

REPORT TO COMMUNITY, HOUSING, ENVIRONMENTAL SERVICES & PUBLIC WORKS COMMITTEE

Proposal for one-way traffic and outcomes from traffic and parking Study – Park Parade, Bondi (A10/0459)

Report dated 22 June 2011 from the Director, Corporate & Technical Services about the outcomes of the Park Parade traffic and parking study.

Recommendation:

1. Council receive and note the contents of this report.
 2. Council conduct a survey on the introduction of a new geographical area of residential preferential parking in streets bound by Park Parade, Birrell Street, Ocean Street and Bondi Road.
 3. Council conduct community consultation with residents, property owners and business operators between Ocean Street, Bondi Road, Park Parade and Birrell Street on the proposal to make Park Parade one-way after the Waverley Pavilion and Waverley Park facilities have been in full operation for at least six months.
 4. A further report be submitted to Council on the proposal to make Park Parade one-way following the community consultation.
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Purpose of Report

This report presents to Council the results of initial community consultation on the proposal to introduce one-way traffic in Park Parade and to address issues as detailed in the traffic and study for Park Parade.

Background / Introduction

In 2009 submissions on the Draft Waverley Park Master Plan and Waverley Park Pavilion Traffic and Parking Study raised concerns from residents for existing traffic and parking issues in the area surrounding Waverley Park, particularly Park Parade.

The key issues raised in the submissions relating to Park Parade were:

- Safety issues with parents parking or double parking to drop children off and sending young children across the road to the sports fields.
- Parking across driveways and on the grass.
- Difficulty finding a parking space.

Suggestions given in the submissions included:

- Creating parallel or angle parking.
- Making Park Parade one way.
- Suggestions of a kiss and drop zone.

Residents were concerned that if these issues are not addressed then the upcoming completion of the Waverley Park Pavilion may worsen the traffic and parking situation in Park Parade as well as surrounding streets.

Council engaged GTK Consulting to carry out the Park Parade Traffic and Parking Study and to examine the above suggestions to improve traffic and parking in the street. The outcomes of the study were:

- One-way traffic flow could be introduced in Park Parade, however it would only be possible to implement southbound one-way traffic (from Bondi Road to Birrell Street).

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- The average speed (85th percentile) in the street is currently 58km/h. Traffic calming devices such as speed humps and kerb blisters should be introduced to reduce the average speed to the signposted 50km/h.
- Introducing parallel parking on both sides of Park Parade would gain more parking spaces (up to 62 additional spaces) than angle parking due to the number of driveways and width of the street (if one-way traffic is introduced).
- The option to widen Park Parade to allow an additional lane of traffic would cost in excess of \$1million. Council officers are not in favour of this option as it proposed reducing green open space to create additional parking spaces and is very costly due to infrastructure works required.
- A 50m kiss and drop zone should be installed on Birrell Street near the intersection of Park Parade, adjacent to Waverley Park. An additional 150m kiss and drop zone could also be placed in Park Parade near the intersection of Birrell Street adjacent to Waverley Park.
- It will not be possible to install a pedestrian crossing in Park Parade as the traffic and pedestrian counts in the street do not meet RTA warrants.

Council endorsed the traffic and parking study in 2010 for community consultation.

Analysis

- **Consultation**

Since the completion of the traffic and parking study of Park Parade, Council has been contacted by numerous residents concerned about our next steps and the outcomes of the study.

While many residents have noted their objection to the proposal for one-way traffic in Park Parade, residents of Park Parade have noted that they are still experiencing great difficulty in obtaining parking spaces near their homes.

The issue of the traffic and parking study and particularly the one-way proposal was raised at the Penkivil precinct committee meeting in December last year which was attended by a Council representative. At this meeting concern was raised about the impact on neighbouring streets if Park Parade was converted to one-way traffic.

It was decided that Council should conduct further consultation on this issue to determine whether it was feasible to proceed with the one-way proposal.

On 6 June 2011, the Penkivil precinct meeting was opened up to the general public for one hour to discuss the Park Parade one-way proposal and traffic and parking study. An invitation to this public meeting was extended to all precincts in Waverley. The meeting was also advertised on the precinct agendas for Bronte, Penkivil and South Bondi/Watson precincts as it was determined in the study that most users of Park Parade reside in these three precinct areas.

The meeting was attended by 34 local residents. Council representatives summarised the results of the traffic and parking study and the recommended proposals regarding the introduction of southbound one-way traffic, 150m kiss and drop zone in Park Parade, 50m kiss and drop zone in Birrell Street as well as kerb blisters and speed humps.

Issues raised by residents included:

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- Most people need parking over kiss and drop zones. Many parents are observed parking to watch children in sport events rather than drop them off. If the “kiss and drop zone” are signposted No Stopping outside those hours this would unreasonably reduce the potential parking area should the one-way proposal proceed.
- Bennett Street and Ocean Street are already experiencing high traffic and cannot accommodate additional 1,000 cars for the extra 37 car spaces should the proposal proceed.
- Concern was raised over speed in Park Parade – some supported the view that speed humps or other measures are needed.
- Issues of safety with the one-way proposal, with passengers especially children exiting on other side of the car on the traffic side. Council officers explained this would be addressed with wider parking lane, lines down road, speed reduction devices to address these concerns.
- Council officers noted that past surveys (in last 4 years) for resident parking in Park Parade and surrounding streets generally had low response rates and low support.
- The meeting strongly supported a view that the impact upon the surrounding residential area had not been considered when approvals were granted to upgrade facilities in Waverley Park.
- Comments also suggested no matter how many parking places were created, these would be filled by users of Waverley Park at little to no advantage to locals.
- There was general support for making use of the road reserve and widening Park Parade, although Council has previously indicated that this is not a viable option.

There was however general agreement at the public meeting that Council should:

- Conduct a thorough community consultation on the one-way southbound proposal for Park Parade with residents, business operators and property owners in the area between Park Parade, Bondi Road, Ocean Street and Birrell Street. This consultation should only occur at least six months after Waverley Park and Pavilion have commenced full operations.
- Conduct a resident parking survey in Park Parade as soon as possible to address the difficulty of Park Parade residents in obtaining a parking space near their homes.

• **Delivery Program/Operational Plan**

Undertaking the Park Parade traffic and parking study meets *Sustainable Living* strategies:

- L6a – Reduce vehicle and pedestrian accidents by improving road and traffic safety measures
- L9 – Parking, both on-street and off-street, is equitably accessed and effectively managed.

• **Financial**

Indicative estimates for the preferred option of one-way southbound traffic:

One-way southbound:	\$15,000
Install kiss and drop zones:	\$500

Summary

Based upon the public meeting for the Park Parade one-way traffic proposal, Council will conduct further consultation on this proposal once the full impact of operations in the Waverley Park Pavilion and park facilities is known.

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However, as this cannot take place until approximately June 2012, Council officers will conduct a residential preferential parking survey (new geographical area) in Park Parade, Bondi Road, Ocean Street and Birrell Street.

Timeframe

Community consultation will commence in June 2012 after the Waverley Park Pavilion and park facilities have been in full operations for at least six months. Following the completion of the community consultation a report detailing the outcome of community consultation, recommendations from Council officers and detailed cost estimates will be submitted to Council at the earliest.

Resident parking surveys in Park Parade, Bondi Road, Ocean Street and Birrell Street will commence as soon as staff resources and other survey priorities allow.

Recommendation:

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4. A further report be submitted to Council on the proposal to make Park Parade one-way following the community consultation.

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