

A.COMMUNITY ENGAGEMENT OUTCOMES REPORT

INNER WEST



Leichhardt West Precinct Parking Study

Engagement outcomes report

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Summary

This engagement Outcomes Report outlines the feedback received during two stages of community engagement: the day-to-day survey with the community and public exhibition of the draft Leichhardt West Precinct Parking Study.

The initial survey was conducted from November to December 2020. Overall, 579 people participated. Of these 94% lived in Leichhardt West, with other responses contributed from neighbouring areas. Responses indicated 72% of the respondents indicated that they had trouble finding parking daily in their area.

This information was used to inform the draft study, which was placed on Public Exhibition in September/October 2021. A total of 4,319 letters were mailed out with a colour map of the study area and a link to provide comments online through yoursay. Paper questionnaires were also provided on an as requested basis.

Council's Have Your Say in Leichhardt West website had 901 visits and 265 submissions received. A further 14 submissions were received via email, customer service enquiry, and post. This represents a response rate of 6.5%.

The feedback can be summarised into the following themes:

- The lack of support for introduction of pricing on second residential parking permit in Leichhardt West
- Support for resident permit scheme (RPS) to be introduced around the Epicure development
- Support for introduction of angle parking in sections of Edith Street and Elswick Street North
- Mixed opinions about visitor permit reform and long term option of extending the Resident Parking Scheme into the Market Place Precinct and Taverners Hill Precinct within the study area.

Background

The Leichhardt West Precinct Parking Study reviews how parking is managed and investigates opportunities for improvement. This includes reviewing current parking strategies and policies, including the existing Resident Parking Scheme and potential to extend the scheme.

The review combines community sentiment and technical studies, including:

- Current parking management, supply and demand of parking, distribution of residential and commercial parking including long-stay and short stay parking.
- A review of current parking strategies and policies, including permit allocation in the Resident Parking Scheme.

Stage 1 – Initial Community Insights

In order to understand the day-to-day community views on the current parking situation, Council directly engaged with the local community including residents, business owners and shopkeepers.

Overview

The initial survey was conducted from November to December 2020. Overall, 579 people participated. Of these 94% lived in Leichhardt West, with other responses contributed from neighbouring areas. Responses indicated 72% of the respondents indicated that they had trouble finding parking daily in their area.

Engagement Methods

The community could provide feedback online via Your Say Inner West or request a paper copy of the questionnaire. Paper responses could be submitted via email or post.

Promotion

The opportunity to participate was promoted via:

- Council's social media
- Your Say Inner West E-news and homepage
- Letters to residents and businesses
- Council website

Who did we hear from?

- Overall, 94% of respondents living in the Leichhardt West area. Other responses came from neighbouring suburbs
- The majority of participants (84%) were received from people living in a house and 45% usually are able to park less than 100 metres away from their place of residence
- 43% have access to off-street parking at their residence

What did they say?

The questionnaire asked participants about their views on different aspects of parking management in Leichhardt West, especially concerning ways to manage residential parking and commuter parking. The results and commentary are provided below.

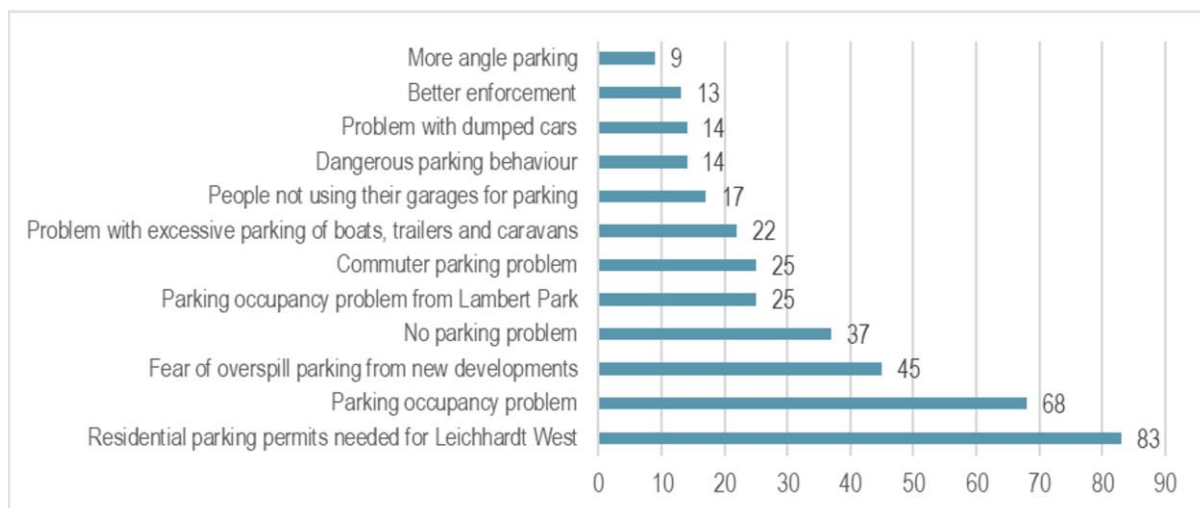


Figure 2.17: Respondents' perceptions of key parking issues in Leichhardt West

The key insights to the responses are as follows:

- 94 per cent of the respondents responded "Yes" to living in Leichhardt West
- 84 per cent of the respondents live in a house
- 45 per cent of the respondents usually park less than 100 metres away from their place of residence
- 43 per cent of the respondents responded "Yes" to having off-street parking at their residence
- 72 per cent of the respondents responded having trouble finding parking daily in their area
- Throughout the week, evenings/nights are the most chosen timeframe for issues finding a parking spot near the respondents' residence

The respondents highly favoured resident parking permits to be made available to a wider range of streets across the study area. There was also a substantial number

of respondents noting that occupancies across Leichhardt West were often too high, and that parking demand often exceeded supply. Additionally, residents were concerned that the increasing density through new residential developments would create overspill parking issues for residents in nearby single-occupancy dwellings.

Stage 2- Engagement outcomes of draft Leichhardt West Precinct Parking Study placed on public exhibition

Overview

A total of 4,319 letters were mailed out with a colour map of the study area and a link to provide comments online through yoursay. Paper questionnaires were also provided on an as requested basis.

Council's Have Your Say in Leichhardt West website had 901 visits and 265 submissions received. A further 14 submissions were received via email, customer service enquiry, and post. This represents a response rate of 6.5%.

Engagement Methods

During public exhibition, the community could provide feedback via:

- An online feedback form on Your Say Inner West
- Via email
- Via post

Promotion

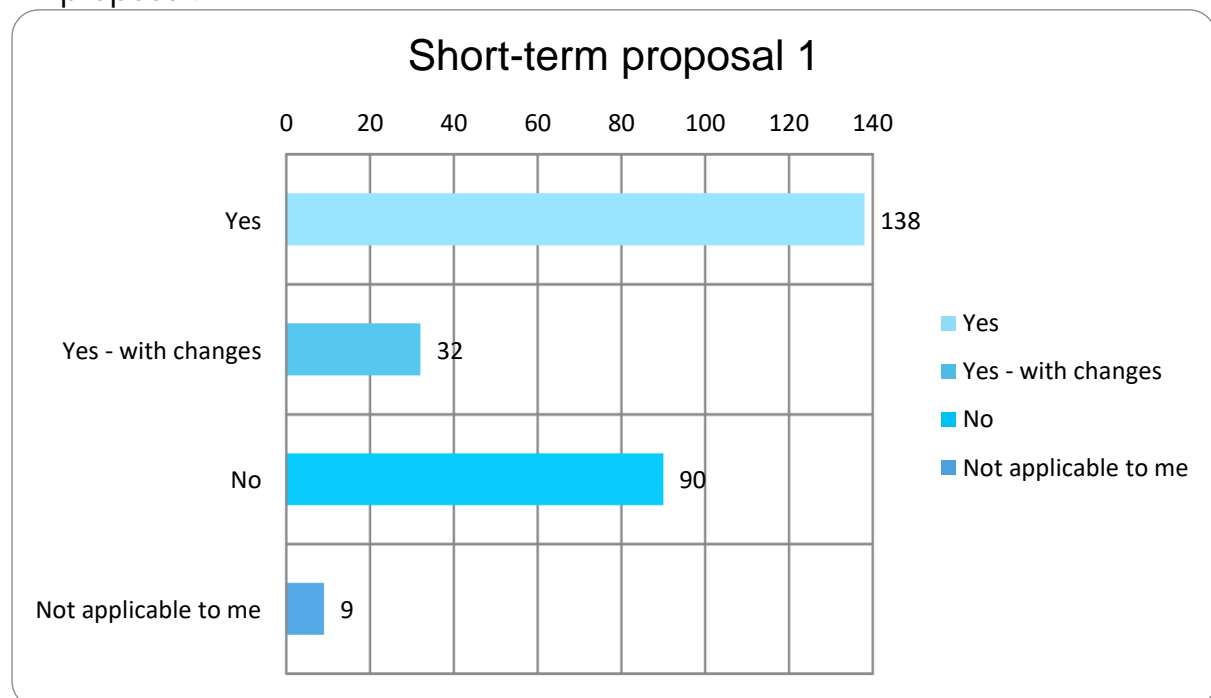
The engagement was promoted via:

- Letters mailed to 4,318 addresses, including residents and businesses, with a colour map of study area and link to yoursay online engagement form
- YourSay Inner West E-News
- Council Website

Who did we hear from?

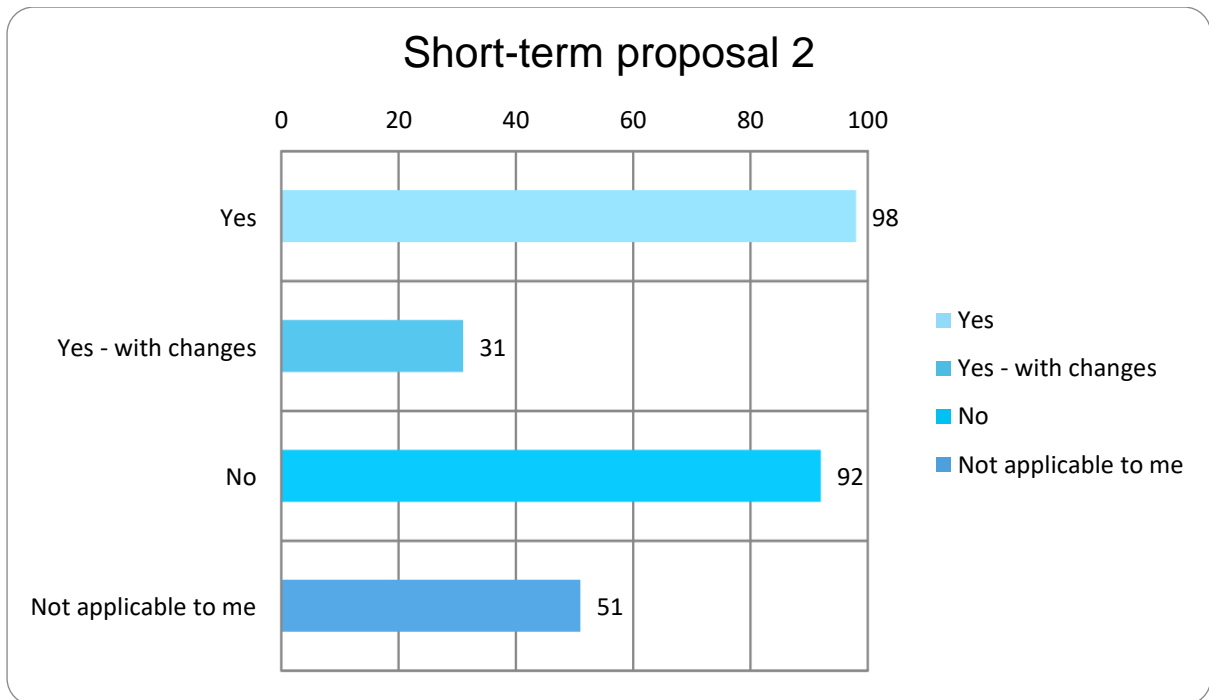
Those who provided feedback comprised mainly of residents from Leichhardt West, with smaller groups of business operators, visitors and others. The online results of the various questions that formed part of the online survey are graphed and detailed below.

- 1) Short-term proposal 1 (Parking permits):** manage how we approve residential parking permits based on parking capacity within the study area. The overall number of Leichhardt Zone 1 (L1) resident parking permits should not exceed the total L1 parking capacity within this Area. This may help residents find a parking space near their residence. Do you support this proposal?



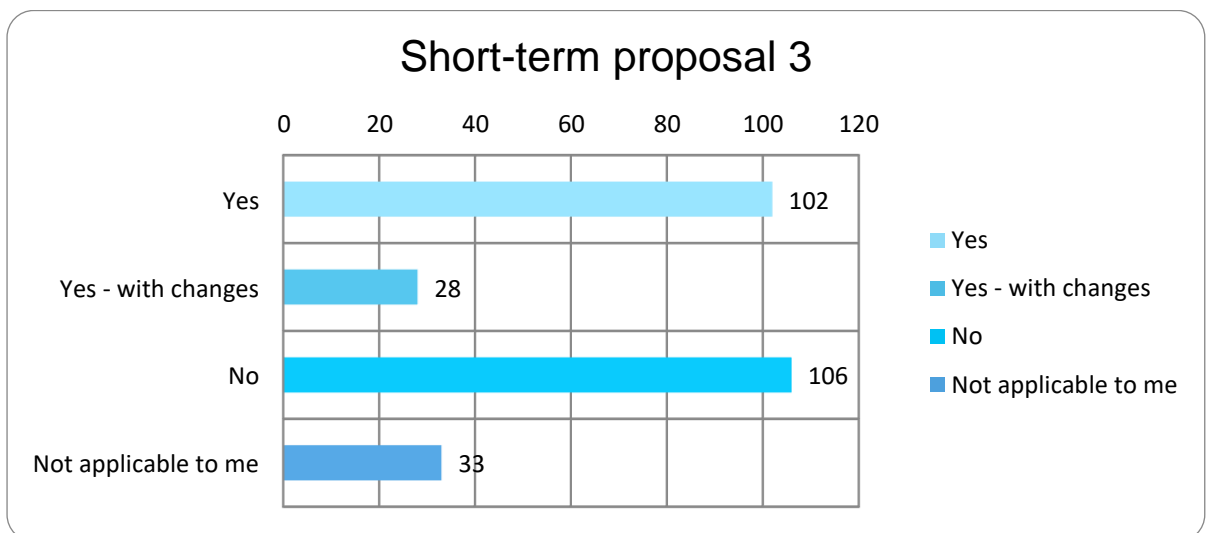
Majority of the participants (65% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no') supports this short-term proposal, agreeing that the overall number of Leichhardt Zone 1 (L1) resident parking permits should not exceed the total L1 parking capacity within this Area.

- 2) Short-term proposal 2 (Parking Scheme):** Expand the Resident Parking Scheme to include streets surrounding the Epicure Collection residential complex. This measure may help reduce parking issue for residents in the streets surrounding the Epicure Collection development. Streets affected: area bounded by Foster Street, Regent Street, Elswick Street, Athol Street, Whiting Street and High Street. Do you support this proposal?



Majority of the participants (58% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no') supports this short-term proposal.

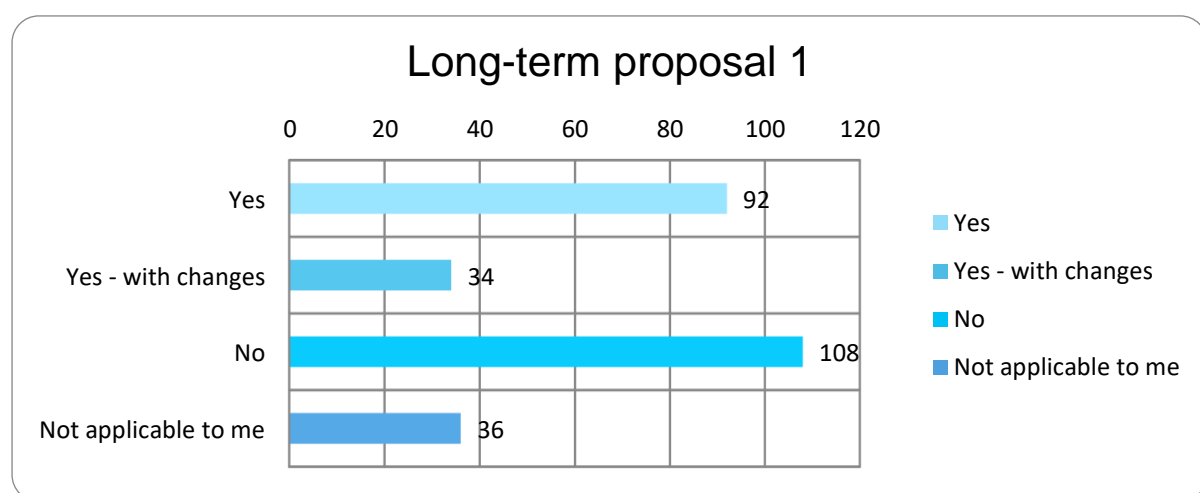
3) Short-term proposal 3 (Parking restrictions): Introduce a consistent restriction for all current resident parking scheme to streets in the study area. This restriction will be '2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area LI'. Streets affected: All streets that currently have a resident parking. Do you support this proposal?



Majority of the participants (55% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), however more participants answered 'no' as opposed to 'yes' in regards to introducing a consistent restriction for all current

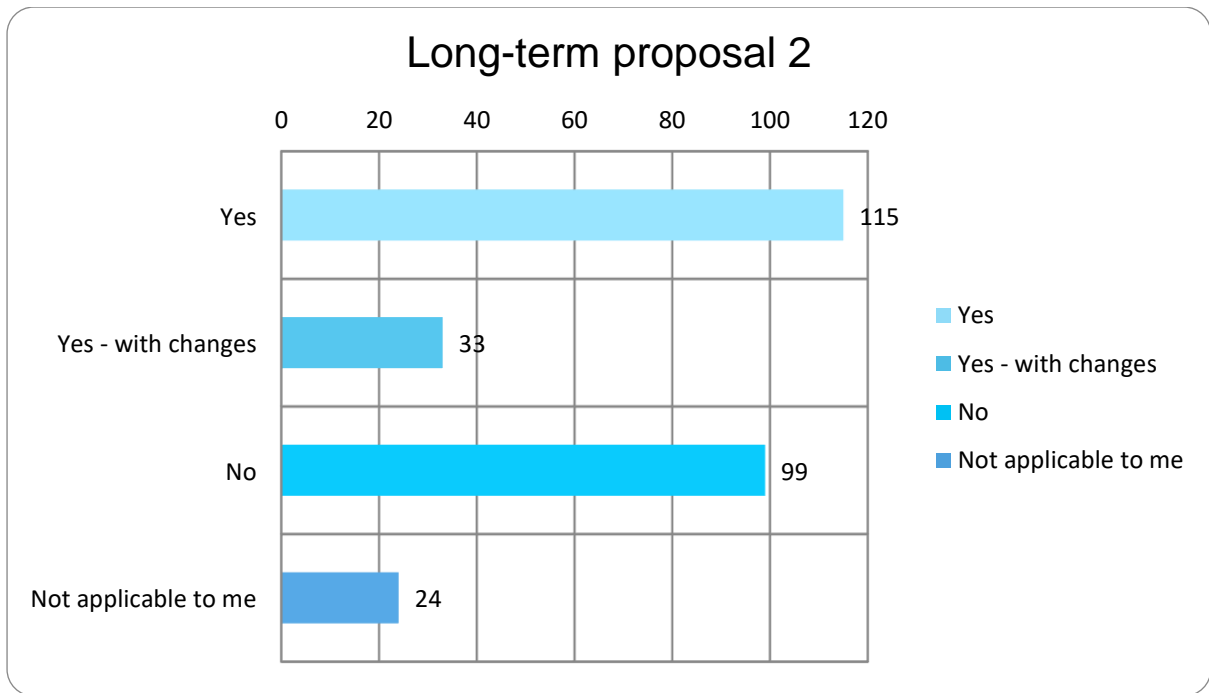
resident parking scheme to streets in the study area. Key issues raised relating to the proposal included its negative impact for residents to have visitors at night during the week and on weekends.

4) Long-term proposal 1 (Parking Scheme): Expand resident parking scheme to streets in the Taverners Hill Precinct and Leichhardt Marketplace Precincts. The consistent restriction will be '2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area LI'. Streets affected: Taverners Hill Precinct bounded by Hawthorne Canal, Parramatta Road, Elswick Street, Myrtle Street, Lords Road, Lambert Park. Leichhardt Marketplace Precinct generally bounded by Foster Street, Lords Road, Elswick Street, Regent Street. Do you support this proposal?



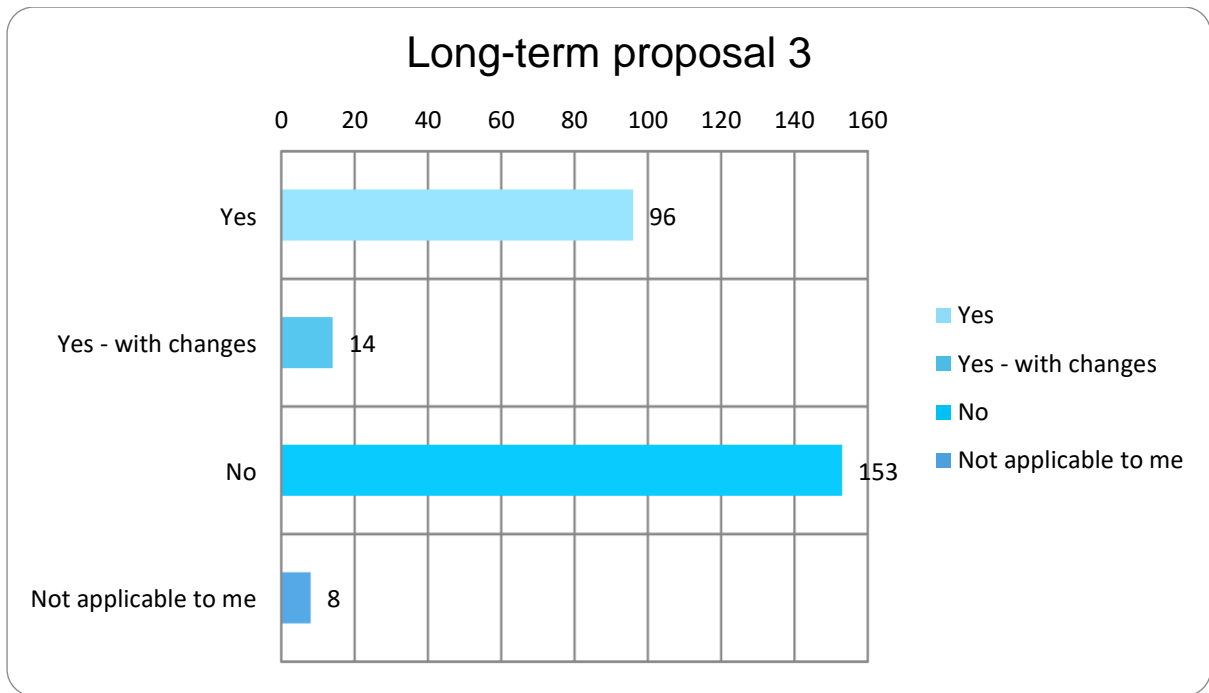
Majority of the participants (54% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), however more participants answered 'no' as opposed to 'yes' in regards to oppose to this long-term proposal of expanding resident parking scheme to streets in the Taverners Hill Precinct and Leichhardt Marketplace Precincts.

5) Long-term proposal 2 (Parking provision): Advocate that new housing developments provide up to the maximum parking allocation for residents of units. No visitor parking will be provided. This will be considered as part of the upcoming Inner West Development Control Plan to manage future demand for parking. Areas affected: Taverners Hill and Leichhardt Marketplace precincts. A map is provided on page 32 of the report. Impact: This will result in no on-site visitor parking provided in new developments encouraging visitors to travel via public transport. Do you support this proposal?



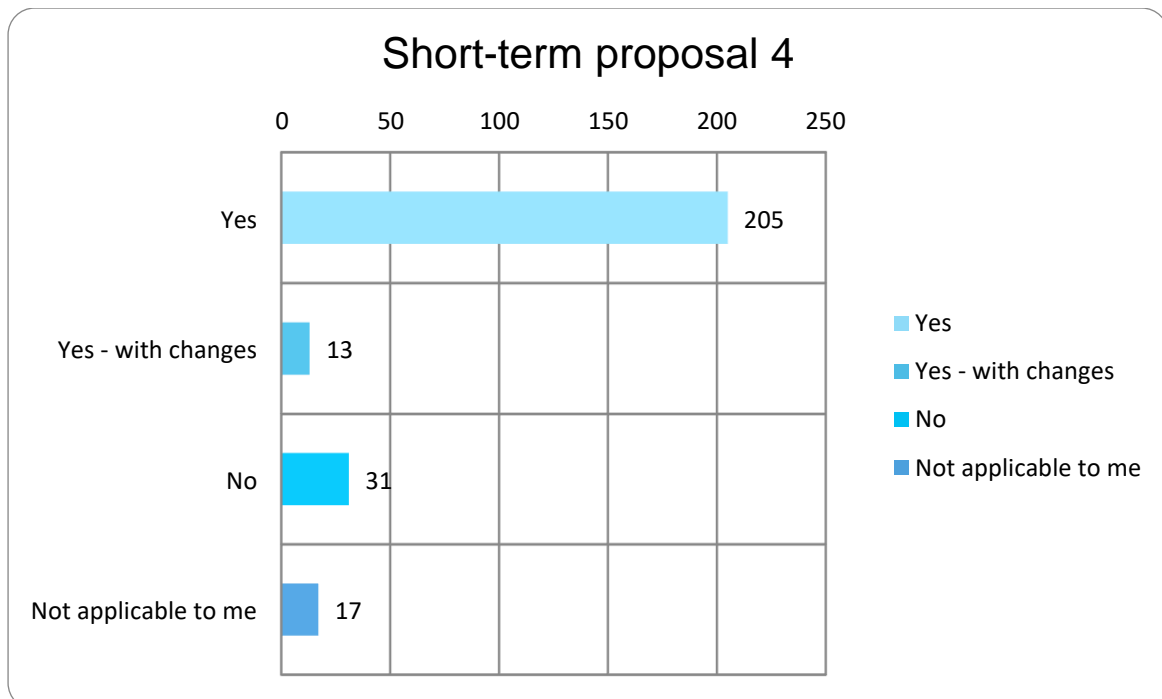
Majority of the participants (60% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), indicating support this long-term proposal of new housing developments in Taverners Hill and Leichhardt Marketplace precincts, to provide the maximum parking allocation for residents.

- 6) Long term proposal 3 (Pricing for permits):** Introduce pricing on second residential parking permits. This would require Council approval in a future Fees and Charges schedule. Streets affected: Current and future RPS. Do you support this proposal?



Majority of the participants (42% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), oppose to this long-term proposal of introducing pricing on second residential parking permits.

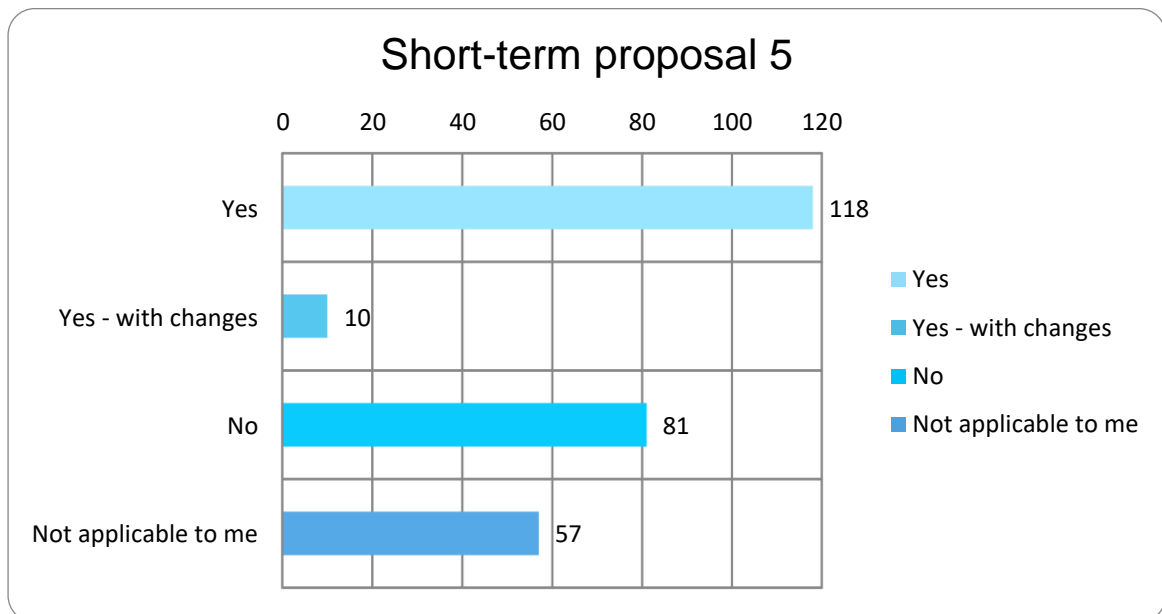
7) Short-term proposal 4 (Signage): Replace redundant, faded and damaged signs that were identified in the signage audit. Do you support these changes to parking signage?



A summary of the results for this short-term proposal is as follows:

- Majority of the participants (88% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), support this short-term proposal of replacing redundant, faded and damaged signs that were identified in the signage audit.

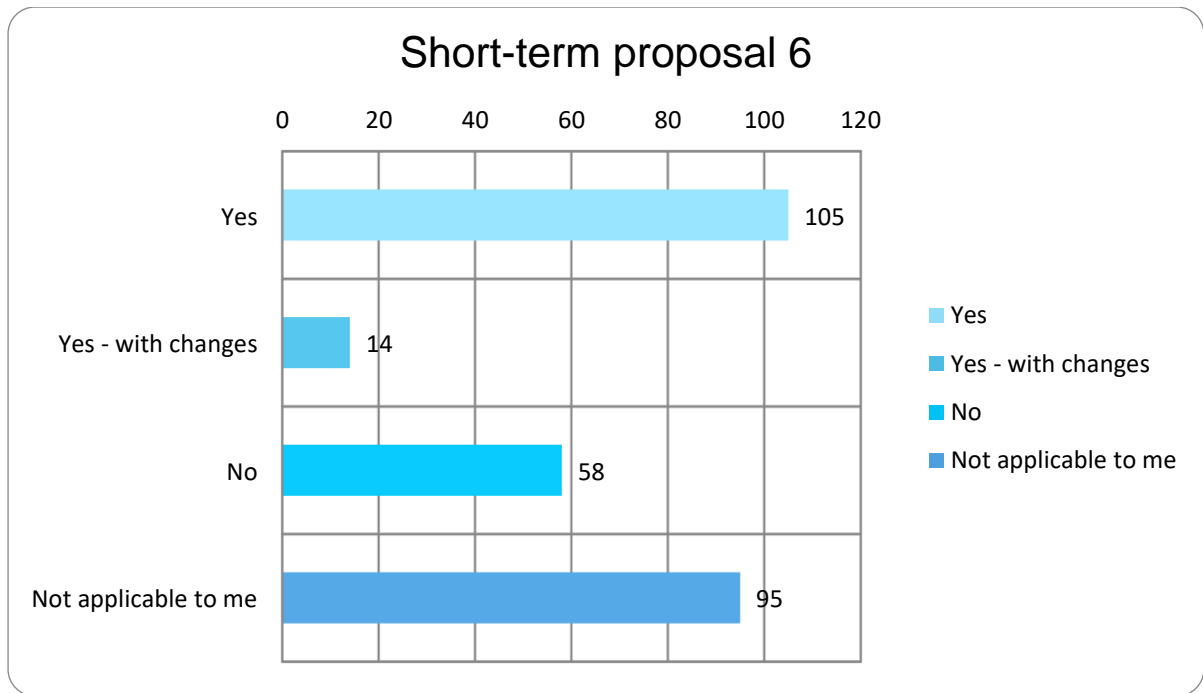
8) Short-term proposal 5 (Enforcement): Dedicate parking enforcement to streets within 200m of Lambert Park. This may promote safe and legal parking behaviour. Do you support this proposal?



A summary of the results for this short-term proposal is as follows:

- Majority of the participants (61% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), support this short-term proposal of having dedicated parking enforcement to streets within 200m of Lambert Park.
- Of those who chose "Yes-with changes", addition streets and locations were proposed. These are summarised at the end of this section
- Of those who opposed to this proposal, the following comments were noted:
 - There are currently no parking restrictions in Davies St, it is not expected that dedicating parking enforcement will achieve much.
 - This measure was not voted in the previous election.

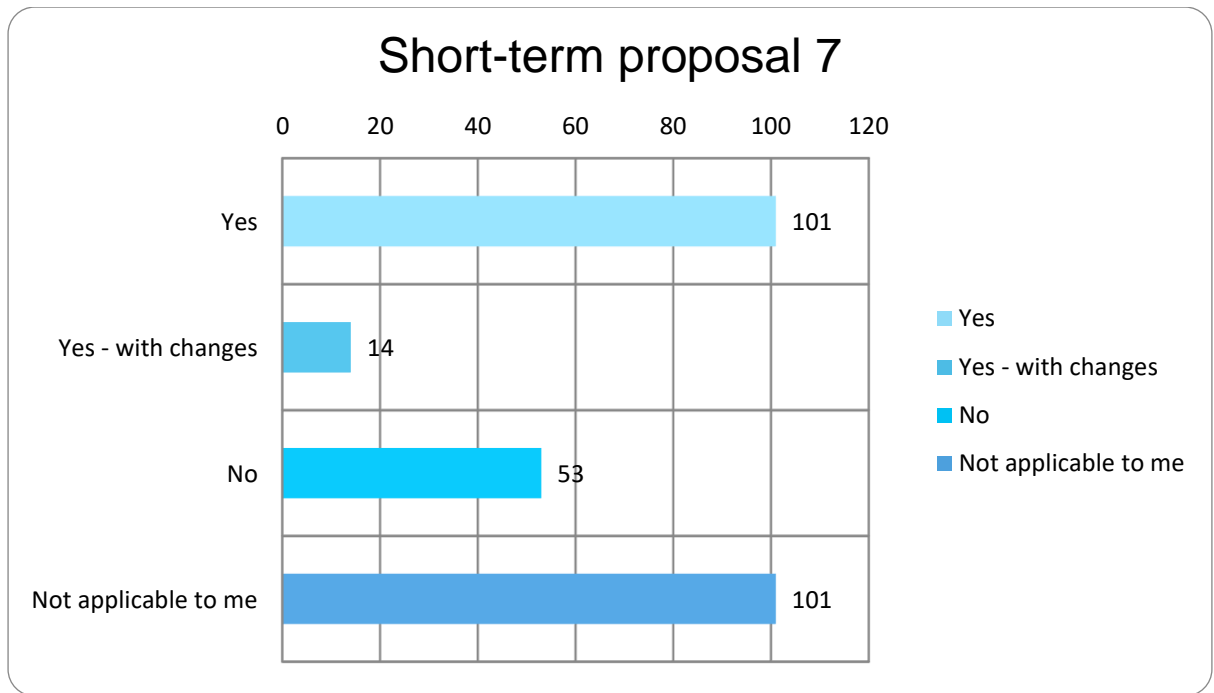
9) Short-term proposal 6 (Angled parking): Introduce angled parking in Edith Street between Marion Street and Elswick Street. The extent and specific location of the angled parking will need further investigation. Streets affected: Edith Street. Do you support this proposal?



A summary of the results for this short-term proposal is as follows:

- Majority of the participants (67% including those that answered ‘yes’ and ‘yes with changes’ as opposed to those that answered ‘no’), support this short-term proposal.
- Of those who chose “Yes-with changes”, the following were noted:
 - additional locations of angled parking were also proposed. A summary of the location is provided further below.
 - *Edith street is narrow to introduce angled parking on both sides unless it is changed to one way.*
 - *Having line markings to encourage correct angle parking as there are occasions a single vehicle occupies two spaces.*
- Of those who opposed to this proposal, the following concerns were captured:
 - *Narrower streets*
 - The overall safety would be likely be compromised.
 - *Angled parking would create additional demand within the suburb.*

10) Short-term proposal 7 (Angled parking): Introduce angled parking in Elswick Street North between William Street and Darley Road. The details of the extent and specific location of the angled parking will be subject to further investigation. Streets affected: Elswick Street. Do you support this proposal?

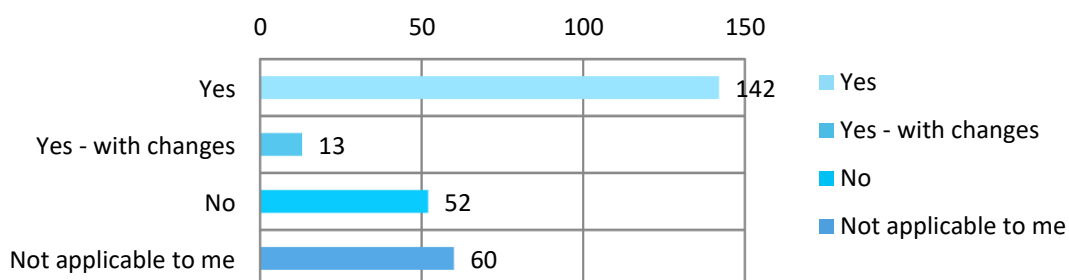


A summary of the results for this short-term proposal is as follows:

- Majority of the participants (68% including those that answered ‘yes’ and ‘yes with changes’ as opposed to those that answered ‘no’), support this short-term proposal of introducing angled parking in Elswick Street North between William Street and Darley Road.
- Of those who chose “Yes-with changes”, additional and alternate locations of angled parking were also proposed. A summary of the location is provided further below.
- Of those who opposed to this proposal, the following concerns were captured:
 - The overall safety would be likely be compromised.
 - Angled parking would create additional demand within the suburb.

11) Short-term proposal 8 (Commuter and visitor parking): If additional peak hour light rails serviced are introduced, Council will monitor commuter parking around Taverners Hill, Marion and Hawthorne Light Rail stops. Streets affected: streets nearby identified light rail. Do you support this proposal??

Short-term proposal 8

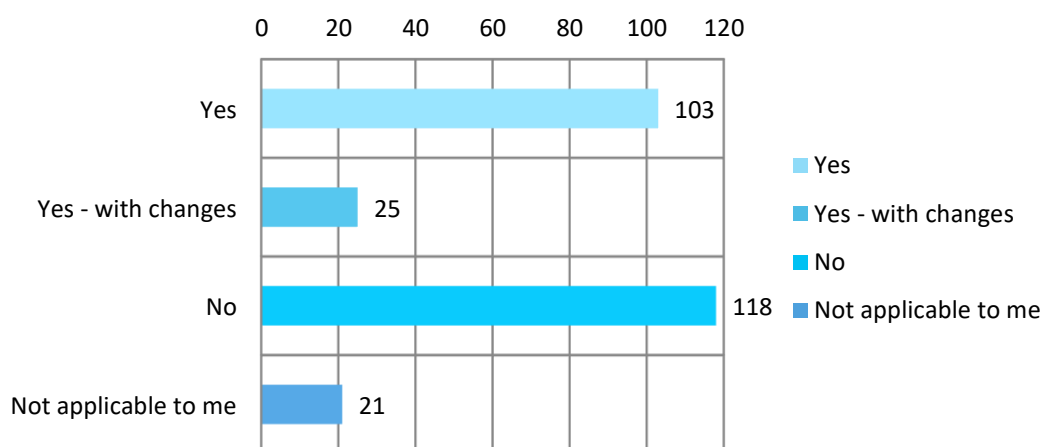


A summary of the results for this short-term proposal is as follows:

- Majority of the participants (75% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no'), supports this short-term proposal of Council monitoring commuter parking around Taverners Hill, Marion and Hawthorne Light Rail stops, If additional peak hour light rails serviced are introduced.
- Of those who opposed to this proposal, the following comments were noted:
 - Unnecessary use of resources.
 - The period the survey was undertaken (Nov 2020) is not a true reflection of normal circumstance.

12) Short-term proposal 9 (Commuter and visitor parking): Investigate reform of visitor parking permits and consider if one-day-only permits are appropriate. Other parts of the Inner West have up to 30 one-day use permits. This stops permits being used for unrestricted private parking on the street. Streets affected: Current and future RPS. Do you support this proposal?

Short-term proposal 9



A summary of the results for this short-term proposal is as follows:

- Majority of the participants (52% including those that answered 'yes' and 'yes with changes' as opposed to those that answered 'no') however more participants answered 'no' as opposed to 'yes' for this short-term proposal.
- Of those who chose "Yes-with changes", the following concerns were noted:
 - Thirty day use could potentially be excessive, but one day is likely to be restrictive.
 - Passes could potentially be in credit scheme, where by the pass could be used over consecutive days.
- Of those who opposed to this proposal, the following concerns were noted:
 - The restriction of visitor passes potentially prevents residents (existing car owners with one parking space) to park their second car on the streets.
 - There should be priority for visitor parking over commuters.
 - Some dislike the idea of visitors being monitored and restricted by Council.
 - Likely to require more than 30 permits, as the proposed limits visits to almost only one per fortnight, and likely lesser if permits must be used for tradespeople or additional visitors.
- Other responses from individuals

Issues observed relating to parking provision:

- Subdivided properties near Foster street do not have sufficient off-street parking.
- It has been observed that the developments along **George street** do not have sufficient parking. This impacts the surrounding streets.
- Approved dwellings with insufficient parking.
- Insufficient parking for light rail commuters impacts residents living in the area.
- Insufficient parking at Allen Street apartment block – 120 car parking spaces for 140 units.
- There are challenges for household with insufficient parking spaces, in particular along **Elswick Street**.
- It has been observed that Staff from Catholic Education Centre, park their cars in **Elswick Street** and walk to Renwick.
- It was commented that there is difficult in finding parking along Foster St and the difficulty increases with every new developments in the area.
- It has been suggested that there is a lack of parking provision for the Epicure Complex. In addition, it is anticipated that visitor parking will impact the surrounding residential streets.

Issues observed relating to parking demand:

- Parking spaces fill up quickly along **Elswick Street**. Insufficient parking observed when there is a big match at Lambert Park. This impacts residents.

- It has been observed that daytime parking along **Flood Street** is filled with construction workers from Epicure, and the planned construction for William Street is expected to increase parking demand for the unlimited parking spaces at the northern end of Leichhardt West.
- Expected increase in parking demand from the development on **Allen Street** and proposed developments along **Marion Street**.

Issues observed relating to parking restrictions/enforcement:

- Difficult to park residential cars in streets opposite Hawthorn as transient travellers park their cars in residential spots and leave them there until their return.
- The Hawthorne commuter stop is not only utilised by commuters but also visitors to the park & Greenway. It is frequently abused by boat and trailer owners who leave boats and trailers parked long term.
- Long term parking of commercial vehicles (trucks, trailers, vans, boats) can be observed along **Lords Road** and **Kegworth Street**. These vehicles are not owned by residents. Restrictions are required to prevent these vehicles from long-term parking/overnight parking.

Proposed Enforcement:

- Enforcement of illegal parking on pavements (e.g using narrow driveways to park across pavement) to allow pedestrians to use pavements safely.)
- Enforcement should be applied to all streets within the RPS area.
- It is noted that it can be quite busy when there is a big match on at Lambert Park but it adds to the community. More parking officers on game days would alleviate this.
- Commuters should NOT be parking on local streets and this needs to be monitored.
- Enforcements to resume as it has not been enforced since covid-lockdown.
- Ensuring vehicles are not parked in laneways permanently. The laneway is not policed, and cars are permanently parked in the lanes which affects the ability for other residents to use their garages.

Proposed locations of Enforcement:

- Please include up to and including Beeson Street in the parking enforcement.
- Parking enforcement to be expanded to streets around active construction sites.
- Increase parking enforcement zone to Foster St as well, and not just Marion St.

General comments relating to parking restrictions and enforcement:

- Majority of comments agree that parking should be restricted around Lambert Park during the peak periods.
- The restricted hours should only be for Monday to Fridays during business hours.
- Restriction of parking on a weekend discourages visitors to the area.
- It was commented that the only restriction needed is to stop commuters parking all day on residential streets from Mon-Fri, 8am-6pm.
- It is noted that that parking is only an issue between 8 am and 6 pm Monday to Friday, and is unnecessary to have parking restrictions between 8 am and 10 pm seven days a week
- Do not support restricted parking until 10pm at night as, this hinders family and community visits.
- Generally, people do not want visitors coming to our households be monitored/restricted by council.
- It is noted that visitors are more important than commuters and family members should be able to stay for long periods of time if need be.
- It was commented that there are currently no parking restrictions in Davies St hence dedicating parking enforcement will not achieve much.

General comments relating to time restrictions

- Restriction of parking to up 2 hours is likely to increase the demand for the unrestricted parking along the other streets. This is likely to impact business.
- It is suggested that visitor parking needs to be extended to 4 hours, as 2 hours is not sufficient.
- Long-term parking of cars on lower Easter Street (towards Flood St) makes it difficult for residents to park.

Proposed locations of Angled Parking:

- Angled parking on one side of Hawthorne Street
- One side of Beeson Street
- Angled parking on Elswick Street
- Angled parking on Allen street
- Angled parking on Athol street
- Angled parking on Albert Street, Fenwick Street, Jarrett Street
- Angled parking on wide parts of Edith Street
- Angled parking on all of Davies Street
- Angled Parking on Flood St between Marion and William Streets
- Angled parking on Burfitt Street
- Angled parking on Charles Street
- One side off Lords Road, and Kegworth Street, to increase the availability of parking spaces, not only for the school, but for commuters using the light rail
- Angled parking on William Street

Suggestion:

- Parking permits should be introduced on Foster Street and Lords Road
- Scheme be extended down Flood Street to William Street
- Alternate parking arrangements for caravans, boats etc.
- Additional parking spaces to accommodate parking for Lambert Park Spectators and Light-rail users.
- To provide a dedicated car park for commuters.
- Appropriate line markings to show parking spots.
- Visitor permits should have between 60 - 90 one-day parking options.
- Increase the number of street lights and improved footpath and road structure.

Officer comments in response to public exhibition

Issue	Response
Manage how we approve residential parking permits based on parking capacity within the study area. The overall number of Leichhardt Zone 1 (L1) resident parking permits should not exceed the total L1 parking capacity within this Area.	<i>Supported by community hence included in final recommendations</i>
Expand the Resident Parking Scheme to include streets surrounding the Epicure Collection residential complex.	<i>Supported by community hence included in final recommendations. Given concerns raised by residents regarding extended hours of RPS, the draft recommendations have been amended to recommended hours of 2P 8am-6pm (Mon-Fri).</i>
Introduce a consistent restriction for all current resident parking scheme to streets in the study area. This restriction will be '2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area L1'.Streets affected	<i>Not supported by community hence removed from final recommendations. Concerns were raised regarding its impact on negative impact on the ability for having visitors over.</i>
Expand resident parking scheme to streets in the Taverners Hill Precinct and Leichhardt Marketplace Precincts. The consistent restriction will be '2P 8am-10pm (Mon-Sun) Permit Holders Excepted Area L1'.	<i>Not supported by community hence removed from final recommendations. Restriction of parking to up 2 hours is likely to increase the demand for the unrestricted parking along the other streets. This is likely to impact business. Negative impact on visitors. Negative impact for those not eligible for parking permit and no off street parking.</i>

Advocate that new housing developments provide up to the maximum parking allocation for residents of units. No visitor parking will be provided. This will be considered as part of the upcoming Inner West Development Control Plan to manage future demand for parking. Areas affected: Taverners Hill and Leichhardt Marketplace precincts.	<i>Supported by community hence included in final recommendations</i>
Introduce pricing on second residential parking permits.	<i>Not supported by community hence removed from final recommendations</i>
Replace redundant, faded and damaged signs that were identified in the signage audit.	<i>Supported by community hence included in final recommendations</i>
Dedicate parking enforcement to streets within 200m of Lambert Park.	<i>Supported by community hence included in final recommendations</i>
Introduce angled parking in Edith Street between Marion Street and Elswick Street.	<i>Supported by community hence included in final recommendations. Further assessment carried out by Council staff to refine proposal in regards to exact location and extent</i>
Introduce angled parking in Elswick Street North between William Street and Darley Road.	<i>Supported by community hence included in final recommendations. Further assessment carried out by Council staff to refine proposal in regards to exact location and extent</i>
If additional peak hour light rails serviced are introduced, Council will monitor commuter parking around Taverners Hill, Marion and Hawthorne Light Rail stops	<i>Supported by community hence included in final recommendations</i>

Investigate reform of visitor parking permits and consider if one-day-only permits are appropriate.	<i>Not supported by community hence removed from final recommendations</i>
Concerns relating to cars parked straddling the footpath in Myrtle Street impacting on pedestrian safety	<i>Included in recommendation for further investigation</i>
Additional Angled parking in various streets	<i>Included in recommendation for further investigation where appropriate</i>
Members of community suggested linemarking parking bays	<i>Not supported as it can reduce parking capacity when motorbikes, small vehicles are parked</i>
Alternate parking for boat and caravan trailer parking	<i>Not supported as previous assessment has revealed that installing prohibiting signs for these vehicles resulted in some infiltration of boat-trailer parking into residential areas</i>

