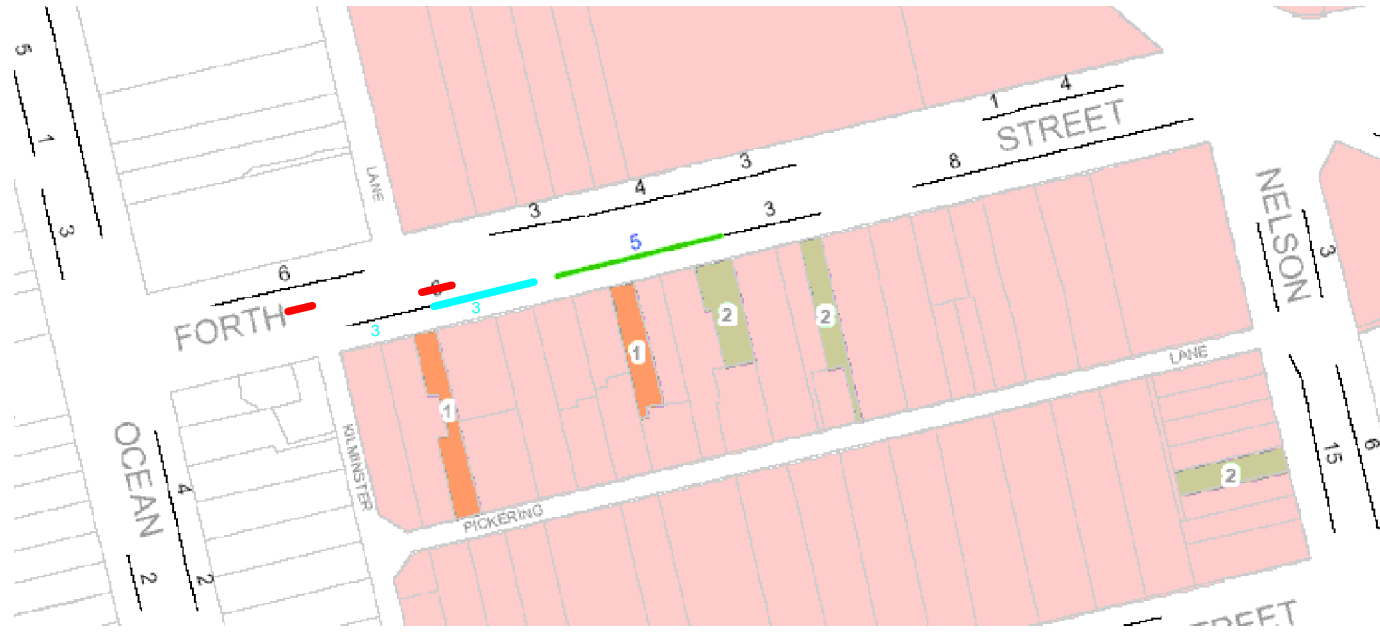
Proposed alterations to Parking Nelson Street

-  Existing Parking No Residential Exemption
-  Existing Parking Residential Exemption
-  Existing Parking Residential Exemption not shown on plans
-  Existing Parking Residential Parking to be removed
-  Proposed additional residential parking

Nelson Street	
Existing Parking Spaces	68 spaces
Existing REP	12 spaces
Proposed Additional REP	6 spaces
Proposed total REP	18 spaces



Proposed alterations to Parking
Forth Street



- Existing Parking No Residential Exemption
- Existing Parking Residential Exemption
- Existing Parking Residential Exemption not shown on plans
- Existing Parking Residential Parking to be removed
- Proposed additional residential parking

Forth Street

Existion Parking Spaces	37 spaces
Existing REP	5 spaces
Proposed Additional REP	3 spaces
Proposed total REP	8 spaces

Proposed alterations to Parking Edgecliff Road






-  Existing Parking No Residential Exemption
-  Existing Parking Residential Exemption
-  Existing Parking Residential Exemption not shown on plans
-  Existing Parking Residential Parking to be removed
-  Proposed additional residential parking

Edgecliff Road between Attunga Street & Chester Lane

Existion Parking Spaces	47 spaces
Existing REP	7 spaces
Proposed Additional REP	13 spaces
Proposed total REP	20 spaces



Proposed area of Woollahra 2 RPS
to be deleted from scheme

-  Existing Parking No Residential Exemption
-  Existing Parking Residential Exemption
-  Existing Parking Residential Exemption not shown on plans
-  Existing Parking Residential Parking to be removed
-  Proposed additional residential parking

