

# **Attachment B**

**Response to Speakers at Committee**

## Neighbourhood Parking Policy - response to speakers at Committee

The table below covers issues raised at the Committee meeting along with issues raised in the speaker's submissions.

Issue raised	Response	Action
<b>Robyn Hall – Resident of Kings Cross</b>		
New developments should have more car parking on-site	<p>The City's planning controls establish a maximum parking provision for new buildings to discourage car ownership and encourage use of public transport, walking, cycling and car share. This is a critical means of managing traffic congestion as there is a close relationship between the provision of parking and increased car use.</p> <p>New residential flat buildings are excluded from the Resident Parking Permit Scheme to limit impacts on the local road network, and prevent intensification of parking competition, including by motorcycles in existing areas. This was a core feature of the 2014 Neighbourhood Parking Policy.</p>	No further action recommended.
Council lets developers to build new apartments without parking and gives some resident parking permits	Residents of new buildings are not entitled to resident parking permits.	No further action recommended.
Dedicated car sharing spaces don't work. The City should not subsidise commercial car sharing businesses.	<p>The City does not directly subsidise car sharing.</p> <p>It is internationally recognised that car sharing reduces the number of vehicles owned by households, which means there are fewer cars parked on the streets.</p> <p>The Office of the Small Business Commissioner wrote to support parking for car share vehicles and supports an increase in spaces dedicated to them because they encourage more foot traffic and are also available for local businesses' use.</p> <p>These issues relate to the City's Car Sharing Policy. The City most recently reviewed its Car Sharing Policy in 2016. The next review is 2019.</p>	The City's Car Sharing Policy will be reviewed in 2019.

Issue raised	Response	Action
<b>Helen Mok – Resident of Pymont</b>		
<b>Visitor Parking Permit</b>		
<p>Were not consulted when annual parking permit was changed in 2014.</p>	<p>In 2014 the City carried out lengthy community consultation on the draft policy, including commissioning surveys to ensure we had a fair cross-section of community views. City staff and Councillors considered hundreds of submissions and heard from numerous speakers at committee meetings.</p> <p>The entitlement to annual visitor permits was maintained for two years to ease the transition.</p> <p>Daily visitor permits have reduced misuse of the annual visitor permits and have improved parking availability for residents.</p>	<p>No further action recommended.</p>
<p>Concern re loss of annual visitor parking permit - there are not enough visitor permits handed out for people who have many visitors</p>	<p>The City is increasing the number of visitor parking permits available to eligible residents as part of this review of the Neighbourhood Parking Policy</p> <p>Council needs to balance the needs of all road users including residents, businesses and visitors.</p> <p>Visitors can also use 2 hour parking or pay parking or leave their car at home and use public transport or cycle.</p>	<p>No further action recommended.</p>
<p>Permits expire at 8am causing anxiety with overnight guests who must legally move their vehicle or use another scratchie if staying on.</p>	<p>Permits are only valid on the day marked.</p> <p>Most signposted parking restrictions enable vehicles to continue parking in the same space once parking restrictions recommence the next day (such as 8am) for the signposted time. In cases where parking is 2P this means a visitor could park until 10am.</p> <p>It is not currently recommended to further increase the number of visitor permits.</p>	<p>No further action recommended.</p>

Issue raised	Response	Action
<b>Tradepersons parking permits</b>		
Six one-week permits are not enough	<p>The proposed Tradesperson's Parking permit is designed to provide an option for small renovations, such as a kitchen upgrade. It provides an additional options to using visitor's permits, or applying for a Works Zone for much larger works.</p> <p>One-day visitor parking permits can also be used for tradespeople. Should the draft policy be adopted, many households will be eligible for 40 or 60 visitor parking permits.</p> <p>The City will monitor the effectiveness of the proposed six x 1 week entitlement to assess its impact on customer service, and parking pressure.</p>	The City will monitor the impact of the proposed entitlement.
Require people to park only in the vicinity of their property, put addresses on the permits	The Neighbourhood Parking Policy of 2014 increased the size of parking areas to make more parking spaces available for a resident if they can't find a space close to their home.	No further action recommended.
<b>Brian Wood, Secretary, Motor Cycle Council of NSW</b>		
Consideration of impact on liveability should be applied equally to all vehicles parking.	While motorcycles and scooters are required to abide by air quality and noise regulations, concentrating a number of vehicles in one parking space increases arrivals and departures from that space.	<p>It is recommended that reference to motorcycle parking at 2.2 be amended to read "<i>As dedicated motorcycle parking zones increase the number of arrivals and departures from a space due to a higher concentration of vehicles the City will seek to locate these zones in such a way as to minimise noise impacts on residents</i>".</p>

Issue raised	Response	Action
Council needs to make it clear in its printed materials that a resident parking permit doesn't have to be on the windscreen.	RMS Guidelines allow resident parking permits to be displayed in a special holder attached to motorcycles if preferred to affixing it to a motorcycle windscreen	City-published material will be amended to advise motorcyclists that it is acceptable to display a resident parking permit on a special holder attached to the motorcycle.

---

### Warren Cartledge, Delegate, MotorCycle Council of NSW

---

City needs to provide more motorcycle parking.	Motorcycles are able to park in any on-street parking space, subject to the signposted restrictions. The City also allows motorcycles to park for free in metered spaces, as long as parking restrictions are observed.	City will continue to install dedicated motorcycle parking in spaces where it is impractical to provide motor vehicle parking.
	The City seeks opportunities to install dedicated motorcycle parking at approaches to intersections and corners where sightlines mean vehicles cannot park, and between driveways where there is not enough room for a regular vehicles. However this provision is subject to the broader concerns about residential amenity.	

Did a survey – members won't use public transport. One survey respondent travels 300km/day.	Central Sydney parking is outside the scope of the Neighbourhood Parking Policy. The Central Sydney On-Street Parking Policy provides a relatively low priority to general vehicle parking, including for motorcycles.	No further action recommended.
	This is in response to the need to preserve kerbspace for higher value uses, to manage the impacts of major development, light rail construction, changes to bus services and construction of cycleways,	

---

### Amanda Farquharson, Resident of Greens Road Paddington (Area 15)

---

People overstay past the time limits, there needs to be more enforcement	The City's Rangers undertake regular and rostered patrols of all parts of the local government area and focus on areas where patrols and community advice indicate high levels of non-compliance.	Rangers to continue to monitor areas proactively.
--	---	---

---

Issue raised	Response	Action
Tradespeople are using 4P parking	<p>(See below re 4hr parking general)</p> <p>Tradespeople are entitled to park in residential areas and carry out important work maintaining and improving resident's properties.</p> <p>The Tradepersons parking permit is likely to very slightly reduce the numbers of Tradepersons parking as vehicles no longer need to move from space to space throughout the day, and tradespersons are able to finish their jobs more quickly.</p>	See below.
Four hour parking should be replaced with 2 hour parking	<p>The policy notes that 2 hour parking is a preferred parking control because it allow reasonable access for short visits without the need for permits and is able to be efficiently monitored by rangers</p> <p>However, there are situation where the community may seek a different control to meet particular local circumstances.</p> <p>Given the strong community interest in kerbside parking management, the City ensures that local residents have an opportunity to comment on proposed changes and to request changes.</p>	Council begin consultation on changes to parking restrictions in Paddington with a view to reducing parking time limits on Greens Road.
<b>Will Mrongovius, Resident, Paddington</b>		
There has only been a short period of time to respond to the final draft Policy	The City deferred the policy to provide more time for the community to consider the policy.	No further action recommended.
<b>Compliance</b>		
Council should set performance standards to address high levels of non-compliance.	Overall compliance with parking restrictions across the City is 86 per cent. The City's Rangers undertake regular and rostered patrols of all parts of the local government area and focus on areas with high levels of non-compliance	Rangers to continue to monitor areas proactively.

Issue raised	Response	Action
<p>Chalking tyres is anachronistic. Rangers should be equipped with a mobile number plate recognition technology, similar to that used by NSW Police. This would increase efficiency.</p>	<p>The City has considered the option of license plate recognition for parking offences however significant data integration across various state and local government business units would be required to obtain meaningful analysis and the cost of this is likely to outweigh the benefits.</p> <p>Rangers have the alternative option of valve stemming which eliminates the need to chalk. Other options e.g. sensor technology are being considered</p>	<p>Rangers to continue to monitor areas proactively.</p>
<p>Publish information on compliance and enforcement quarterly in a form that enables comparative analysis over time and areas.</p>	<p>Given the considerable variation in the parking areas' landuse, visitor patterns and size, it is not considered that compiling information on compliance and enforcement would enable meaningful analysis.</p>	<p>No further action recommended.</p>
<b>Time Limits and Pricing</b>		
<p>Around the Stadium recommended time limits may be not be appropriate because tighter restrictions are required.</p>	<p>Proximity to trip generators is taken into account when time limits are set.</p> <p>Changes to time limits need Local Pedestrian, Cycling and Traffic Calming Committee approval.</p> <p>The preferred response is increased ranger patrols during major events including sporting events and festivals</p>	<p>Rangers to continue with increased patrols during sporting events.</p>
<p>The policy ignores 1 hour parking, it's important, it should be in there.</p>	<p>The draft Policy outlines the circumstances in which 1P can be a preferred restriction.</p> <p>For most residential streets, 2P parking is a preferred parking control because it allow reasonable access for short visits without the need for permits and is able to be efficiently monitored by rangers</p> <p>However, there are situations where the community may seek a different control to meet particular local circumstances.</p> <p>Given the strong community interest in kerbside parking management, the City ensures that local residents have an opportunity to comment on proposed changes and to request changes.</p>	<p>No further action recommended..</p>

Issue raised	Response	Action
Return Greens Road to 2P parking	<p>The policy notes that 2 hour parking is a preferred parking control because it allow reasonable access for short visits without the need for permits and is able to be efficiently monitored by rangers</p> <p>However, there are situation where the community may seek a different control to meet particular local circumstances.</p> <p>Given the strong community interest in kerbside parking management, the City ensures that local residents have an opportunity to comment on proposed changes and to recommend changes.</p>	<p>Council begin consultation on changes to parking restrictions in Paddington with a view to reducing parking time limits on Greens Road.</p>
<b>Resident Parking Permits</b>		
<p>Increasing the cost of the first Resident Parking Permit by 50% is not justified. The increase in cost for a second permit should be higher than the increase for the first, to act as a disincentive.</p>	<p>Council's Fees and Charges process has a community consultation process. All comments on fees and charges received as part of the community consultation for the Neighbourhood Parking Policy will be passed on to the Fees and Charges consultation process and treated as submissions to that consultation.</p>	<p>Fees and Charges process will consider all community submissions.</p>
<p>Residents who choose to use existing garages and on-site parking spaces for other purposes should not be eligible for <i>any</i> residential parking permits.</p>	<p>Where an on-site space exists it is deducted from the number of residential permits to which the resident is entitled. For example, in an area where residents are entitled to 2 resident parking permits and they have one space on-site, they would be eligible for on resident parking permit.</p>	<p>No further action required.</p>
<p>Council should maintain a record of resident onsite parking that is publicly available.</p>	<p>Records of on-site parking are subject to privacy provisions.</p> <p>The City updates a register of onsite parking to inform assessment of resident permit applications.</p>	<p>No further action required.</p>
<b>Visitor Parking Permits</b>		
<p>Oppose more visitor parking permits</p>	<p>The current take up of visitor parking permits (5.7% of households) does not currently pose a significant impact on parking availability. This will be monitored.</p>	<p>No further action recommended.</p>

Issue raised	Response	Action
<p>It's not fair that someone with 2 cars parked on-site gets 60 visitor parking permits while someone with 2 cars parked on the street only gets 20. Treat all eligible households in each Zone the same. All eligible households in Zone B should be eligible for 45 visitor parking permits per annum.</p>	<p>Kerb space is a valuable community asset and the City attempts to share this resource equitably.</p> <p>As part of the 2014 policy review, Council took the position that the use of kerbspace for a resident's vehicle should be the key consideration in determining an eligible household's entitlement to visitor parking permits.</p> <p>The rationale was that households with a resident parking permit use kerb space on a regular basis whereas households without a resident parking permit, for whatever reason, do not routinely use kerb space.</p> <p>Not all households with on-site parking prevent other people from parking because sometimes access to the property is via a narrow lane where on-street parking is not possible</p> <p>If all households were eligible for the same number of permits (e.g. 45) this could increase the number of permits issued. This risks reducing kerb space available for resident parking. For this reason, the City is of the view that this approach should remain in the 2018 policy.</p> <p>This said, in interrogating the October 2017 revision of the draft policy, the City recognised that the wording could cause some confusion due to a drafting issue.</p> <p>The revised draft has addressed this issue by removing the criteria for household eligibility for visitor parking permits (clause 9.2.d) and for carer parking permits (clause 13.2).</p>	<p>It is recommended that the draft policy be amended so that eligible households that have on-site parking and do not have a resident parking permit remain eligible for visitor parking permits and carer parking permits.</p>
<p>Visitor parking permits price should increase as the number utilised increases. eg. The 40th permit should be more expensive than the 1st.</p>	<p>Council's Fees and Charges process has a community consultation process. All comments on fees and charges received as part of the community consultation for the Neighbourhood Parking Policy will be passed on to the Fees and Charges consultation process and treated as submissions to that consultation.</p>	<p>Fees and Charges process will consider all community submissions.</p>

Issue raised	Response	Action
Households that do not use all their permits in a year should be able to exchange them for new ones at no cost.	<p>The price of permits partially covers the cost of administering the scheme, including issuing permits.</p> <p>There would be potential parking pressure if a large number of households carried over a large number of permits for use in a subsequent year.</p> <p>The proposal to allow households to buy their visitor permits in small batches should help assist residents from having unused permits at the end of a year.</p>	No further action recommended.
<b>Visitor Parking Permits - Tradespersons</b>		
The policy is silent on the issue of skip bins occupying on-street parking places.	Bins are not vehicles and are not eligible for parking permits. The Waste Management – Local Approvals Policy, currently in draft, covers this matter.	No further action recommended.
The cost of \$53 for 7 days of parking is very low and open to abuse.	<p>Council's Fees and Charges process has a community consultation process. All comments on fees and charges received as part of the community consultation for the Neighbourhood Parking Policy will be passed on to the Fees and Charges consultation process and treated as submissions to that consultation.</p> <p>The design of the Permit requires a household to provide proof of work to be undertaken.</p>	Fees and Charges process will consider all community submissions.
Council needs to specify what constitutes a trade vehicle.	It is anticipated that the requirement for resident to provide proof of work required will assist in reducing the potential for fraud. This will be monitored.	No further action recommended.
<b>Carers' Parking Permits</b>		
Residents who require carers parking should not be denied this vital service just because their household is not eligible for a Resident Parking permit.	<p>New residential flat buildings are excluded from the Resident Parking Permit Scheme to limit impacts on the local road network, and prevent intensification of parking competition in existing areas.</p> <p>Parking including visitor parking is generally available within developments.</p>	No further action recommended.

Issue raised	Response	Action
<b>Prevention of Fraud and Misuse</b>		
Council needs to monitor misuse of permits. Concern about visitor parking permit trading scheme operating on SCG precinct event days.	Council routinely scans websites to check permit sales. Privacy laws prevent the City's access to information held by other government agencies. The City requires applicants to provide the necessary documentation at the time of applying for permits.	Council to continue to monitor use of permits.
<b>Hardship - exceptions to Policy</b>		
The parking policy should include a mechanism to enable individuals to request an exemption from the policy requirements, such as the need for extra visitor parking permits.	<p>The draft policy limits the <u>waiving of policy</u> elements on hardship grounds to be consistent with the provisions of the Schedule of Fees and Charges and the requirements of the Local Government Act which allow the <u>waiving of fees</u> on hardship grounds.</p> <p>It is considered that the underlying policy framework is delivering the intended outcomes.</p> <p>Residents will benefit from proposed changes, such as additional visitor permits, ability to buy visitor permits in smaller numbers, the provisions for Carers and Care Workers, and the creation of permits for visits by tradespeople.</p>	No further action recommended.
<b>Short-term rentals</b>		
The draft policy is silent on the issue of short term rental vehicles and parking permits.	Each eligible household is entitled to use their allocation as they choose. Residents must prove their eligibility for parking permits.	No further action recommended.
<b>Ms Pip Palmer, resident of Edward Street, Glebe</b>		
The 2 hour parking 8am to 6pm Monday to Friday proposed to address backpackers parking next to the Buddhist Temple on Edward Street won't work	<p>Introducing 2 hour parking 8am to 6pm Monday to Friday restrictions prevents long-stay parking and provides more parking opportunities for residents and visitors to the area.</p> <p>2P parking restrictions are installed to deter all-day commuter parking and provide more parking opportunities for residents and visitors to the area.</p> <p>Two-hour parking restrictions are best placed to achieve this balance because they allow reasonable access for short visits without the need for permits, and are able to be monitored by rangers.</p>	Council continue to liaise with residents on proposed changes to parking restrictions in Glebe to introduce parking time limits on Edward Street.

Issue raised	Response	Action
Replace some 2 hour parking with unrestricted parking	Converting 2P restrictions to unrestricted parking would likely exacerbate backpacker parking, while at the same time encouraging commuters to drive to the city and park all day in residential streets. This would undermine the proposed parking restrictions recommended in the row above.	No further action recommended.
Can the City stop people from sleeping in their vehicles on-street?	It is not against the law to sleep in lawfully parked vehicles. Under the Local Government Act, the City cannot install signage to regulate the use of vehicles on roads, including for the purposes of sleeping.	No further action recommended.
Can the City install "No camping" signs?	Under the Local Government Act, the City cannot install signage to regulate the use of lawfully parked vehicles on roads, including for the purposes of sleeping.	No further action recommended.
Backpackers put chairs, camping equipment and other items on the street	The City Rangers can enforce this if they observe backpackers obstructing a footpath.	Rangers to continue enforcing footpath obstruction.
Stop backpackers urinating, defecating, dumping, washing etc. on-street, or singing and talking loudly to each other outside their vehicles on-street?	Anti-social behaviour, including urinating or defecating in the street, is primarily the responsibility of the NSW Police	No further action recommended.
What can the City do to remove abandoned vehicles?	The community can advise the City about concerns with vehicles that appear to be abandoned and rangers can report unregistered vehicles to the police, but must first determine if the vehicle has been abandoned.	Rangers to continue reporting unregistered vehicles to police.

Issue raised	Response	Action
<b>Bruce Davis – resident of Pymont</b>		
<p>Concern re loss of annual visitor parking permit - there are not enough visitor permits handed out for people who live in an area with very tight parking restrictions</p>	<p>Through the revised Neighbourhood Parking Policy the City is increasing the number of visitor parking permits available to eligible residents. Residents in eligible households in Pymont with no resident parking permits will be eligible for 60 visitor parking permits (an increase from 45), should Council adopt the policy as recommended.</p> <p>Council needs to balance the needs of all road users including residents, businesses and visitors.</p> <p>Visitors can also use pay parking or leave their car at home and use public transport or cycle.</p> <p>It is not recommended to increase the number of visitor permits further than is recommended at present.</p>	<p>No further action recommended.</p>
<p>Council should bring back an annual visitor parking pass for certain areas</p>	<p>Daily visitor permits have reduced misuse of the annual visitor permits as well as the impact on parking availability for residents.</p> <p>The Draft Policy has a principle of consistency in order to achieve fair and equitable outcomes across the City. Offering annual visitor permits in some areas only would not be consistent with this principle.</p>	<p>No further action recommended.</p>
<p>Now that there is 1 hour parking 24 hours a day, there is no parking pressure</p>	<p>It is not recommended to increase the number of visitor permits further than is recommended at present as this could lead to more parking pressure.</p>	<p>No further action recommended.</p>

Issue raised	Response	Action
<b>Councillors</b>		
<b>Clr Miller</b>		
<p>Could we put more motorcycle parking near stations at the fringe of the City so people don't have to drive all the way in?</p>	<p>The concept of park and ride at public transport nodes is broadly supported. However there is limited opportunity in the City due to density of development and transport networks, with most areas served by transit within walking distance and competition for kerbspace around activity hubs and stations, and in other areas used by residents. Transport for NSW has a broader program of commuter car and motorcycle parking at suburban rail stops. These are usually at transport hubs further than 10km from the city centre, which are generally outside the City of Sydney local government area.</p>	<p>No further action recommended.</p>
<b>Clr Vithoulkas</b>		
<p>What are the policy requirements about business car insurance</p>	<p>Under the draft Policy, the City would require vehicles to be registered and insured for business use. This requirement was supported by the Sydney Business Chamber. However, there are concerns that this insurance requirement may impact on some small businesses, who may legitimately use vehicles for the purposes set out in the draft policy, but that may not be eligible for that type of insurance. For this reason, it is proposed to remove this requirement, as per the amendment.</p>	<p>It is recommended that the draft policy be amended so that the requirement for business insurance for vehicles be removed.</p>
<p>How will vehicle eligibility for business parking permits be determined.</p>	<p>The current eligibility criteria limit permits to businesses using vehicles that are eligible to park in a loading zone. Businesses which have applied using this criteria give a strong indication of the types of businesses for which a vehicle is essential to carry goods in the course of daily trade and include: cafes and restaurant, cultural industry such as art galleries and event producers, food and liquor supplies, IT industry.</p>	<p>No further action recommended.</p>

Issue raised	Response	Action
<b>Clr Phelps</b>		
Should the policy consider skips bins, as it considers parklets and, like bins, they're not vehicles.	The management of skip bins is incorporated into a comprehensive Waste Management – Local Approvals Policy. It is appropriate to keep skip bins in that Policy because it keeps all information about waste management in a single location. The Neighbourhood Parking Policy addresses modified, vehicular parklets. These are vehicles under the road transport legislation, and therefore are subject to parking restrictions.	No further action recommended.
<b>Clr Foster</b>		
Could information be provided on how the policy addresses enforcement	The policy recognises that deterrence of non-compliant behaviour is a key element of parking management and sets out the City's approach of to manage compliance including careful planning to monitor areas proactively, routinely monitoring compliance levels and focusing enforcement on areas with low levels of compliance. The policy also recommends the adoption of ticket parking to improve compliance.	No further action recommended.