**ITEM 32.   ITEM FOR COMMITTEE INFORMATION – REVIEW OF PARKING
                CHANGES IN EAST SYDNEY**

TRIM RECORD NO: 2014/515973

RECOMMENDATION

It is recommended that the Committee note the review of parking changes in East
Sydney.

DECISION

BACKGROUND

On 18 September 2013, the Committee approved the installation of ticket parking in the
area bounded by College, Oxford, Crown and William Streets subject to a review
following the adoption of the Neighbourhood Parking Policy.

The City has reviewed parking operations in East Sydney in the area bounded by
College, Oxford, Crown and William Streets. A review was also undertaken prior to the
approval of ticket parking. The purpose of the most recent review is to identify whether
the introduction of ticket parking has achieved its stated aims of:

- Improving availability of parking for residents and businesses; and,

- Improving compliance with signposted restrictions.

COMMENTS

The review of the parking changes which have been implemented in East Sydney has
found that the availability of parking spaces has increased in those areas where ticket
parking has been introduced.

In addition, compliance with the signposted restrictions has improved markedly in those
areas where ticket parking has been implemented.

It should also be noted that there have been no complaints received from residents
relating to the changed parking arrangements. Some businesses have identified that the
changes have impacted on their businesses - however, the complaints have centred on
areas where ticket parking was not introduced. The review has not directly analysed
business impacts specifically attributable to the parking changes.

CONSULTATION

The City consulted local residents and businesses in the area before the implementation
of ticket parking.

FINANCIAL

Not applicable.

ATTACHMENTS

Item For Committee Information – Review of Parking Changes in East Sydney

David Gal, Parking Services Manager

East Sydney Ticket Parking

Review following implementation

Sydney2030/Green/Global/Connected
city of villages

CITYOFSYDNEY

Contents

Background

The City reviewed parking operations in the East Sydney Area bounded by College, William, Bourke and Oxford Streets following requests from local residents to address concerns relating to use of the spaces by commuters and by others who overstayed existing restrictions. The City conducted surveys which found a high level of occupancy and non-compliance with existing restrictions which reduced available space for local residents and customers of local businesses.

There were existing pay parking locations operating in some locations within the proposed area including limited sections of Stanley, Riley, Francis, Crown and Palmer Streets.

The 18 September 2013 meeting of the Local Pedestrian, Cycling and Traffic Calming Committee approved the installation of ticket parking in the area, subject to a review of the implementation following the adoption of the Neighbourhood Parking Policy by Council. The Policy was adopted on 12 May 2014.

This report sets out:
1. The initial review results;
2. Updated review results;
3. A comparison of the results; and,
4. Draws conclusions as to whether the implementation has been successful.

It should be noted that for the purpose of this review, success is defined as reducing occupancy levels to assist residents to find spaces near their homes, and improving compliance levels to improve turnover. This would generally have the effect of providing a greater opportunity to locate a space near a home or for customers of businesses in the area.

Initial Results

Surveys undertaken during September 2012
The table below sets out the results for both occupancy and compliance found during surveys of the area conducted in September 2012, prior to the implementation of paid parking.

Table 1 – Initial Survey Results

Street	Occupancy (%)	Non-Compliance (%)
Barnett Lane	83.33	23.33
Berwick Lane	78.43	20.00
Burton Street	89.77	27.94
Norman Street	100.00	44.44
Sherbrooke Street	79.17	31.58
Liverpool Street	92.14	31.91
Hargrave Street	89.39	18.64
Palmer Lane	55.56	13.33
Searle Street	92.06	24.14
Yurong Street	95.63	16.60

Street		
Francis Street	85.08	19.40
Rosella Lane	92.59	46.00
Crown Street	95.52	27.68
Riley Street	94.34	25.56
Palmer Street	95.11	28.55
Stanley Street	93.40	19.79
TOTAL AVERAGE	**92.08**	**25.78**

Comments on Initial Surveys

The occupancy and compliance rates varies across the site surveyed, however, it was notable that those streets with the lowest levels of non-compliance were those where ticket machines were already installed in parts of the streets.

It is also notable that non-compliance approximately correlated with occupancy. Where occupancy was very high, non-compliance also tended to be high (with the exception of those streets noted above where ticket parking was already installed in parts of the streets).

The overall results for the area confirmed that East Sydney was an area of very high demand for parking, and non-compliance with existing restrictions was substantial.

Updated Results

Surveys undertaken during October 2014

The table below sets out the results for both occupancy and compliance found during surveys of the area conducted in October 2014, after the implementation of paid parking.

Table 2 – Updated Survey Results

Street	Occupancy (%)	Non-Compliance (%)
Barnett Lane	75.76	12.00
Berwick Lane	64.71	3.03
Burton Street	80.63	6.69
Norman Street	64.81	8.57
Sherbrooke Street	65.28	10.64
Liverpool Street	83.61	6.46
Hargrave Street	90.54	22.39
Palmer Lane	49.12	14.29
Searle Street	84.13	11.32
Yurong Street	87.14	12.38
Francis Street	82.80	14.29
Rosella Lane	64.81	2.86
Crown Street	84.71	4.99
Riley Street	87.54	13.26
Palmer Street	82.36	5.30
Stanley Street	78.14	4.55
TOTAL AVERAGE	**82.03**	**8.65**

Comparison of Results

Chart 1 below shows the change in occupancy between the two surveys, and Chart 2 shows the change in compliance between the two survey periods.
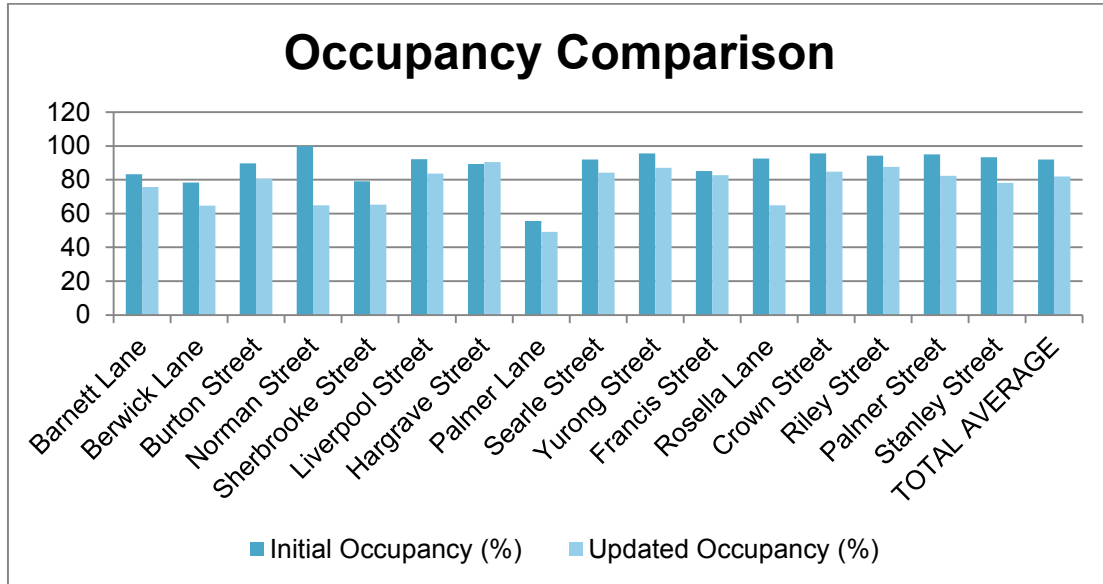
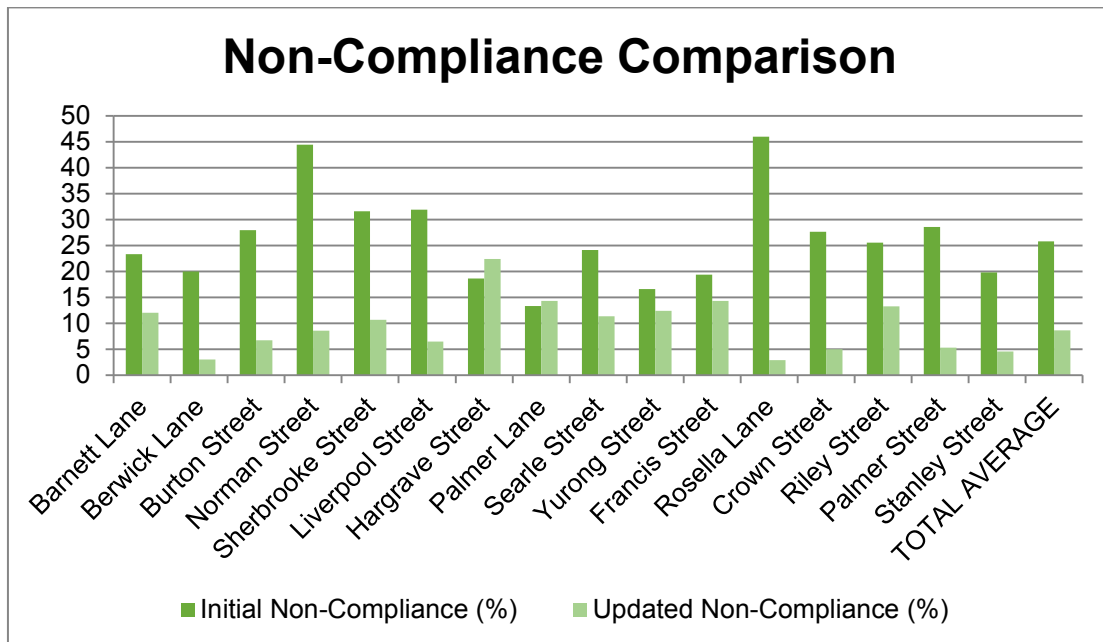**Chart 1 – Comparison of Occupancy**
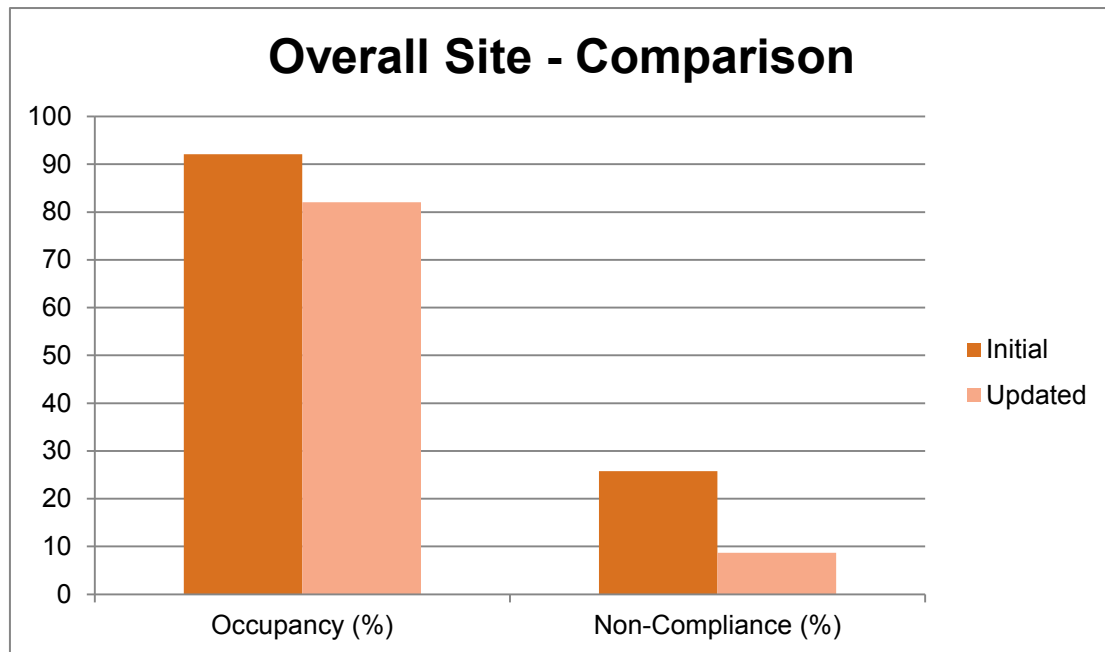

Chart 2 – Comparison of Compliance

Chart 3 shows the comparison in both occupancy and compliance between the two survey periods.

Chart 3 – Overall Site Comparison

Overall Site - Comparison

Comments on Comparison of Results

Both occupancy and compliance have changed significantly across the survey areas following the installation of ticket parking in the East Sydney Area, and as an average:

- Occupancy has reduced by **10.05%**; and,
- Non-compliance has reduced by **17.13%**.

There are some limited areas such as Hargrave Street where both occupancy and non-compliance have increased, however, these are exceptions to the majority of the results.

It should also be noted that the number of infringements issued by the City Rangers has not changed significantly between the two survey periods.

Conclusions

The introduction of ticket parking in East Sydney (with the exception of Stanley Street between Crown and Yurong Streets) has significantly improved occupancy levels in the area - by around 10%, to approximately 80%. This directly relates to the ability of residents and visitors to the area to locate a parking spot at any point in time.

In addition, non-compliance has reduced to around 8.65% from above 25%. There has been no corresponding change in the number of infringements issued in the area over that time. Accordingly, the increase in compliance can be directly attributed to a change in motorist behaviour following the introduction of ticket parking in the area.

The conclusion of this review is that the introduction of the ticket parking in East Sydney has been successful in meeting the goals of improving the availability of parking spaces in the area, and reducing commuter and non-compliant parking. This allows residents and customers of businesses an increased chance of finding a space in the area.