



Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 13 December 2004*

Time: *6.00 pm*

Outline Of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask the Committee/Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Committee.
- If person(s) wish to address the Committee, they are allowed four (4) minutes in which to do so. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (eg applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allotted four (4) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council) or a resolution (D items for which the Committee has delegated authority).

Delegated Authority (“D” Items):

- Community Services and Programmes.
- Health.
- Liquor Licences.
- Fire Protection Orders.
- Residential Parking Schemes (surveillance and administration).
- Traffic Management (Traffic Committee Recommendations).
- Waverley/Woollahra Process Plant.
- To require such investigations, reports or actions as considered necessary in respect of matters contained within the Business Agendas (and as may be limited by specific Council resolution).
- Confirmation of the Minutes of its Meeting.
- Any other matter falling within the responsibility of the Community and Environment Committee and not restricted by the Local Government Act or required to be a Recommendation to Full Council as listed below.
- Library Services
- Licensing.
- Regulatory.
- Waste Minimisation

Recommendation only to the Full Council (“R” Items):

- Such matters as are specified in Section 377 of the Local Government Act and within the ambit of the Committee considerations.
- Matters which involve broad strategic or policy initiatives within responsibilities of the Committee.
- Matters requiring the expenditure of moneys and in respect of which no Council vote has been made.
- Matters delegated to the Council by the Traffic Authority of NSW.
- Matters not within the specified functions of the Committee, or which are not the subject of a Business Agenda (current or past).
- Matters reserved by individual Councillors, in accordance with any Council policy on "safeguards".
- Parks and Reserve Plans of Management (Strategies, Policies and Objectives)
- Residential Parking Schemes - Provision and Policies

Committee Membership:

7 Councillors

Quorum:

The quorum for a Committee meeting is 4 Councillors.

WOOLLAHRA MUNICIPAL COUNCIL

Notice of Meeting

9 December 2004

To: The Mayor, Councillor Rundle, ex-officio
Councillors Marcus Ehrlich (Chair)
 Anthony Boskovitz
 Claudia Cullen
 Tanya Excell
 Wilhelmina Gardner
 Andrew Petrie
 John Walker

Dear Councillors

Community & Environment Committee Meeting – 13 December 2004

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Community and Environment Committee** to be held in the Council Dining Room, 536 New South Head Road, Double Bay, on **Monday 13 December 2004 at 6.00pm.**

Gary James
General Manager

Meeting Agenda

Item	Subject	Pages
1	Leave of Absence and Apologies	
2	Late Correspondence	
3	Declarations of Interest	

Items to be Decided by this Committee using its Delegated Authority

D1	Confirmation of Minutes of Meeting held on 29 November 2004	1
D2	Woollahra Traffic Committee Minutes 7 December 2004	2
D3	Paddington Traffic Working Party meeting held on 7 October and 19 November 2004 – 445.GPt 7	13

Items to be Submitted to the Council for Decision with Recommendations from this Committee

R1	Parking meters – Double Bay commercial area – 1038.G	54
R2	Oxford Street, Paddington – Review of Parking meters – 349.G	60

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 29 November 2004**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 29 November 2004 were previously circulated. In accordance with the guidelines for Committees' operations it is now necessary that those Minutes be formally taken as read and confirmed.

Recommendation:

That the Minutes of the Community and Environment Committee Meeting of 29 November 2004 be taken as read and confirmed.

Les Windle
Manager - Governance

Item No: D2 Delegated to Committee
Subject: **Woollahra Traffic Committee Minutes 7 December 2004**
Author: John Stephens, Team Leader – Traffic & Transport
File No: See Traffic Committee Minutes
Reason for Report: For the Committee to consider the item requiring the decision of the Committee.

Recommendation:

1. THAT the Recommendations of the Traffic Committee meeting held on Tuesday 7 December 2004, Section 4 - Extraordinary Meeting dated 15 November 2004 and Section 7 – Item Y1 to Y6, including Late Items Y7 – Y10 be adopted.
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Warwick Hatton
Director – Technical Services

Woollahra Local Traffic Committee Minutes

The meeting of the Woollahra Local Traffic Committee was held in the Council Chambers, Double Bay on Tuesday 7 December 2004, at 10.00am.

2. Attendances

Committee Members:

Present: Mr W Hatton (Chairman) (Woollahra Municipal Council)
Mr D Russell (Roads and Traffic Authority)
Sen.Constable Russell (Paddington Police)
Mrs R Attuell (Clover Moore MP representative)

Staff Mr J Stephens (Woollahra Municipal Council)
Ms S Barrett (Woollahra Municipal Council)

Also in Attendance: Mr E Yeung (Sydney Buses)
Mrs B Brown (Resident for Item Y1-2)
Mr T Bickerstaff (Sinclair Knight Merz for Item Y5)
Mr G Stead (Resident for Item Y5)

Apologies: Mr R Caldwell (Peter Debnam MP representative)
Mr John McDonagh (Harbour-View Park Residents' Group)

3. Minutes of Previous Meeting

The minutes of the meeting No.10/04 held in Council Chambers, Double Bay on Tuesday 2 November were confirmed.

4. Matters Arising from Minutes of Previous Meetings

Nil.

5. Extraordinary Meeting dated 15 November 2004

Y1 - Knox Street & Bay Street, Double Bay – Street Festival/Temporary Road Closure

Mr Stephens advised that Mr Prior from the Double Bay Traders Association had cancelled the proposed event on Saturday, 4 December 2004.

Recommendation:

1. THAT approval be granted for temporary road closures for a Street Festival in Double Bay to be held on Saturday 4 December 2004, between 6.30am and 6.00pm, incorporating a full closure of Knox Street between New South Head Road and Bay Street, full closure of Short Street, between Bay Street and Knox Street; and closure of section of Bay Street near Guilfoyle Park as per the submitted TMP attached in Annexure 1.
2. THAT the above special event be categorised as a category 2 event.
3. THAT the approval of the above event and the associated road closures be subject to the following conditions :
 - a) A Development Application is to be submitted to Council's Planning Department for the event and the applicant is to gain approval from all relevant sections of Council prior to the temporary road closures.
 - b) Approval of the New South Wales Police Service must be obtained for the activities, including approval for the Traffic Management Plan; and the event organiser must comply with any conditions of such approval.
 - c) Approval of a Special Event, Event Category 2 by the relevant authorities.
 - d) The RTA's Sydney Transport Management Centre (TMC) must be notified of the activities, in accordance with the guidelines for Special Events. "Application for Transport Management Services for a Special Event" to be forwarded to the TMC.
 - e) The applicant must comply with all directives of the NSW Police Department, either provided on the day or beforehand.
 - f) The applicant must comply with the directives of Council's Law Enforcement Officers.
 - g) The applicant is responsible for informing all business proprietors, residents and other occupants in the vicinity of the proposed activities, at least seven (7) days before the event via a letterbox drop and an advertisement placed in the local paper.

- h) Any Traffic Management measures must be in accordance with AS1742.3.
 - i) The applicant shall supply and erect any barriers and traffic signs necessary for the road closure and shall be responsible for their removal at the completion of the event.
 - j) The applicant is responsible for the manning of the barriers and directing traffic around the temporary road closure.
 - k) The applicant is to provide adequate traffic control by the use of authorised traffic controllers/flagmen at either end of the temporary road in accordance with the Australian Standards and to the satisfaction of Police and Council's officers. It should be noted that all workers involved with this work must comply fully with the requirements of Workcover and the Occupational Health and Safety Act.
 - l) Council must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. A copy of Public Liability Insurance Cover to be available prior to the event.
 - m) Council must be reimbursed for the cost of repair of any damage caused to the public way as a result of the activities.
 - n) The occupation of the carriageway or footway of the road must not occur until the road has been closed.
 - o) The applicant shall be responsible for informing all Emergency Services of the proposed road closure.
 - p) A four-metre emergency vehicle lane must be maintained at all times, and all services (eg. fire hydrants) must remain free of any obstruction.
 - q) Vehicles having legitimate business within the closed section of Short Street shall be allowed access.
 - r) The use of any equipment or activities to be conducted in conjunction with the road closure must not result in any "offensive noise" as defined by the Noise Control Act, 1975.
 - s) The area to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Health and Regulation Manager, and the applicant must make arrangements to remove all waste from the site at the end of the event.
 - t) Woollahra Council reserves the right to cancel this approval at any time.
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6. Late Item/Correspondence

- Letter dated 1 December 2004 from Mr W Shipton requesting 'No Stopping' restrictions.
 - 3 concept plans for proposed traffic calming works for 40km/h project in Paddington.
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7. SEPP11 Development Referrals for Assessment

Nil

8. Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Item No: Y1 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **Parking Restrictions Changes**

Author: John Stephens, Team Leader – Traffic and Transport

File No: (Refer to Table 1)

Reason for Report: Various parking restriction changes throughout the Woollahra Council area.

Recommendation:

THAT the recommendations of Items Y1-1 to Y1-2 inclusive contained in Annexure 1 be adopted.

Item Y1-1: Australia Lane, Woollahra - ‘No Parking’

THAT:

1. ‘No Parking’ (L&R) sign be installed on the southern side of Australia Lane opposite the garage of No 104 on ELP SY23566, subject to no objection being raised from the resident of No .127 Edgecliff Road.
2. ‘No Parking’ (L) sign be installed on an existing sign pole outside the rear access of No 141 Edgecliff Road.
3. The cost of the signs be met by the applicant.

Item Y1-2: 2B Greenoaks Avenue, Darling Point – ‘No Stopping’

THAT the ‘No Parking’ zone across the driveway of 2B Greenoaks Avenue, Darling Point be upgraded to a ‘No Stopping’ zone and extended to cover the driveway of 2C Greenoaks Avenue.

Item No: Y2 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: **New Beach Road, Darling Point-Temporary Relocation Of Bus Stop**
Author: Agasteena Shah – Traffic Engineer
File No: 327
Reason for Report: Request for use of Bus Stop by a truck on 26th December outside Cruising Yacht Club of Australia for Sydney to Hobart race and proposed relocation of bus stop.

Recommendation:

- A. THAT subject to agreement from Sydney Buses, the Bus Zone on the western side of New Beach Road adjacent to the of Cruising Yacht Club of Australia building be converted to a temporary ‘Truck Zone’ for truck parking from 5am to 2pm on 26th December 2004.
- B. THAT the Bondi Explorer Bus stop be incorporated into the existing bus stop opposite Nos.16–17 New Beach Road for the above event.
- C. THAT Sydney Buses be requested to install appropriate signage one week prior to the proposed event, notifying bus patrons that the Bondi Explorer Service bus stop has been temporarily relocated to the next bus stop to the South.
- D. THAT the cost of amending the bus stop sign and installation of the temporary ‘Truck Zone’ be met by the applicant.

Item No: Y3 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: **45 Cranbrook Road, Bellevue Hill – Works Zone**
Author: John Stephens, Team Leader - Traffic and Transport
File No: 407.G pt4
Reason for Report: Works Zone application received from W. L. Franks associated with the site at 45 Cranbrook Road, Bellevue Hill.

Recommendation:

- A. THAT approval be granted for a Works Zone to be temporarily installed along the frontage of 45 Cranbrook Road, Bellevue Hill. The length of the proposed zone is 9 metres and is subject to the following conditions:
 - i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate 7.00am-4.00pm Mon-Fri, 7.00am-1.00pm Sat for a period of 13 weeks from 20 December 2005.
 - iii. The builder / site foreman must submit a Traffic Control Plan for the Council’s Traffic Engineer’s approval which details advanced warning signage to warn approaching motorists of the works activity and the builder / site foreman must arrange suitable traffic control to manage truck movements during working hours at the site.
 - iv. The applicant is to ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.

- v. The applicant is to provide details of the traffic control to be provided when cranes, concrete pumps and other machinery are standing in Cranbrook Road.
 - vi. The applicant is to inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vii. This Works Zone is in a residential area. The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - viii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's determination.
 - ix. The developer should be advised that:
 - Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - Should the Works Zone be required for additional hours of operation, any amendment will require the approval of the Woollahra Traffic Committee.
- B. THAT the applicant notifies all adjacent residents by a letterbox drop of the conditions of the Works Zone.

Item No: Y4 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **Illawarra Railway Line Temporary Closure - Proposed Replacement With Bus Services**

Author: John Stephens, Team Leader – Traffic and Transport

File No: 261.G

Reason for Report: To report the replacement of rail services with bus services in December 2004/January 2006

Recommendation:

- A. THAT the following temporary amendments be made to Council's traffic facilities for only the period of the rail shutdown between Bondi Junction and Edgecliff Station from 26 December 2004 and 10 January 2005:
- i. Remove 20m of '½ P 8.30am-6.00pm Mon-Fri; 8.30am-12.30pm Sat' zone (3 carspaces) and replace with 'No Stopping' zone on the western side of Ocean Street, north of Forth Street, Woollahra.
 - ii. Remove 6m of '½ P 8.30am-6.00pm Mon-Fri; 8.30am-12.30pm Sat' zone (1 carspace) and replace with 'No Stopping' zone on the northern side of Queen Street, east of Ocean Street, Woollahra.

- iii. Extend 'No Stopping' zone on the southern side of Forth Street 16.5m (2 carspaces) west of Edgecliff Road.
 - iv. Remove 16.9m of '½ P 8.30am-6.00pm Mon-Fri; 8.30am-12.30pm Sat' zone (2 carspaces) and extend 'No Stopping' zone on the eastern side of Grosvenor Street, south of Edgecliff Road, Woollahra.
 - v. Remove 11.3m of '½ P 9.30am-3.30pm Mon-Fri; 8.30am-12.30pm Sat' zone (2 carspaces) and extend 'No Stopping' zone on the northern side of Edgecliff Road, west of Grosvenor Street, Woollahra.
 - vi. Remove horseshoe on west approach splitter island of roundabout in Edgecliff Road at Newland Street, Woollahra.
- B. THAT Mr Denis Wood, RTA Network Operations, be requested to increase the green time for the right turn from Ocean Street (southbound) into Queen Street (westbound) to facilitate the left turn movement for southbound buses turning from lane 2 in Ocean Street into Queen Street (eastbound).
- C. THAT RailCorp:
- be requested to advise all affected residents and businesses of the temporary parking restriction changes and
 - meet the cost of implementing the above temporary traffic facility changes.

Item No: Y5 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **Victoria Road / Ginahgulla Road, Bellevue Road – Proposed Traffic Signals**

Author: John Stephens, Team Leader – Traffic and Transport

File No: T470.

Reason for Report: Request from Sinclair Knight Merz on behalf of The Scots College to consider SKM proposal.

Recommendation:

- A. THAT the Sinclair Knight Merz traffic management report (dated 7 December 2004) be referred to the RTA for consideration of the proposal to remove the signalised pedestrian crossing in Victoria Road north of Ginahgulla Road and install traffic signals at the intersection of Victoria Road and Ginahgulla Road with associated pedestrian crossings on the western and southern approaches.
- B. THAT in the short term, a feasibility study be prepared for the installation of a pedestrian crossing in Ginahgulla Road at the intersection of Victoria Road, and be reported back to the Committee.
- C. THAT subject to the approved installation of the pedestrian crossing in paragraph B above, the matter of installing appropriate flood lighting be referred to Energy Australia.

- D. THAT a further report be brought back to the Committee following receipt of advice from the RTA on the proposal.

Item No: Y6 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **Hmas Watson Freedom Of Entry Event – Temporary Road Closures & Parking Arrangements**

Author: John Stephens – Team Leader Traffic & Transport

File No: 61.G

Reason for Report: Temporary road closures for the Freedom of Entry Event.

Recommendation:

THAT:

1. Approval be granted for the temporary closure of the following roads in Double Bay shopping centre precinct from 11.00 am to 12.00 midday on Saturday, 12 March 2005.
 - a) Bay Street between William Street and New South Head Road.
 - b) Cross Street between Bay Street and New South Head Road,
 - c) New South Head Road between Cross Street and Bay Street,
2. A “Schedule 1 Form - Notice of Intention to Hold a Public Assembly” be completed by the applicant and forwarded to the Rose Bay Local Area Commander for his consent. The procession will be conducted as an Event Class 4.
3. Kerbside parking be temporarily amended/reserved to accommodate the following event parking:
 - on the northern side of William Street, west of Bay Street for 3 NAVY coaches and 5 station wagons,
 - on the western side of Bay Street:
 - opposite Knox Street (clear 3 carspaces) for ceremony area,
 - between Guilfoyle Avenue and Cooper Street and
 - in the section between William Street and the Harbour (adjacent to Steyne Park).
 - on the southern side of Guilfoyle Avenue for appropriate VIP parking area.
4. The proposed temporary road closures be advertised in the local newspaper.

Late Items

Y7 WOLSELEY ROAD, POINT PIPER

File T503.

The Committee was advised that Mr W Shipton had requested the installation of ‘No Stopping’ restrictions across the driveways of Nos 97, 152 and 154 Wolseley Road to assist him and his neighbours in reversing from their driveways.

Recommendation:

THAT Mr Shipton be advised of Council's recent resolution that a further investigation be carried out on the need to provide a footpath in Wolseley Road between Wolseley Crescent and the dead end.

Y8 40KM/H SPEED ZONE IN PADDINGTON

File 1166.G

Three concept plans were tabled for Paddington that indicated the following proposed traffic calming treatments:

Cascade Street between Gurner Street and Hampden Street

- A centre flush treated pavement (1.2m wide), marked parking lanes (2.2m wide on west side, 2.0m wide on east side), travel lanes (3.0m wide) and 1.4m wide bicycle lane on east side.

Hargrave Street between Elizabeth Street and Cascade Street

- A centre flush treated pavement (1.8m wide), marked parking lanes (2.3m wide) and travel lanes (3.2m wide).

Hargrave Street at Jersey Road

- A gateway treatment on the entry lane into Hargrave Street, similar to proposal in Glenmore Road at New South Head Road.

The Committee noted that these proposals were being forwarded to the RTA's Road Safety Section for approval as part of the 40km/h project.

Recommendation:

THAT the three concept plans tabled at the meeting be approved in principle and forwarded to the RTA's Road Safety Section for approval as part of the 40km/h project.

Y9 NEW BEACH ROAD, RUSHCUTTERS BAY

File T327.

The Police representative advised that the Police were considering either implementing a temporary closure of New Beach Road at New South Head Road or a one-way restriction on Boxing Day and for New Year's Eve.

The RTA representative advised that he did not favour a road closure in New Beach Road at New South Head Road as this would cause delays on New South Head Road and impact on the road network.

The RTA representative requested that any temporary road closure in New Beach Road should occur some distance from the signalised intersection of New South Head Road and create no impact on New South Head Road.

The Sydney Buses representative advised that a temporary closure or one-way restriction would impact on bus services in New Beach Road during these times.

Recommendation:

THAT the Police representative be advised of the RTA and Sydney Buses' representatives comments.

Y10 MEMBER FOR VAUCLUSE REPRESENTATIVE

File 595.G Pt13

The Chairman advised the Committee that Mr R Caldwell has a serious illness and would not be attending the meeting and suggested that a letter be forwarded to Mr Caldwell to thank him for his valued contribution to the Traffic Committee this year and that the Committee looks forward to seeing him in the new year.

Recommendation:

THAT a letter be forwarded to Mr Caldwell to thank him for his valued contribution to the Traffic Committee this year and that the Committee looks forward to seeing him in the New Year.

There being no further business, the meeting concluded at 12.05pm

Warwick Hatton
Chair

Item No: D3 Delegated to Committee
Subject: **Paddington Traffic Working Party Meetings Held On 7 October & 19 November 2004**
Author: John Stephens, Team Leader - Traffic & Transport
File No: 445.G PT7
Reason for Report: To update Council on the issues being currently considered by the Paddington Traffic Working Party.

Recommendation:

That the Minutes of the Paddington Traffic Working Party meeting held on Thursday, 7 October and Friday, 19 November 2004 be received and noted.

Background:

The Paddington Traffic Working Party met on Thursday, 7 October and Friday, 19 November 2004 to consider a number of items. They included discussion on the proposed LATM treatments in Glenmore Road / Brown Street and Neild Avenue associated with the Cross City Tunnel project. The implementation of a 40km/h speed zone and the status of the Pedestrian Access and Mobility Plan (PAMP) for Paddington were also considered.

A copy of each of the Agendas and reports considered by the PTWP, including the Minutes of the meetings are attached.

The next meeting of the Paddington Traffic Working Party will be held in February 2005 with the date to be confirmed early in the New Year.

John Stephens
Team Leader – Traffic & Transport

Warwick Hatton
Director – Technical Services

ANNEXURES:

- A. Paddington Traffic Working Party Agenda and Minutes (7 October 2004).
- B. Paddington Traffic Working Party Agenda and Minutes (19 November 2004).

Item No: R1 Recommendation to Council
Subject: **Parking Meters - Double Bay Commercial Area**
Author: Greg Stewart - Manager Public Infrastructure
File No: 1038.G
Reason for Report: Council Notice of Motion and a Petition lodged with Council

Recommendation:

- A. That the 77 most westerly metered parking spaces in Guilfoyle Avenue be altered from 2 hour to 3 hour parking and that the parking meter fee for these 77 spaces be reduced to \$2.50 per hour.
- B. That:
- Five spaces at the northern end of Bay Street at William Street.
 - Five spaces at the southern end of Bay Street at New South Head Road
 - Five spaces at the northern end of Transvaal Avenue, and
 - Four spaces on the southern side of New South Head Road west of Manning Road.
- be altered from 2 Hour to 3 Hour parking.
- C. That metered parking previously approved on the northern side of New South Head Road east of Cross Street to the property No 462 New South Head Road, Double Bay, be installed to provide five 2 Hour and twelve 3 Hour spaces.
- D. That the above signage be submitted to the Woollahra Traffic Committee on Tuesday 1 February 2005 for approval.
- E. That should the Traffic Committee agree to all the alterations recommended by Council, the alterations be implemented without the need for further consideration by the Community and Environment Committee or Council.
- F. That discussions be held with the Double Bay Chamber of Commerce regarding the possible introduction of Smart Cards, including anticipated demand, arrangement for distribution and sale and promotional options, which would benefit customers and local businesses.

Council at its meeting of 11 October 2004 adopted the following Notice of Motion:

"That a report be brought to the appropriate committee within four weeks of today's date, reviewing the operation of the parking meters in the Double Bay commercial area and in particular considering the immediate introduction of two hours free street parking"

A petition signed by over 900 signatories was also tabled at the Council meeting. The terms of the petition was as follows:

" The introduction of, and current operation of the parking meters in Double Bay is having a direct detrimental economic impact on Double Bay businesses together with causing a detrimental affect on the enjoyment of Double Bay for both shoppers and residents alike.

We the undersigned therefore petition the Woollahra Municipal Council to;

- 1. immediately introduce free parking on meters for the first 2 hours,*
- 2. immediately extend the maximum parking time on meters to 3 hours,*

3. *immediately extend the current free Sunday parking to include both Saturday and Sunday,*
4. *amend the current unreasonable enforcement methods, and include the introduction of a 15 minute "grace period" for vehicles on either expired meters or in restricted time street public parking spaces,*
5. *as soon as practicable, but as a matter of urgency, instigate the operation of the current "Smart Card" meter facility, including use of credit cards and availability for purchase of pre-paid "Smart Cards" at a number of convenient locations in and around Double Bay.*

The introduction by Council of the parking meters within the Double Bay commercial precinct was intended to allow greater availability of on street public parking for customers and visitors to Double Bay and these proposed amendments will continue to achieve the original objectives of this policy."

Council resolved:

"That the petition lie on the table for fourteen (14) days and be considered in conjunction with the report on parking meters in Double Bay."

Background:

In late July 2002, parking meters were installed in the Double Bay Commercial Centre as part of a parking management strategy for the shopping centre. The primary reasons for the introduction of the parking meters were to:

- a) increase parking turnover and, therefore, the likelihood of a member of the public finding an available parking space,
- b) provide for short-term parking on the street with the longer term parking being provided in the off-street car parking areas, and
- c) provide improved enforcement and discourage illegal and long-term parking in the streets of Double Bay.

In November 2002, following a request from the Double Bay Chamber of Commerce, the daily metered parking period was shortened from 8am - 9pm Monday to Sunday to 9am - 6pm Monday to Saturday. In addition, all 1 hour metered parking was altered to 2 hour metered parking and the half hour metered parking was altered to a mix of 1 hour and 2 hour metered parking.

Parking Survey to Review the Operation of the Parking Meters

To determine whether the objectives of the parking management strategy introduced in July 2002 were still being achieved, a parking survey of the Double Bay Commercial Centre was carried out between Thursday 14 and Friday 22 October 2004 for the hours that parking is controlled by parking meters. A summary of the results of the survey carried out is shown in Table 1 overleaf. The following comments are made in relation to the results of the survey carried out:

- The demand for on -street parking in the commercial area is least on a Monday and gradually increases during the week to a maximum on a Saturday when there are few spaces available (note: parking demand on a Sunday was not surveyed as parking on a Sunday is not controlled by parking meters)

TABLE 1 - DOUBLE BAY PARKING SPACE SURVEY – 14-22 OCTOBER 2004

STREET	No of Parking Spaces Available	Average No of Spaces Occupied (Range %)	Average No of Spaces Available	Average No of parked vehicles overstaying (excl those with Disabled or relevant Resident Parking Permit)	Average No of parked vehicles overstaying (incl those with Disabled or relevant Parking Permit)	Average No of parked vehicles overstaying for >60 mins (incl those with Disabled Parking Permit)	Average No of parked vehicles overstaying with Disabled Parking Permit
Cross St	43	39.6 (92%) 76% to 100%	1.8 (8%)	15.9 (41%)	22 (56%)	15 (38%)	6.1 (15%)
Transvaal Ave	22	19.3 (88%) 73% to 100%	2.7 (12%)	8 (42%)	9.6 (50%)	6.9 (36%)	1.6 (8%)
Bay Street	62	54.6 (88%) 79% to 98%	7.4 (12%)	22.9 (42%)	31.7 (58%)	21.6 (40%)	8.8 (16%)
New Sth Hd Rd	28	23.1 (85%) 80% to 100%	4.9 (17.5%)	13.4 (58%)	17 (74%)	11.8 (51%)	3.6 (16%)
Knox Street	30	27.9 (93%) 80% to 100%	2.1 (7%)	10.1 (36%)	15.9 (57%)	9.6 (34%)	5.8 (21%)
Guilfoyle Ave	113	83.1 (74%) 53% to 96%	29.9 (26%)	19.7 (24%)	52.7 (63%)	40.7 (49%)	10.6 (13%) with DPP 22.4 (27%) with RPS
Overall	298	247.6 (83%)	48.8 (16%)	90 (36%)	148.9 (60%)	105.6 (43%)	36.5 (14.7%) DPP 22.4 (9%) RPS

DPP = Disabled Parking Permit

RPS = Resident Parking Space

- Whilst the average number of parking spaces occupied by parked vehicles throughout the commercial centre during the period of the survey was 83%, the number of spaces occupied by parked vehicles on the busier days of the week was much greater than the average. There were times during the survey period when no on street parking spaces were available in the more popular streets.
- The streets closest to the centre of the commercial area such as Knox Street and Cross Street have the highest car parking space occupancy rate with Guilfoyle Avenue having the lowest occupancy rate ranging between 53% and 96% depending upon the day of the week.
- On average, approximately 14.7% or one in seven on-street parking spaces are occupied by vehicles with a Disability Parking Permit. Drivers with a Disability Parking Permit are permitted to park in excess of the signposted time limited parking restrictions where the signposted time limited parking restrictions are greater than half an hour.
- On average, approximately 36% of the vehicles parked in the commercial shopping centre are parked at an expired parking meter. This figure does not include vehicles with a Disabled Parking or relevant Resident Parking Permit. This would indicate that they are either not paying or are staying in excess of the time for which they have paid.
- The 2 hour on-street parking areas at the western end of Guilfoyle Avenue are the least utilized in the shopping centre. This is probably due to their distance from the centre of the commercial area and the time lost in walking to and from the shopping centre

Generally, the results of the parking survey carried out indicate that the parking strategy introduced in July 2002, involving the use of parking meters to help control and regulate the use of the on-street parking in the Double Bay Commercial Area, is achieving the desired result of parking turnover and available on-street short term parking.

The potential for increased use of the parking spaces at the western end of Guilfoyle Avenue has been identified. It is therefore recommended that the 77 most westerly metered parking spaces in Guilfoyle Avenue (i.e. 68% of the parking spaces in Guilfoyle Avenue) be altered from 2 hour to 3 hour parking and that the parking meter fee for these spaces be reduced from \$3.20 to \$2.50 per hour. A reduced parking meter fee for these spaces is recommend to encourage greater use of these more distant underutilized parking spaces.

Comments on the Notice of Motion and the Issues Raised in the Petition Lodged on 11 October 2004

The following comments are made in response to the Notice of Motion and the issues raised in the petition lodged with Council on 11 October 2004.

Issue

Possible introduction of 2 hour free street parking

Comment

Parking meters were installed in the Double Bay Commercial Centre as a means of regulating and controlling on-street parking within the centre and to provide parking turnover and more efficient enforcement. The introduction of 2 hour free parking in the centre would mean that the existing parking meters could not be used as a means of regulating and controlling parking within the shopping centre. On-street parking in the shopping centre would revert to the unsatisfactory situation which existed prior to the introduction of the parking meters whereby:

- cars were continually parked on the street in excess of the parking restrictions;
- many of these spaces were occupied by shopkeepers and persons working in the shopping centre;
- available parking spaces were difficult to find;
- double parking was common; and
- traffic circulating through the shopping centre trying to find an available parking space was prevalent.

The main reason for the above situation was that enforcement of the parking restrictions was much more difficult before the introduction of parking meters. Enforcement had to be done by the marking of tyres and a return visit to check compliance, which is a much less efficient means of enforcement than using parking meters. With parking meters, only one visit is required.

As the results of the parking survey recently carried out clearly indicate that the objectives of the parking management strategy adopted for the Double Bay Commercial Centre are still being achieved, the introduction of 2 hour free parking in the shopping centre is not recommended.

Issue

Immediately introduce free parking on meters for the first 2 hours and immediately extend the maximum parking time on meters to 3 hours.

Comment

To provide this facility, all the parking meters in the commercial area would need to be modified to provide a button for the activation of the free 2 hour parking.

From discussions with representatives of Leichhardt Council, where some parking meters have been fitted with a button to provide for 15 minute free parking, it appears that such controls are not effective in managing parking turnover. It provides an incentive for motorists to continue to return to the parking meter within the free parking period and reactivate the free parking button to continue to gain additional free parking time. Such action would result in a reduced parking turnover and a lesser number of unoccupied parking spaces available for shoppers seeking an on-street parking space. This action would also negate any proposed 3 hour parking limit as shoppers would continue to activate the free 2 hour parking button. For these reasons as well as the reasons explained in the issue above, the introduction of 2 hour free parking is not recommended.

The introduction of 3 hour parking throughout all of the shopping centre would reduce parking turnover and thereby reduce the parking spaces available for shoppers seeking an on-street parking space. In the streets closest to the centre of the commercial area, where parking demand is greatest and available on street parking is scarce, such action would only further reduce the number of unoccupied parking spaces available. For this reason, this proposal is not recommended for the streets closest to the centre of the commercial area. However, as stated previously in this report, the introduction of 3 hour parking is considered appropriate for the western end of Guilfoyle Avenue where parking occupancy is the lowest.

Notwithstanding the above, the need to provide some 3 Hour parking throughout the commercial centre to cater for persons attending restaurants and other longer stay shops and facilities within the centre has been identified. Whilst the parking management strategy for the shopping centre was for the longer term parking to be accommodated in the off street parking stations and the short term parking to be accommodated on-street, it is considered that some 3 Hour parking could be introduced on the perimeter of the commercial area. It is therefore recommended that the following 2 Hour parking spaces be altered to 3 Hour parking:

- Five spaces at the northern end of Bay Street at William Street.
- Five spaces at the southern end of Bay Street at New South Head Road
- Five spaces at the northern end of Transvaal Avenue, and
- Four spaces on the southern side of New South Head Road west of Manning Road.

A reduced parking meter fee for these 3 Hour parking spaces is not recommended as the spaces concerned are not currently underutilized.

As the introduction of the above 3 Hour parking will reduce turnover in the commercial centre, it is proposed that this be offset by the introduction of a mix of additional 2 Hour and 3 Hour metered parking on the northern side of New South Head Road east of Cross Street (ie Cross Street to No 462 New South Head Road). The introduction of metered parking in this section of New South Head Road was part of the original approval however was not installed at the time due to development works on the corner of New South Head Road and Cross Street.

Issue

Immediately extend the current free Sunday parking to include both Saturday and Sunday.

Comment

As stated earlier in this report, the demand for parking in the Double Bay Commercial Area is greatest on a Saturday. The introduction of free parking on a Saturday would only result in a reduced parking turnover and a reduction in the number of unoccupied parking spaces available for shoppers seeking on-street parking. This would occur because the parking meters would not be able to be used to assist in enforcing the parking regulations. Enforcement would have to be carried out by the marking of car tyres, which is far less efficient than enforcement through the use of the parking meters. Accordingly, this proposal is also not recommended.

Issue

Amend the current unreasonable enforcement methods, and include the introduction of a 15 minute “grace period” for vehicles on either expired meters or in restricted time street public parking spaces.

Comment

From the parking survey carried out, 36% of the vehicles parked in the commercial shopping centre are parked at an expired parking meter. This would indicate that the current enforcement methods used in the Double Bay Commercial area are not so unreasonable as to prevent this from occurring. In actual fact, this non-compliance figure would suggest that enforcement in some areas is ineffective

In relation to the request for a 15 minute "grace period" for vehicles overstaying the time limit, such action would be contrary to the intent of the signposted parking limit. If it is considered that the signposted parking time limit is too short, then the parking limit should be increased rather than a "grace period" being employed.

Issue

As soon as practicable, but as a matter of urgency, instigate the operation of the current “Smart Card” meter facility, including use of credit cards and availability for purchase of pre-paid “Smart Cards” at a number of convenient locations in and around Double Bay.

Comment

A "Smart Card" enables motorists to pay for car parking without having to carry coins. The need to carry coins or obtain change for the payment of parking has been raised as an issue as a lot of people do not carry coins.

The "Smart Card" facility on the parking meters installed in Double Bay will only accept a rechargeable card. It will not accept credit cards.

Wilson Equipment Services, who are the distributors for the Council's Hectronic parking meters, advise:

- that the recharge cards can be credited with any amount required and can be recharged at nominated locations with recharging facilities, usually the Council Chambers, Library or other central location.
- that the cost of the rechargeable "Smart Card" is \$10-12 each when purchased in a bulk order of 1,000, depending upon the artwork and number of colours used in the printing.

Although the use of a "Smart Card" for the payment of parking meter charges has not been used extensively in Sydney, Woollahra's parking meters do have this facility. A "Smart Card" could be made available should there be a demand for the purchase and use of a "Smart Card".

To date, the use of the "Smart Card" facility has not been pursued as it has been found in other Council areas, where this facility exists, that the demand for the parking "Smart Cards" has not been high.

It is recommended that the matter be discussed with the Double Bay and Paddington Chambers of Commerce to determine the likely demand for the parking "Smart Card" and possible arrangements for their sale and for use as a promotional tool for local businesses. For example, some businesses may wish to issue a "Smart Card" to encourage large purchases or repeat custom.

Conclusion:

The results of the parking survey carried out indicate that the parking strategy introduced in July 2002, involving the use of parking meters to help control and regulate the use of on-street parking in the Double Bay Commercial area, is achieving the desired result of parking turnover and available on-street short term parking. Accordingly, major changes to the scheme are not recommended.

The possible increased use of the parking spaces at the western end of Guilfoyle Avenue has been identified. It is recommended that the 77 most westerly metered parking spaces in Guilfoyle Avenue, which are underutilised, be altered from 2 hour to 3 hour parking and that the parking meter fee for these spaces be reduced to \$2.50 per hour.

In addition to the above, it is also recommended that some of the existing 2 Hour parking spaces on the perimeter of the commercial area in Bay Street, Transvaal Avenue and New South Head Road be altered to 3 Hour parking. This is to cater for some of the persons attending restaurants and other longer stay shops and facilities within the centre.

In order to offset the impact that the above may have on parking turnover in the commercial area, it is further recommended that 2 Hour metered parking be introduced on the northern side of New South Head Road east of Cross Street to the property No 462 New South Head Road, Double Bay.

Although the use of a "Smart Card" for the payment of parking meter charges has not been used extensively in Sydney, this Council's parking meters do have this facility. Because of the cost of the "Smart Cards" and the low demand that has been experienced by other councils, it is recommended that the matter be discussed with the Double Bay Chamber of Commerce to determine the likely demand for the parking "Smart Card". Should there be a demand, then it is recommended that a parking "Smart Card" be introduced for use in the parking meters in the Double Bay Commercial Area and at Oxford Street, Paddington.

Process for the Approval of the Recommended Actions

Council will not consider the recommendations of the Community and Environment Committee until 31 January 2005. In order to expedite the matter, it is proposed to submit the recommendations of the Community and Environment Committee to the Woollahra Traffic Committee for approval on Tuesday 1 February 2005. Should Council not endorse the recommendations of the Community and Environment Committee, any alterations to the recommendations can be treated as a late item at the Traffic Committee meeting.

Again in order to expedite the matter, it is recommended that should the Traffic Committee agree to all the alterations recommended by Council, the alterations be implemented without the need for further consideration by the Community and Environment Committee or Council.

Identification of Income and Expenditure:

The cost of making the necessary changes to the signposting, using a stick on transfer, and reprogramming the parking meters to comply with the recommendations of this report has been estimated to be \$1,750.

Whilst a reduction in the parking meter fee for the 3 Hour parking spaces in Guilfoyle Avenue is recommended in this report, it is hoped that an increase in the use of these spaces will offset the reduced parking fee.

To implement the proposed 2 Hour metered parking in New South Head Road east of Cross Street, three new parking meters will need to be purchased. The cost of these meters together with the required signposting has been estimated to be \$40,000. An amount of \$200,000 has been provided in the current budget for the implementation of parking meters. These funds can be utilised to fund the purchase of these parking meters.

Greg Stewart
Manager Public Infrastructure

Warwick Hatton
Director Technical Services

ANNEXURES:

Nil

Item No: R2 Recommendation to Council
Subject: **Oxford Street, Paddington – Review Of Parking Meters**
Author: Jacqui Hansen - Engineer Policy and Projects
File No: 349.G
Reason for Report: Council resolution 1 of 26/7/04 requested that Council review the parking meter times and costs on Oxford Street, Paddington, since the opening of Westfield Bondi Junction

Recommendation:

- A. That the following alterations to the paid parking scheme in Oxford Street Paddington, between Barcom Avenue and Queen Street, be submitted to the Woollahra Local Traffic Committee on Tuesday 1 February 2005 for approval:
1. THAT 27 parking spaces on Oxford Street, Paddington, between Glenmore Road and Underwood Street (Zone 2) be converted to 2 hour parking at all parking times and that the parking meter fee in this zone be reduced from \$3.20 to \$2.50 per hour.
 2. THAT the following parking spaces on Oxford Street, Paddington, be converted to 2 hour parking at all parking times.
 - West Street to Glenmore Road. 13 spaces
 - William Street to Elizabeth Street. 21 spaces
 - Jersey Road to Queen Street. 5 spaces
 3. THAT the following 11 Loading Zones be removed and replaced with metered parking,
 - a) Three spaces adjacent to No 8 Oxford Street, between Barcom Avenue and West Street
 - b) Two loading zone spaces adjacent to No 72 Oxford Street, between Comber Street and Kidman Lane.
 - c) Two spaces adjacent to No 260 Oxford Street, between Underwood Street and Perry Lane.
 - d) Two easternmost spaces adjacent to No 320 Oxford Street, between Perry Lane and William Street.
 - e) Two spaces adjacent to No 380 Oxford Street, between William Street and Elizabeth Street.
 4. THAT Loading Zones on Oxford Street Paddington be converted to operate between 8am and 10.30am seven days per week and to operate as either 1 hour or 2 hour meter parking depending on adjacent time limited parking, at all other parking times.
- B. That Council support a trial of the proposed valet parking scheme, subject to details of the scheme being negotiated with the Paddington Chamber of Commerce. The signage will be subject to the approval of the Woollahra Local Traffic Committee.
- C. That should the Traffic Committee agree to all the alterations recommended by Council, the alterations be implemented without the need for further consideration by the Community and Environment Committee or Council.

- D. That discussions be held with the Paddington Chamber of Commerce regarding the introduction of Smartcards, including anticipated demand, arrangements for distribution, sale and promotional options which would benefit customers and local businesses.

Notices of Motion

The following Notices of Motion were adopted by Council

- 26/7/04 *“That this Council review the parking meter times and costs on Oxford Street Paddington since the impact of the opening of Westfield Bondi Junction, on businesses in Paddington.”*
- 15/11/04 *“That a report reviewing loading and unloading hours/times on Oxford Street Paddington (and also incorporating the review on parking meters in Oxford Street) be brought to Community and Environment Committee for consideration by the Woollahra Traffic Committee.”*

Background:

In July 2002 Council installed parking meters in Oxford Street, Paddington as part of a parking management strategy for the commercial shopping centre.

The objectives of the strategy and the introduction of the parking meters were;

1. improved availability of parking – the primary reason for the introduction of parking meters was to deter long-term parking and the incidence of motorists overstaying the parking time limits, thereby ensuring regular turnover of available parking spaces; and
2. cost effective enforcement – enforcement of restrictions at parking meters is much more effective and efficient than enforcement of sign-posted restrictions. Enforcement officers only have to inspect each parking meter once to determine whether the parking restrictions have been complied with or not, rather than marking tyres and returning later. Consequently more parking spaces can be regulated with the same resources. Because Council can enforce more easily, motorists are less likely to overstay, resulting in greater parking turnover and availability.

Westfield Bondi Junction has undergone a massive redevelopment in recent years. The reopening of the Westfield redevelopment has been staged, with the final stage due to open late this year. There are 30 shops yet to open. The official opening ceremony took place in November 2003.

There have been concerns raised that the reopening of Westfield Bondi Junction has had a detrimental effect on trade in Oxford Street, Paddington. It has been suggested that the parking meter times and costs may be deterring shoppers from visiting Paddington and making shopping at Westfield more attractive.

The Paddington Chamber of Commerce has expressed concerns that the parking meters on Oxford Street are deterring customers from shopping and dining in Paddington. They have written to the Mayor voicing their concerns and proposing possible solutions. The Chamber of Commerce is seeking the following changes;

- All parking areas be made 2 hours.
- That parking meter fees be reduced to \$2 per hour
- Loading zones to cease at 10.30am. After 10.30am Loading zone spaces to be 2 hour parking.
- That Council investigate the possibility of 10 minutes free parking as is now the case in Leichhardt.

The objectives of this report are to survey the current parking situation on Oxford Street, Paddington since the reopening of Westfield, consider the recommendations of the Paddington Chamber of Commerce and investigate how parking can be improved.

Investigation

To assess parking behaviour and to determine whether the objectives of the Parking Management Strategy were being achieved, Council undertook parking surveys along the northern side of Oxford Street, between Boundary Street and Queen Street, for 1 week in September 2004. Unfortunately the weather on the weekend of the survey was cold and wet and this may have resulted in a lower parking demand on these days than is usually the case.

To assist in the analysis of survey results, Oxford Street was divided into three zones.

1. **Zone 1** – Boundary Street to Glenmore Road (Darlinghurst zone). This is a retail and dining precinct containing a cinema complex. It is close to several hospitals. Zone 1 currently contains 15 parking spaces and 7 loading zone spaces.
2. **Zone 2** – Glenmore Road to Underwood Street (Victoria Barracks zone). This zone is opposite Victoria Barracks and contains some residential dwellings. Zone 2 currently contains 27 parking spaces and 2 loading zone spaces.
3. **Zone 3** - Underwood Street to Queen Street (Woollahra zone). This is a primarily retail precinct opposite the thriving Saturday Paddington Markets. Zone 3 contains 51 parking spaces and loading 19 zone spaces.

Parking Survey Results

A summary of the results of the parking survey carried out are shown in the table below:

Zone	No of Parking Space Available	Average No of Spaces Occupied (Range %)	Average No of Spaces Available (Range %)	Average No of parked vehicles overstaying	Average No of parked vehicles overstaying for > 60 mins
Zone1	15	10.2 (68%) 0% to 100%	4.8 (32%)	5.6 (53%)	3.3 (31%)
Zone 2	27	10.5 (39%) 0% to 96%	16.5 (61%)	4.7 (44%)	2.8 (28%)
Zone 3	51	34.0 (67%) 10% to 100%	17 (33%)	17.3 (50%)	11.3 (33%)
Overall	93	54.8 (59%)	38.2 (41%)	27.6 (50%)	17.4 (31%)

The following comments are made in relation to the results of the survey carried out:

- There is high demand for parking at peak times. In Zones 1 and 3 there are no available parking spaces at peak times. Lunchtime on the Saturday is the time of highest demand, reflecting the fact that Paddington is a very popular recreational shopping and restaurant destination on the weekend. The Paddington Markets are held on Saturday and attract customers from around Sydney.
- The utilisation of parking spaces in Zone 2 (Glenmore Road to Underwood Street) was found to be lower. Zone 2 has fewer shops and restaurants than Zones 1 and 3. It also has a number of residential dwellings.
- The weather on the weekend of the survey was wet and cold. As a result, the utilisation and parking demand recorded on the Saturday and Sunday of the survey were probably lower than normal, particularly on the Sunday.
- There is a high number of vehicles parked at an expired meter. This could be due to;
 - non-payment of the meter,
 - overstaying of the paid time, or
 - overstaying of the time limit.
- In Zone 1, on average, 53% of all vehicles parked in the zone were parked at an expired parking meter. In Zone 2, it was 44% and in Zone 3, it was 50%.
- In Zone 1, 31% of all vehicles were found to have been parked at an expired parking meter for more than an hour. In Zone 2 it was 28% and Zone 3, 33%. This percentage is high and would suggest that enforcement in some areas is ineffective.

Recommendations as a Result of the Survey

The following recommendations are made in response to the results of the parking survey carried out:

- At present motorists may park on weekdays for **one hour only** between the hours of 8am and 3pm, and for **2 hours** between 7pm and 9pm. On Saturdays the **one hour only** extends from 8am and 7pm (as there is no Bus Lane on weekends). From 7pm to 9pm on Saturday motorists may park for **2 hours**. On Sunday, motorists may park for **2 hours** all day, 8am to 9pm.
- To encourage the use of the underutilized parking spaces in Zone 2 it is recommended that all the parking spaces in Zone 2 be altered from **1 hour parking** to **2 hour parking** at all parking times.
- As approximately half of the motorists are parked at an expired meter possibly indicating that they are seeking a longer period of parking, it is recommended that approximately 50% of all parking spaces in Zones 1 and 2 be altered from 1 hour parking to 2 hour parking at all parking times we recommend providing a proportion of all spaces as **2 hour** parking spaces at all parking times.
- As more than half of the motorists park for less than the permitted time period, indicating that there is a demand for short term parking, it is recommended that approximately 50% of all spaces in zones 1 and 2 be retained as **1 hour** parking Monday to Saturday.
- The results indicate there is a high level of parking at expired meters. In order to increase turnover and prevent illegal parking, the frequency of enforcement should be reviewed.

Loading Zones

Along the length of Oxford Street, from Boundary Street to Queen Street, there are 30 loading zones. Loading zones currently operate from 8am to 3pm, Monday to Saturday. Between 3pm and 7pm Monday to Friday, Oxford Street operates as a Bus Lane.

In discussions held with the Paddington Chamber of Commerce and Council, representatives of the Chamber have expressed the view that this is an excessive number of loading zones.

The loading zones on Oxford Street have been installed over many years, at the request of adjacent commercial premises. The shops have since changed owners and uses however the loading zones have remained. Consequently there are more loading zones on Oxford Street than necessary.

An analysis was undertaken in September 2004, to assess the use of the loading zones and see whether the premises adjacent to each loading zone actually required the zone. It was found that around lunchtime on a weekday most of the loading zones were parked with cars, thus forcing delivery vans to double park or stand illegally in No Parking and No Stopping Zones.

The Paddington Chamber of Commerce has raised the issue of loading zones on Oxford Street. The Chamber proposes;

The conversion of all Loading Zones to metered parking spaces commencing at 10.30am, on the understanding that all unloading and loading should occur before 10.30am seven days per week.

At present, the existing loading zones operate from 8am to 3pm, Monday to Saturday. Increasing the days of operation to Monday to Sunday would provide businesses with another day to receive deliveries.

The big benefit from this proposal is the provision of 30 additional parking spaces on Oxford Street after 10.30am. There is strong demand for parking around noon and into the early afternoon. This proposal provides additional parking spaces at times when demand is high.

It is therefore recommended that some of the existing loading zones be converted to metered parking spaces and that the remaining loading zones function as loading zones from 8am-10.30am daily, converting to metered parking spaces after 10.30am.

The following recommendations are made for a reduction in the number of loading zones;

	Location	Existing No. of LZ spaces	Proposed No. of LZ spaces restricted 8am-10am	Reason for removal of Loading Zones
1.	Near Barcom Avenue	3	0	There are 3 existing LZ spaces in Barcom Ave.
2.	Near Comber Street	2	0	These properties have rear/side lane access for deliveries.
3.	Near Hopewell Street	2	2	
4.	Near Brodie Street	2	2	
5.	Near Underwood Street	2	0	There are 2 existing LZ spaces nearby in Underwood Street.
6.	Near 276 Oxford Street	2	2	
7.	Near 292 Oxford Street	2	2	
8.	Near 308 Oxford Street (near William Street)	4	2	Too many LZ spaces

9.	Near 346 Oxford Street (near William Street)	2	2	
10.	Near 354 Oxford Street	2	2	
11.	Near 374 Oxford Street	2	0	Other LZ nearby – not required.
12.	Near Elizabeth Street	3	3	
13.	Near George Street	2	2	
	Total	30	19	

It is proposed that the number of loading zone spaces on Oxford Street Paddington, between Barcom Ave and Queen Street, be reduced from 30 to 19. This will add 11 additional parking spaces. The remaining 19 loading zone spaces are proposed to be limited to between 8am and 10.30am, creating 19 additional parking spaces after 10.30am.

Parking Meter Charges

Below is a table comparing the parking meter fees charged by Councils. The parking fees at the redeveloped Westfield Bondi Junction have been included for comparison.

Council	Rates in 1998	Rates in 2004
Woollahra –Paddington	No meters in 1998	\$3.20 per hour
Willoughby	Between 50c and \$2 per hour	\$4.40 per hour
City of Sydney	Between \$1 and \$4 per hour	Between \$1.10 and \$4.40 per hour – depending on proximity to CBD
The ex-South Sydney part of City of Sydney	Between \$3 and \$4 per hour	Between \$3.30 and \$5.50 per hour- depending on proximity to CBD
Waverley – Bondi Junction commercial area	Not surveyed in 1998	\$3 per hour
North Sydney	Between 50c and \$4 per hour	1 hour zone: \$1 to \$6 per hour 2 hour zone: \$1 to \$5 per hour -depending on proximity to CBD
Westfield Bondi Junction		Free 0-2 hours \$5 for 2-3 hours \$10 for 3-4 hours

It can be observed from the table that the parking meter fees at Paddington are comparable to adjoining Councils; Waverley and the City of Sydney.

Parking is provided free for 2 hours at Westfield Bondi Junction, however, this parking is subsidised by the retailers. On street parking in Bondi Junction is \$3.00 per hour.

It is recognised that parking utilisation in Zone 2 is not as high as Zones 1 and 3. To encourage motorists to park in Zone 2, it is proposed that the parking meter fee in Zone 2 be reduced from \$3.20 per hour to \$ 2.50 per hour.

Valet Parking

The Paddington Chamber of Commerce has raised the idea of a valet parking scheme. Preliminary discussions have been held with Council.

The Chamber has proposed that motorists would take their vehicles to the designated drop-off and pick up zone on Oxford Street. A concierge would then drive the vehicles to the St Vincent's Hospital carpark in Darlinghurst. When the motorists wished to leave Paddington, they would call the concierge on their mobile phone. When they returned to the drop-off and pick up zone, their vehicles would be waiting for them. The Chamber has proposed that the drop-off and pick up zone be located in the existing loading zone spaces adjacent to No 96 Oxford Street, between Comber and Hopewell Street, in Zone 1.

Council has reservations about locating the drop-off and pick up space in Zone 1. Zone 1 is near St Vincent's Hospital, so motorists will be able to park at the Hospital themselves and save the valet parking fee. Should the motorists desire to shop in Zone 3, and visit the Paddington Markets, they still have a significant distance to walk up Oxford Street, through Zone 2. The demand for a valet parking service that serves only Zone 1 is not expected to be high. In addition the valet parking scheme, will exclude two valuable parking spaces on the busiest days of the week, Saturday and Sunday, whether it is in demand or not.

Council supports the concept of a valet parking scheme, however, the service must serve traders along the full length of Oxford Street, in all three zones and not just Zone 1 as proposed. It is recommended that Council enter into negotiations with the Chamber of Commerce with a view to creating a scheme that benefits all of Oxford Street.

Smart Cards

Interest has been expressed in the introduction of Smart Cards. A Smart Card is a pre-paid card that can be used to pay parking meter fees. A motorist could pay parking meter fees without carrying cash, if in possession of a Smart Card.

Wilson's Equipment Services, who are the distributors for the Council's parking meters advise:

- That the recharge cards can be credited with any amount required
- That the cost of the rechargeable Smart Card is \$10-12 each per 1,000 depending on the artwork and number of colours used in the printing plus the cost of administration of the scheme.

There are a number of expenditures associated with the operation of a Smart Card facility that Council must consider. Council can purchase the cards in bulk (initial outlay \$10,000) and sell them to traders in Paddington. When the traders sell the cards to customers there will be an associated handling charge, increasing the cost of a Smart Card beyond the \$10. The cost of the Smart Card to the customer must be standardised, so it is uniform throughout Paddington. In addition a facility must be provided for customers to recharge their cards. The cost of installation of the facility and rent of the area it occupies must be considered.

Although the use of a Smart Card for the payment of parking meter fees has not been used extensively in Sydney, Woollahra Council's parking meters do have this facility. A Smart Card could be made available should there be a demand for the purchase and use of a Smart Card. To date the use of the Smart Card facility has not been pursued as it has been found in other Council areas where this facility exists that demand for Smart Card has not been high.

Because of the cost of Smart Cards and the low demand that has been experienced by other Councils, it is recommended that the matter be discussed with the Paddington Chamber of Commerce to determine the likely demand for Smart Cards. Arrangements for the sale and promotion of Smart Cards need to be discussed with the Chamber also. For example, some businesses may wish to issue a Smart Card to encourage large or repeat purchasers. The Smart Card could be used as a marketing tool.

Reduction in the Hours of Operation of the Bus Lane

Preliminary discussions have been held with the RTA regarding a reduction in the afternoon operational time of the bus lane in Oxford Street. The bus lane currently operates from 3.00pm to 7.00pm Monday to Friday. Council is in the process of engaging a consultant to undertake a traffic study with a view to a submission being forwarded to the RTA for their consideration. Should this application be successful, it will provide additional parking within the shopping centre during periods when there is reasonably high demand for parking.

Conclusion:

Parking meters were installed in Oxford Street Paddington to achieve two objectives, improved availability of parking and cost effective enforcement. From the parking surveys undertaken in September 2004 it appears that parking availability has improved and data collection (including infringements) are much easier to observe.

Looking at the parking behaviour two years after the installation of the meters we have the opportunity to respond to the needs of motorists, with more 2 hour parking and less loading zones. It is proposed that motorists be provided with a mix of 1 hour and 2 hour parking on Oxford Street, that eleven loading zone spaces are removed and replaced with parking and that after 10am all remaining loading zones convert to metered parking spaces. To encourage parking between Glenmore Road and Underwood Street, it is proposed that the parking meter fee be reduced to \$2.50 per hour. A valet parking scheme will be investigated and the possibility of reduction in the hours of operation of the bus lane pursued. These improvements should increase the availability and attractiveness of parking in Paddington.

With the recent reopening of Westfield Bondi Junction, the attractiveness of parking in Paddington may have changed and it is necessary for Council to be responsive to the needs of motorists. It is recommended that the Woollahra Local Traffic Committee consider the changes to the paid parking scheme as detailed in this report.

Further it is recommended that additional surveys of parking behaviour be carried out on February 2004 to determine the effectiveness of these measures and the need for any changes.

Process for the Approval of the Recommended Actions

Council will not consider the recommendations of the Community and Environment Committee until 31 January 2005. In order to expedite the matter, it is proposed to submit the recommendations of the Community and Environment Committee to the Woollahra Traffic Committee for approval on Tuesday 1 February 2005. Should Council not endorse the recommendations of the Community and Environment Committee, any alterations to the recommendations can be treated as a late item at the Traffic Committee meeting.

Again in order to expedite the matter, it is recommended that should the Traffic Committee agree to all the alterations recommended by Council, the alterations be implemented without the need for further consideration by the Community and Environment Committee or Council.

Identification of Income and Expenditure:

The cost of making the necessary changes to the signposting, using a stick-on transfer, and reprogramming the parking meters to comply with the recommendations of this report has been estimated to be \$3,000.

Whilst a reduction in the parking meter fee for some of the parking spaces is recommended in this report, it is hoped that an increase in the use of these spaces will offset the reduced parking fee. This will need to be monitored.

To date, no allowance has been made in the budget for the above works.

Jacqui Hansen
Engineer – Policy and Projects

Warwick Hatton
Director Technical Services

Annexures:

Nil