

HORNSBY SHIRE

LOCAL TRAFFIC COMMITTEE



ATTENTION MEMBER FOR EPPING - Mr Damien Tudehope MP
HORNSBY POLICE – Snr Const Narelle Tomich
ROADS AND MARITIME SERVICES – Mr Zakaria Ahmad
COUNCILLOR MICHAEL HUTCHENCE – Council’s representative
THE MAYOR AND ALL COUNCILLORS – For your information
DEPUTY GENERAL MANAGER INFRASTRUCTURE & RECREATION –
For your information
NSW FIRE SERVICE – For your information
NSW AMBULANCE SERVICE – For your information
TRANSDEV BUS SERVICE – For your information
HILLSBUS SERVICE – For your information
NSW TAXI COUNCIL - For your information

Road: Various
Suburb: Cherrybrook
Location: Cherrybrook Station **LTC No: 07/2019**
File Ref: F2007/00096-06
Electorate: Epping **UBD Ref: 151 N16**
Subject: Sydney Metro Cherrybrook Station Precinct Parking Management Strategy
Date of Circulation: 28 February 2019

REFERRAL OF TRAFFIC MATTER FOR COMMENT OR OBJECTION, IF ANY

SUMMARY

This report details the traffic and parking implications of the Sydney Metro Northwest project Parking Management Strategy that addresses key parking considerations across the project, such as commuter parking, impacts to on-street parking and appropriate responses to parking issues on local roads in the Cherrybrook Station precinct.

Background

Sydney Metro Northwest, formerly the North West Rail Link project is planned to open in the second quarter of 2019 with 13 stations and 4000 commuter car spaces. A new station is currently under construction in Cherrybrook along with a 400 space commuter carpark that will be accessed via a new road 'Bradfield Parade' running parallel to Castle Hill Road, connecting Franklin Road with Robert Road.

Council's involvement with relevant approvals to date (via LTC):

- LTC 36/2015 – Conceptual traffic arrangement for new Cherrybrook station access roads and traffic management.
- LTC 26/2017 - Proposed detail road designs, parking restrictions and traffic facilities.
- LTC 25/2018 - Amendments to approved parking restrictions proposed for Bradfield Parade (new road).
- LTC 07/2019 - Parking management strategy – this report.

Ministers' approval conditions relating to management of parking

As part of the planning approval under Environmental Impact Statement 2 (EIS 2), Sydney Metro is required to prepare a Parking Management Strategy that addresses key parking considerations across the project, such as commuter parking, impacts to on-street parking and appropriate responses to parking issues.

Condition C11 states:

*'The Proponent shall prepare a **Parking Management Strategy** in consultation with the Roads and Maritime Services (RMS), bus operators and Councils to manage car parking impacts at stations and adjoining areas as a result of the operation of the SSI (State Significant Infrastructure). The Parking Management Strategy shall include, but not be limited to:*

- a. the provision of parking spaces consistent with those identified in EIS documentation, except as required by this approval;*
- b. the replacement of lost on street car parking in the vicinity of stations, where feasible and reasonable;*
- c. the safe placement, access to (including safe pedestrian and cycle access) and management of parking;*
- d. a monitoring and reporting methodology for the utilisation of park and ride spaces and impacts on parking supply and turnover on adjoining streets at each station.*
- e. the identification of measures to address on street parking impacts, such as resident parking schemes, should monitoring identify a significantly detrimental impact on local parking supply.*

The Proponent shall be responsible for the coordination of measures in consultation with the relevant Council. The Strategy shall be submitted to the Director-General and the reporting of monitoring incorporated into the Compliance Tracking Program. The monitoring shall be undertaken in conjunction with the monitoring under condition F3 and apply for a minimum of one year following commencement of operation.'

SUBJECT

In developing the Parking Management Strategy for the Sydney Metro Northwest project, Sydney Metro has been consulting with Hornsby Shire Council, The Hills Shire Council and Blacktown City Council, as well as Roads and Maritime Services, bus operators and other Transport for NSW divisions such as the Sydney Coordination Office. Parking management initiatives have been identified and recommended, considering both regional and local impacts, with greater focus on local implications around each wider station precinct.

Separate to the Parking Management Strategy, Council has already approved various types of on-street parking restrictions and traffic facilities on existing public roads in the immediate vicinity of Cherrybrook Station.

The Parking Management Strategy, on the other hand, primarily applies to existing public roads within each wider station precinct and includes recommendations to Council for the implementation of on-street parking management measures to ensure safe and efficient access to the stations for all customers and to minimise the impacts on neighbouring properties.

In assessing where and how parking controls should be applied around Cherrybrook station, existing parking conditions around other interchanges were studied. From detailed analysis of a number of interchange case studies across the Sydney metropolitan area, a number of conditions that shape potential parking recommendations were identified. These include:

- parking management measures are generally implemented around interchanges by radial distance, and are impacted by walking access;
- parking management measures, particularly timing restrictions, are much more finegrained in centres with multiple and higher-intensity uses;
- narrow streets in close proximity to stations, particularly residential, were almost universally time-restricted to limit all-day parking – particularly for weekdays.

Parking changes around the stations are justified for the following reasons:

Proximity to station (0–400 metres)

Greater demand for parking and access is usually seen within proximity to the station. Within close proximity of the station (usually up to 400 metres), priority for on street parking allocation should generally be given to interchange and local town centre users rather than unrestricted commuter parking.

Preserve local amenity

Unrestricted parking in narrow or congested residential streets can create issues with motorists parking partially on lawns, restricting access to driveways and generally impacting amenity.

Safety: maintain sight lines and allow for topography

Sydney's north-west has considerable variance in topography around the new stations. Topography and tight bends in the road may result in the requirement for parking restrictions to ensure that adequate sight lines are maintained for both vehicles and pedestrians.

Safety: proximity to intersection or pedestrian crossing

A number of new intersections and pedestrian crossings are being delivered as part of the project. For the safety of all customers, 'No Stopping' areas should be implemented on approach to intersections and crossings in accordance with, and to enforce the provisions of, the NSW Road Rules.

Safety: retain safe access for emergency and service vehicles

Generally on narrow (less than 7.5 metres width) streets within 600 metres of the interchange, restricted parking will preserve access for emergency vehicles (ambulances, fire engines, police vehicles) and service vehicles (waste trucks, delivery vehicles etc).

Safety: spatial dimensions

On-street parking requires the physical accommodation of both parked vehicles and vehicles attempting to use the road. Depending on road width and lane dimensions, safe and easy access can be accommodated through a variety of means, largely limited by width and parking on one or both sides of the road. This includes regulatory requirements such as minimum distances for parked vehicles within proximity to dividing lines / dividing strips.

Significant demand driven by land use

This is where an existing significant land use is driving either the introduction of parking restrictions, or intensification of existing restrictions. Often these land uses will not have had to compete with commuter or other traffic. Some examples are schools and business-focused activities or recreation facility parking.

Bus access route

A number of streets will need appropriate street widths and turning paths to be kept clear for safe and efficient bus movements.

Network access point

At several locations where streets feed into a single access point in order to enable access to the wider road network, maintaining appropriate egress and access capacity and queuing space will be critical to permit efficient road functioning.

To meet the parking management principles and in consideration of the different reasons for implementing parking changes (proximity to station, local amenity, safety, network access and bus access), Sydney Metro has recommended the following parking restrictions be applied at the wider station precincts in whole or combinations thereof:

- 4P (4 hours);
- 2P (2 hours);
- No Parking;
- No Stopping;
- Bus Zone;
- a combination of the above with day, time restrictions (for example, 9am–3pm Monday–Friday).

Further options such as Resident Parking Schemes and Pay Parking have not been considered by Sydney Metro as part of the Parking Management Strategy, as they would not substantially comply with current RMS Guidelines (Permit Parking Schemes) or have not been supported by Council in the past.

Notwithstanding previous comments in the report regarding potential parking management options, requests for the introduction of Permit Parking Schemes were the most common submission received by Sydney Metro from residents. Permit Parking Schemes are based on guidelines issued by RMS in March 2016 and are primarily designed for locations such as inner city or older high density residential areas where residents often have no or at best extremely limited access to off-street parking including after hours and at weekends. The residential dwellings in Cherrybrook located within the wider station precinct have access to off-street parking in garages and driveways at all times of the day. They will also have ready access to 4P time limited on-street parking during weekdays and unrestricted on-street parking after hours and on weekends. Therefore this would substantially negate the need for a Permit Parking Scheme.

It is noted however that Council is currently undertaking a Hornsby Shire Car Parking Management Strategy. The purpose of the study is to determine opportunities and options for managing car parking in Hornsby Local Government Area (LGA) and develop a parking management strategy for the next 10 years that meets the needs of local residents, businesses, visitors and commuters. There is a growing sense that Hornsby Shire may need to make adjustments in current parking management practices to better accommodate current and future parking demand. The study will focus on issues and concerns relating to parking issues in Hornsby Shire, based on community requests to Hornsby Council which include:

- A. Local residents objecting to all day parking on their street
- B. Residents complaining of parking occurring too close to their driveway
- C. Residents requesting preferential parking at rail stations
- D. Local employees seeking all day parking near centres
- E. Business people wishing to park, load/unload near their business premises
- F. Train and bus commuters seeking all day parking near existing train and bus stations
- G. Parking management on Franklin Road and Robert Road to deter commuter parking generated by the NorthWest Metro.
- H. Brooklyn river residents seeking all day or multi day parking versus Brooklyn visitors requiring shorter stay parking
- I. Berowra Waters river residents seeking all day or multi day parking versus visitors requiring shorter stay parking

CONSULTATION

After considering feedback from Council and other stakeholders, Sydney Metro prepared an Overview Report ([Attachment 1](#)) explaining the proposed changes and commenced a program of consultation with impacted residents and other stakeholders. Feedback on that Overview Report was received across a two week period that concluded on 17 December 2018. At the conclusion of the consultation period a Submissions Report of stakeholder enquiries was prepared ([Attachment 2](#)). Sydney Metro has considered those submissions in consultation with Council officers and where appropriate, amendments have been made to the proposed parking restrictions. Where changes have been made they have mainly involved some relatively minor alterations. Detailed plans of the final proposed parking restrictions around the wider station precinct, including any amendments, are attached ([Attachment 2](#)).

CONCLUSION

The opening of the Sydney Metro Northwest project in the second quarter of 2019 will be of significant benefit to a large percentage of residents in Sydney's northwest across several local government areas. However, it must be recognised that it also has the potential to have some negative impacts on the amenity of those residents living within the wider station precincts such as Cherrybrook.

In order to minimise those impacts, the Parking Management Strategy prepared by Sydney Metro in consultation with major stakeholders including Councils, provides a means of orderly managing on-street parking demand within the wider station precincts while at the same time supporting public transport use and sustainable mode-shifts for commuters.

While the request for resident parking permits is acknowledged, the implementation of any such permits needs to be considered on a shire wide basis and in conjunction with the Hornsby Shire Car Parking Management Strategy currently underway.

ATTACHMENTS

1. Parking Management Strategy Overview Report (26 pages)
2. Sydney Metro's Submissions Report (29 pages)

RECOMMENDATION THAT

1. The Parking Management Strategy prepared by Sydney Metro for the Sydney Metro Northwest project for Council's consideration be endorsed.
 2. The installation of on-street parking restrictions around Cherrybrook station precinct as detailed in Attachment 3 to the report be approved.
 3. That Council review the need to introduce a Resident Parking Scheme in affected timed parking areas following completion of the Hornsby Shire Car Parking Management Strategy.
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Note for voting Local Traffic Committee members.

Under the RMS' 'Delegation of Functions to Regulate Traffic' (operation of local traffic committees) you are required to comment or indicate your acceptance or objection to the recommendation of this report. Your response must be submitted in writing within 14 days of the date of this notice. Please send your response via return email for the item, or email trafficbranch@hornsby.nsw.gov.au For further information please contact Radek Zarzycki on 9847 6616. Upon receipt of your comments the matter will be referred to Council for action.

Radek Zarzycki
Acting Chairman



Date: 28 February 2019