



INNER WEST COUNCIL

SUBMISSION FROM INNER WEST COUNCIL TO CDS-JV

ON THE PROPOSED OPERATIONAL PARKING & ACCESS STRATEGY FOR WESTCONNEX NEW M5

JANUARY 2019

I refer to your invitation to provide feedback on the New M5 Operational Parking and Access Strategy for St Peters and Alexandria.

Inner West Council is aware of the implications of the New M5 project and has maintained its firm stance against the WestConnex project and previous submissions have reiterated the numerous issues of concern as a result of the project affecting the wider community.

Council understands that the Operational Parking and Access Strategy report created by CPB Dragados Samsung Joint Venture (CDS-JV) was created as a Condition of Approval E42 and was intended to seek community feedback regarding the strategy. In this regard there is a strong need to maximise on-street parking. Despite data suggesting a declining car ownership in recent years, Council continues to spend vast resources on managing on-street parking issues as a significant proportion of residential lots and businesses with very limited or no off-street parking all compete for parking in the area and many would find parking an issue faced on a daily basis. This can be seen in the very high 35.3% response rate from the residents and business survey undertaken by CDS-JV in 2016.

A review of the on-street parking areas found a different level of parking supply to that shown in the report. One of the main issues raised included on-street parking at the intersection of Unwins Bridge Road, Bedwin Road, May Street and Campbell Street. Kerbside approach and departure lanes appear to have extensive full time parking restrictions in place and this is considered unnecessary.

Data from strategic traffic modelling conducted by Veitch Lister Consulting (VLC) as part of Inner West Council's WestConnex Local Area Improvement Strategy suggest that Unwins Bridge Road and May Street will experience a lower traffic volume at the completion of stage 1 and 2 of WestConnex Project. Without an assessment using intersection modelling at this site, the removal of reasonable unrestricted and part time on-street parking in Unwins Bridge Road and May Street is not considered justified. It is recommended that these approach and departure 'No Stopping' zones be minimised as suggested in Table 1 attached to retain maximum parking during off peak periods at the completion of the works as a trial and then be reviewed by Roads and Maritime Services (RMS) with Council input after 12 months.

With Council's recommendations, the permanent loss of parking in Inner West Council LGA is 78 spaces, with 59 new spaces being provided as part of the works, resulting in a net loss of 19 spaces.

Section 3 of the report outlines the results of the parking survey that was undertaken in May 2016. This data was based on average parking rates and no consideration of peak parking rates in local streets. As an example, Council's data collected in Brown Street in August 2018 indicated that peak parking occupancy does not occur until after 10pm to 6am the next morning on a weekday. Regardless of the data results, parking remains an important issue for the local community with increasing pressure from residents for an expansion of the permit parking areas.

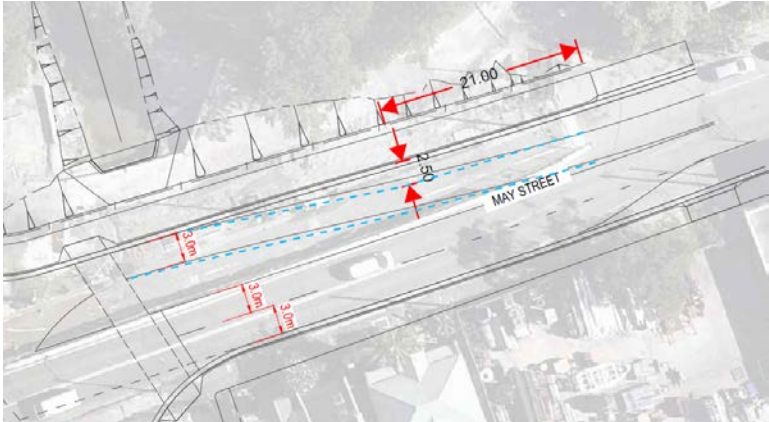
The accumulative effects of WestConnex works as well as the Sydney Metro Marrickville dive site, and other development works currently underway in St Peters and Alexandria has resulted in increased parking demand and reduced amenities for local residents and businesses. With Sydney experiencing significant infrastructure growth, the wider community is concerned with increasing trucks and dog trailers travelling in residential and high pedestrian areas, the introduction of dust and air pollution arising from construction works, and the increased congestion resulting from temporary traffic changes.

Furthermore, Council is very concerned that this community consultation occurred in January 2019 during the school holiday break when residents and businesses may not yet have returned from leave and with a short consultation period, closing on 31st January 2019. This appears to be similar to the WestConnex stage 2 EIS consultation stage which was also undertaken in January 2016. On behalf of the local community, Council requests that the closing dates for submissions be extended to Friday, 22nd February 2019 to allow adequate time for the community to provide feedback regarding this matter.

In conclusion, Council is very concerned with the loss of on-street parking for the local community, including the methodology used to determine parking rates with an average being taken across the day instead of being determined using peak parking rates, and requests that the above comments be seriously considered.

For further information, please contact Council's WestConnex Unit on 📞 9392 5319.

Table 1: Council response regarding WestConnex New M5 Operational Parking & Access Strategy

Location	Comment regarding pre-project parking supply	Comment regarding permanent loss of parking	Revised number of permanent parking spaces lost
Unwins Bridge Road NW	Unwins Bridge Road has about 78m length of 'No Parking 7am-9am Mon-Fri' and 45m length of 'No Stopping' restrictions from the driveway of 1-7 Unwins Bridge Road to Bedwin Road. The existing supply of parking as shown within the report's deed boundary should be 14 spaces not 31 spaces as identified in Table 1 in the report.	<p>The report indicated 10 permanent parking spaces lost, Council's revised figure was 8 spaces.</p> <p>The proposed changes will eliminate on-street parking and be replaced with 3 approach lanes for about 117m which is considered excessive. Reducing the full time 'No Stopping' zone from 117m to 70m will retain all existing parking supply and should not affect the Level of Service of the signalised intersection during the AM peak hour. Council requests that the existing length of parking be retained as a trial in the left turn lane when the intersection is completed. It would then be monitored and reviewed after 12 months.</p>	0
May Street NW	Existing parking spaces in May Street from Bedwin Road to 2 nd driveway of Camdenville Park should be 10 spaces not 28 spaces.	<p>The report indicated 20 permanent parking spaces lost, Council's revised figure was 10 spaces.</p> <p>The proposed changes appear to have a wide single departure lane with full time 'No Stopping' for about 81m from Bedwin Road which could be reduced, subject to truck turning movement requirements. A reduction of the full time 'No Stopping' zone to 50m and a shorter taper as shown in the blue broken line below should retain 4 spaces. This arrangement should not affect the performance of the signalised intersection. Council requests that this arrangement be trialled when the intersection is completed. It would then be monitored and reviewed after 12 months.</p> 	6

May Street SE	Existing parking spaces in May Street from Campbell Street to driveway of No.114 May Street should be 8 spaces not 23 spaces.	The proposed changes will have 2 approach lanes and 'No Stopping' restriction for about 52m from the stop line to the driveway of No.114 May Street which is considered excessive. Reducing the full time 'No Stopping' zone to 30m to the stop line will retain 4 spaces and still be able to store an articulated truck in the left turn lane. This arrangement should not affect the Level of Service of the signalised intersection during the peak hour. Council requests that this arrangement be trialled when the intersection is completed. It would then be monitored and reviewed after 12 months.	4
Brown Street, Florence Street, St Peters Street, Church Street	Parking supply pre project noted.	Loss of parking is due to the widening of Campbell Street road reserve; this is a significant loss of parking that will impact on the local community in these four streets.	40
Barwon Park Road W	Legal supply of parking spaces between driveway of No.53 Barwon Park Road and Campbell Street is 3 spaces not 9 spaces.	The proposed changes at this intersection should still operate even while retaining legal parking for 2 spaces, subject to a detailed vehicle swept path assessment.	1
Albert Street	Parking supply pre project noted.	This is a significant loss of parking that will impact on the local community in Albert Street and nearby area.	24
Princess Highway SE	Existing parking between Campbell Street and Albert Street was 3 spaces and a bus zone. These spaces also had a 3pm-7pm Mon-Fri Clearway restriction.	Permanent loss of parking is due to the widening of Campbell Street road reserve.	3
Campbell Street (on-street)	No existing spaces.	The proposal identified providing approximately 33 indented parking spaces along Campbell Street	-33
Campbell Street (service road)	No existing spaces.	The proposal identified providing approximately 26 angle parking spaces between Florence Street and St Peters Street. These were originally intended to be a relocation of the St Peters Public School carpark.	-26
		Net Total loss within Inner West Council LGA	19 spaces