

**Item 4.2 - Traffic - 20/03/20**

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

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**To the General Manager**

**Attach:** 1. List of Recommendations  
2. Photos and diagrams

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**SUBJECT:** (4.2) Minor Parking Restrictions

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

**DESCRIPTION/SUBJECT MATTER:**

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

**RECOMMENDATION:**

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

**MINOR PARKING RESTRICTIONS**  
**531<sup>st</sup> TRAFFIC COMMITTEE - 20 MARCH 2020**

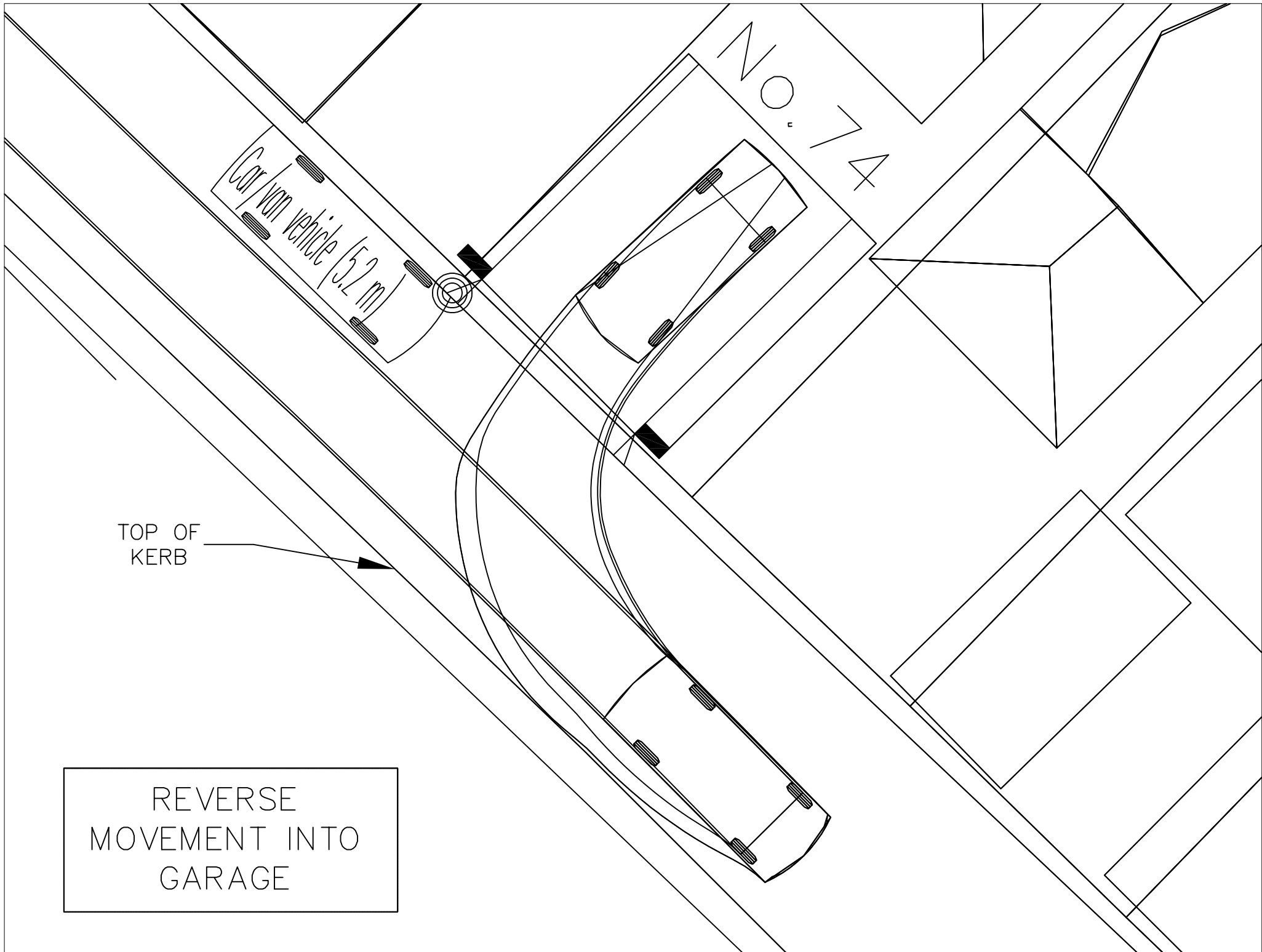
	<b>Street/ Location</b>	<b>Precinct, Ward,</b>	<b>Issue/ Request</b>	<b>Investigation</b>	<b>Rec</b>	<b>Signs &amp; Lines Priority</b>	<b>Standard/ Guideline</b>	<b>ECM</b>
1	Crescent Place, Kirribilli – rear of 74 Carabella Street	Bradfield/ Milson, Victoria	Residents of 74 Carabella Street have raised concerns over vehicles parking in the Crescent Place between the garages of 74 and 76 Carabella Street. It is claimed that the space is not long enough for a vehicle to park and as such when a car is parked at this location, they cannot access their garage.  Also, it is claimed that the footpath on this side of road is not wide enough and with a vehicle parked at this location, foot access to the property's gate is almost impossible.	The site was visited followed by application of AS 2890.1: 2004 which indicates no impediment using a B85 vehicle in and out of garage. The parking space is 4.8 metres long which is adequate for one (1) car to park. Therefore, parking removal is not recommended.  However, the issue of pedestrian access to the property may be resolved by converting the parking space to a motorbike bay which would accommodate up to 4 motorbikes. This potentially provides more room for the property's gate to be accessed, while making use of the limited on-street parking resource.	<b>1. THAT</b> Council undertake community consultation to convert the parking space in Crescent Place between the garages of 74 and 76 Carabella Street to Motorbike Parking <b>2. THAT</b> should no objection be received, Council proceeds to convert the existing parking space in Crescent Place, between the garages of 74 and 76 Carabella Street to Motorbike Parking under delegation to the Traffic Engineer. <b>3. THAT</b> should any objection be received; the matter be referred back to the next available Traffic Committee meeting following community consultation.	1P	AS2890.5	7981689 (IM)
2	Gerard Lane, Cremorne  Between Langley Avenue and Benelong Road	Brightmore , Tunks	Council has received several requests from residents and Brightmore Precinct to install No Stopping signage in Gerard Lane on the north-western frontage of 81 Gerard Lane, Cremorne. It is claimed that there is insufficient road width to park a vehicle at this location.	Gerard Lane is a one-way street with a road width ranging from 4.3m to 4.7m between Langley Avenue and Benelong Road.  The section of Gerard Lane in question has a road width of approximately 4.5m from kerb to kerb. With a vehicle parked on either side of the carriageway, the effective travel lane width will be reduced to 2.7m or less.	<b>1. THAT</b> Council undertake community consultation with regard to the installation of No Stopping signs on the south-western side of Gerard Lane between the driveway of H/No.81 Gerard Lane and the 90-degree bend	2	AS2890.5, ARR 208	8015597 7941157 8001091 8002462 (NW)

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Rec	Signs & Lines Priority	Standard/ Guideline	ECM
				<p>Several residents have raised concerns with difficulties of cars and garbage trucks travelling through the laneway and around the bend due to vehicles parked at this location. Additionally, any cars parked at this location may constitute an offence under Rule 208 (7) of the Australian Road Rules 2008 for not maintaining a minimum 3m clearance alongside.</p> <p>This space may be wide enough to park a motorbike parallel to the kerb while maintaining the 3m travel lane clearance. However, the road gradient at this location is very steep (average 23%) which is considered unsuitable for provision of a motorbike parking space according to the Australian Standards.</p> <p>Considering the location may not be adequate to accommodate any form of parking, it is recommended that No Stopping signs be installed on both sides of Gerard Lane between the driveway of No.81 Gerard Lane and the 90-degree bend. This will result in the removal of up to 4 perceived parking spaces.</p> <p>Additionally, from past records it appears that the No Parking (L) and No Stopping (R) on the northern side of Gerard Lane on the right-hand side of the driveway to 116A Gerard Lane is covered by foliage or missing. This will be rectified under sign maintenance.</p>	<p><b>2. THAT</b> should no objection be received, Council proceeds with installation of No Stopping signs on the south-western side of Gerard Lane between the driveway of H/No.81 Gerard Lane and the 90-degree bend under delegation to the Traffic Engineer</p> <p><b>3. THAT</b> should any objection be received; the matter be referred back to the next available Traffic Committee meeting following community consultation.</p>			
3	Margaret Street, North Sydney	Anderson, Victoria	Council received a petition with 18 signatories from residents in Margaret Street and Clark Street requesting additional parking restrictions in Margaret Street.	The average parking occupancy in Margaret Street is around 92% based on recent inspections. At the time of the last area-wide occupancy survey (2010), the overall average occupancy in Parking Area 1 was 84%. As this is an	<b>1. THAT</b> the Traffic Committee notes that a resident survey for Parking Area 1 will be undertaken in the next round of parking surveys.	N/A	AS2890.5	8031467 (MK)

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Rec	Signs & Lines Priority	Standard/ Guideline	ECM
			<p>The petition requests changes to the existing parking restrictions in Margaret Street, specifically:</p> <p>1) <i>that six (6) 90° parking spots at the upper (south) end of Margaret Street (between HNo. 1 &amp; HNo. 2 Margaret Street) be changed from “2P 8.30am-6pm Mon-Fri Permit Holders Excepted Area 1” to “1/2P 8.30am-6pm Mon-Fri Permit Holders Excepted Area 1”</i></p> <p>2) <i>that three (3) parallel parking spots at the southwest end of Margaret Street near to Whaling Road, adjacent to 32 Whaling Road) be changed from unrestricted parking to “4P 8.30am-6pm Mon-Fri Permit Holders Excepted Area 1”</i></p>	<p>average, some streets in the area experience higher average occupancies, up to 100%. It is possible that the average occupancy in the area overall have increased since that time. Council generally aims for a maximum occupancy rate of 80-90% to best make use of the parking resource whilst still ensuring motorists are able to find a parking space.</p> <p>In the past, Council has undertaken reviews on a street-by-street basis. In streets where parking restrictions have changed there are often flow on-effects to surrounding streets. As a result, some areas have not been reviewed for many years while others have undergone multiple reviews in a shorter period. The staff time to conduct surveys ranges between approximately 20 hours for a single street or up to 60 hours for an area.</p> <p>Residents in Parking Area 1, which includes Margaret Street, will be surveyed in the next round of parking surveys with regard to preferences for parking restrictions.</p>				







Car/van vehicle (5.2 m)

NOVA

TOP OF KERB

REVERSE  
MOVEMENT INTO  
GARAGE





