

Item 11

Questions on Notice with Answers

1. Vacant Properties in the City of Sydney

By Councillor Ellsmore

Question

1. What data does the City collect or have access to, in relation to vacant residential properties within the Sydney Local Government Area? (Please provide details)
2. How are vacant residential properties in the City of Sydney Local Government Area tracked and monitored?
3. Is this data available to the public and how can the data be accessed? (Please provide details)
4. What is the number and type of vacant residential properties in the Local Government Area? (Please include most recent data and details)
5. Does the City have data in relation to how many short term holiday homes (e.g. AirBnb) there are in the City of Sydney Local Government Area?
6. Acknowledging that the City of Sydney Local Government Area is among the least affordable Local Government Areas in Australia to rent, what policy or planning options has the City considered, or is currently considering, to encourage the occupation of vacant residential dwellings?
7. What opportunities and challenges exist within the existing NSW Government planning framework for local Councils to address the issue of vacant residential dwellings?

X086664

Answer by the Chief Executive Officer

1. According to the 2021 Census, 16.1 per cent of private dwelling were unoccupied, but there is no indication of what types of dwellings they were. This data is available [here](#) on the Community Profile site or at the ABS site in Table G36 in the General Community Profile.
2. The City does not track or monitor vacant residential properties.
3. Refer to 1.
4. Refer to 1.
5. The NSW Government Short Term Rental Accommodation (STRA) Register (where hosts register and annually renew their STRA property) lists 1601 active properties within the City of Sydney Local Government Area.

6. Councils do not have any planning or other powers to enforce or incentivise the occupation of vacant dwellings.
7. Refer to 6.

2. Industry-Specific Parking Schemes

By Councillor Ellsmore

Question

1. Within the City of Sydney Local Government Area, has any type of industry-specific parking been implemented?
2. What are the details of the 2020 free parking for Emergency Support Workers scheme?
3. Has any type of subsidised parking been provided for arts and hospitality workers? Please provide details.
4. Has the City of Sydney investigated whether this is feasible? Please provide details.

X086664

Answer by the Chief Executive Officer

1. No, however the City's Neighbourhood Parking Policy provides a framework for Support Worker and Carer Permits.
2. The City responded to requests from Area Health Services in 2020 at the height of the initial Covid-19 lockdown to address staff parking requirements around Royal Prince Alfred Hospital. During the Covid emergency, whilst Covid Health Orders were in place, the NSW Government advice was that essential workers should drive to work wherever possible.

The City changed parking restrictions in 30 spaces to "No Parking – Health Workers Excepted". Using a special delegation to the Chief Executive, the City issued 1,422 Temporary Parking Permits to hospital staff (reducing to 695 in 2021). These permits also provided exemptions in other nearby "Permit Excepted" spaces.

There was no detailed assessment of the impact on the City's revenue, however each meter generates on average \$60/day.

The City does not consider this arrangement "a discount at the meter for a particular group". It was not a situation where an individual paid a proportion of the normal fee based on criteria. Temporary permit holders were completely exempt from time restrictions and fees. In spaces signposted "Permit Holders Excepted" no fees apply.

During the peak waves of Covid, the City also issued temporary parking permits to more than 20 other health and emergency organisations across its area.

3. No.

4. No, noting that at present there are no suitable permit categories in the City's Neighbourhood Parking Policy and Central Sydney On-street Parking Policy. Recent changes to the NSW Government's Permit Parking Guidelines provide local government with some increased flexibility in designing permit schemes, but there is no specific reference to schemes for commuters (except to allow park and ride at public transport hubs in outer areas). Any permits that either agency could issue, or workers could obtain (such as Visitor Parking Permits from nearby residents), would only apply in "Permit Excepted" spaces.

There has been no detailed assessment of revenue impact, however each meter "converted" generates on average \$60/day.

3. Approved Park Designs

By Councillor Scott

Question

Within the parks upgrade list, which park designs have been approved? For each approved park:

1. When were they approved?
2. When were they exhibited for community consultation or are planned to?
3. When are works planned to be commenced?

X086668

Answer by the Chief Executive Officer

Council consider and endorse all park designs as part of the project scope. The project scope reports include engagement reports detailing the consultation/exhibition undertaken and indicative timeframes for works.

4. Cyclist and Pedestrian Road Safety

By Councillor Weldon

Question

1. Crash and Casualty data published on the NSW Centre for Road Safety website shows during 2020 and 2021 nearly 5000 cyclists were hospitalised in NSW.
 - (a) How many cyclists were hospitalised in 2020 and 2021 in the City of Sydney Local Government Area?
 - (b) How many pedestrians were hospitalised in 2020 and 2021 in the City of Sydney Local Government Area?
 - (c) What were the streets and roads in the Local Government Area where cyclists were injured requiring hospitalisation?

- (d) What were the streets and roads in the Local Government Area where pedestrians were injured requiring hospitalisation?
2. Are cyclists permitted to ride on George Street in the CBD?
3. If the answer to 2 is yes, where in George Street are cyclists permitted to ride?
4. Are there sections of George Street that cyclists are not permitted to ride?
5. If the answer to 4 is yes:
 - (a) What are the reasons for cyclists not being allowed to ride on the entirety of George Street?
 - (b) Are there signs advising where cyclists cannot ride and where is the signage advising this located?
 - (c) Are there penalties for cyclists riding in locations on George Street where cycling is not permitted?
6. Is the decision about where cyclists can ride on George Street under review or reassessment by the Council?
7. How many cyclist accidents have occurred in George Street since the commencement of light rail operations?
8. How many pedestrian accidents have occurred in George Street since the commencement of light rail operations?
9. Has Council recently conducted a review or reassessment of cycleways in the Local Government Area in cooperation with Transport for NSW.
10. If the answer to 9 is yes,
 - (a) What was the scope of the review or reassessment?
 - (b) Who conducted the review or reassessment?
 - (c) What was the cost to Council of the review or reassessment?
 - (d) When will the findings of the review or reassessment be released?

X086670

Answer by the Chief Executive Officer

1.
 - (a) In 2020 and 2021 there were 42 crashes in which the bicycle rider was seriously injured in the City of Sydney area (source: Centre for Road Safety, crash database).
 - (b) In 2020 and 2021 there were 45 crashes in which the pedestrian was seriously injured in the City of Sydney area. (Source: Centre for Road Safety, crash database)

- (c) Crown Street, City Road, Elizabeth Street, Foveaux Street, Darlinghurst Road, Bourke Street, George Street, King Street, Parramatta Road, McEvoy Street, Cleveland Street, Western Distributor, Epsom Road, Oxford Street, Bunn Street, William Street, Cleveland Street, Burrows Road, Bridge Street, William Street, Albert Street, Eddy Avenue, South Dowling Street, Bourke Road, Young Street, Raglan Street, Park Street, Gottenham Street, Botany Road, Coulson Street, Liverpool Street, Erskine Street, Cathedral Street, Dixon Street, Euston Road.
- (d) Abercrombie Street, Albion Street, Baptist Street, Bay Street, Bayswater Road, Bent Street, Botany Road, Bridge Street, Burton Street, Castlereagh Street, Cleveland Street, College Street, Crown Street, Dacey Avenue, Danks Street, Elizabeth Street, Erskine Street, George Street, Gibbons Street, Goulburn Street, Great Western Highway, Kent Street, Lee Street, Little Regent Street, Macquarie Street, Market Street, Princes Highway, Quay Street, Raglan Street, Riley Street, South Dowling Street, Sussex Street, Wells Street.
2. The road regulations in NSW generally prohibit cycling on footpaths for people over 15 years of age, unless they are accompanying someone cycling who is under 15 years of age. Full details in NSW Road Rule 250.
 3. Refer to 2.
 4. Refer to 2.
 5. Refer to 2.
 6. Refer to 2.
 7. There were no reported bike crashes on George Street, City in 2020 or 2021.
 8. Since 2020 there have been three reported crashes on George Street involving pedestrians.
 9. In November 2018 Council adopted the Cycling Strategy and Action Plan. The Bike Network map adopted in 2018 classifies cycling connections according to network role (regional or local) and status (planned or complete). Updates to the Sydney Bike Network Map are made from time to time due to technical constraints or the like.

The City reported an update of its Strategic Bike Network to Councillors via the CEO Update on 1 April 2022. Transport for NSW were consulted on the update. Updates made reflected changes in strategic priorities agreed with NSW Government and projects completed since the adoption of the strategy.

Since the adoption of the strategy in 2018 great strides have been made in collaboration with the NSW Government to unlock opportunities to improve the strategic outcomes associated with implementing the Sydney Bike Network.

The shifting NSW Government policy and project priorities that have enabled these improvements include:

- better understanding of what is required to improve safety for people riding
- focus on better 'place' outcomes
- reallocation of road space to prioritise walking and cycling

The map revisions inform the scope of work for future capital works projects (major enhancements and asset renewal). There is no substantive change to the Long Term Financial Plan because of the map revisions.

The program priorities are assessed on an ongoing basis with oversight from the Bike Network Delivery Program Control Group. Proposed changes are addressed through the established project governance process and annual Operational Plan process.

10. Refer to 9.