

5.2. Fall Street, Cammeray - Parking Restrictions Petition

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ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS: Nil

PURPOSE:

The purpose of this report is to advise the Traffic Committee of a petition received from residents of Fall Street, Cremorne requesting changes to the parking restrictions and to report on the parking conditions in the street.

EXECUTIVE SUMMARY:

Council received a petition from 9 signatories, all being residents of Fall Street, Cremorne, requesting the unrestricted parking be changed to 8 Hour Parking Permit Holders Excepted, similar to those in Park Avenue. The petition also raised concerns about breaches of the one-way traffic conditions in Fall Street.

FINANCIAL IMPLICATIONS:

There are no financial implications arising from this report.

RECOMMENDATION:

1. THAT the information concerning the petition and parking and traffic conditions in Fall Street, Cremorne be received.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.4 Improved traffic and parking management

BACKGROUND

Council received a petition from 9 signatories, all being residents of Fall Street, Cremorne, requesting the unrestricted parking be changed to 8 Hour Parking Permit Holders Excepted, similar to those in Park Avenue. The Traffic Committee will recall that 8 Hour Parking restrictions were installed in Park Avenue several years ago to discourage trailer parking in the street. The petition claims that the restricted parking in Park Avenue and surrounding streets has pushed trailers, small vans, trucks and commuter vehicles into Fall Street.

The petition also raised concerns about breaches of the one-way traffic conditions in Fall Street.

CONSULTATION REQUIREMENTS

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol.

Relates to ECM No: 8780810

Standard or Guideline Used: AS2890.5; Resident Parking Policy

Signs & Lines Priority: N/A

Precinct and Ward: Parks, St Leonards

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: Impacts as outlined in the report.

DETAIL

Council officers undertook recent site observations in Fall Street to ascertain the relative parking occupancy. Site observations in Fall Street mid-December 2021 revealed an occupancy of 75%. Subsequent site observations in mid-February 2022 revealed an occupancy of 45%. This is an average parking occupancy of 60%. There were no trailers observed parked in the street at the time of the site visits.

Figure 1 Fall Street - typical parking conditions - weekday February 2022



The parking rates in North Sydney are set to demand manage parking and achieve the maximum use of this finite resource. Council generally aims for a maximum occupancy rate of 85% to best make use of the parking resource whilst still ensuring motorists are able to find a parking space.

It is noted that residents claim that the parking issues are more prevalent in the evenings and on weekends. Council's standard restrictions are usually implemented 8.30am-6pm Mon-Fri. Given that the parking occupancy during these times is significantly below Council's targets, it would be difficult to justify parking restrictions in Fall Street. Further, it would be unusual for Council to install parking restrictions only in the evenings or on weekends and it would be inconsistent with signage elsewhere.

In addition, Fall Street is approximately 9m wide with parking on both sides of the street and one-way traffic westbound. If Council were to implement parking restrictions in Fall Street, the parking occupancy would reduce accordingly. This is likely to exacerbate the concerns that residents have raised about vehicles travelling against the one-way flow as the lack of kerbside parked vehicles and wider carriageway would induce greater traffic speeds. Historic traffic counts for Fall Street revealed an 85th percentile speed of 45km/h and volume of 163 vehicles per day with approximately 4% travelling in the wrong direction. The traffic volumes are very low and the proportion of contra-flow traffic is typical for most one-way streets, either intentionally or unintentionally.