

A.COMMUNITY ENGAGEMENT OUTCOMES REPORT

INNER WEST



Rozelle North 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 Rozelle North Precinct Parking Study.

The initial survey was conducted between 20 November and 21 December 2020. Overall, 334 people participated. Of these 94% lived in Rozelle North, with other responses contributed from neighbouring areas. Seventy two percent (64%) 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 from 3 September and 12 October 2021. A total of 4,456 letters were mailed out with a colour map of the study area and a link to provide comments online through Your Say Inner West. Paper questionnaires were also provided on request.

The Rozelle North project page had 543 visits and 146 submissions were received. A further 9 submissions were received via email, customer service enquiry, and post. This represents a response rate of 3.4%.

The feedback can be summarised into the following themes:

- Mixed opinions about introduction of pricing on second residential parking permit in Rozelle North.
- Support for expansion of the current resident parking schemes R1 and B1 to include more streets. This will prioritise resident parking over commuters.
- Support for introduction of 8 x 2 hour parking spaces 6am-4pm Monday to Friday on the southern side of Robert Street immediately east of Mullens Street Robert Street.
- Support for visitor permit reform.
- Mixed opinions about increasing car share parking spaces.

Background

The Rozelle North 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. Council posted 3,886 letters to residents, business, organisations and institutions. Overall, 334 people participated. Of these 94% lived in Rozelle North, with other responses contributed from neighbouring areas. Responses indicated 64% 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 Rozelle North area. Other responses came from neighbouring suburbs.
- The majority of participants (87%) were received from people living in a house and 40% usually are able to park less than 100 metres away from their place of residence.
- 31% 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 Rozelle North, especially concerning ways to manage residential parking and commuter parking. The results and commentary are provided below.

- 94% of the respondents responded “Yes” to living in Rozelle North
- 87% of the respondents live in a house
- 40% of the respondents usually park less than 100 metres away from their place of residence
- 31% of the respondents responded “Yes” to having off-street parking at their residence, 19 per cent of whom have more than one off-street parking space
- 64% 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 334 submissions received included a diverse range of views on the parking situation in Rozelle North. The most common comment themes are shown in the graph below.

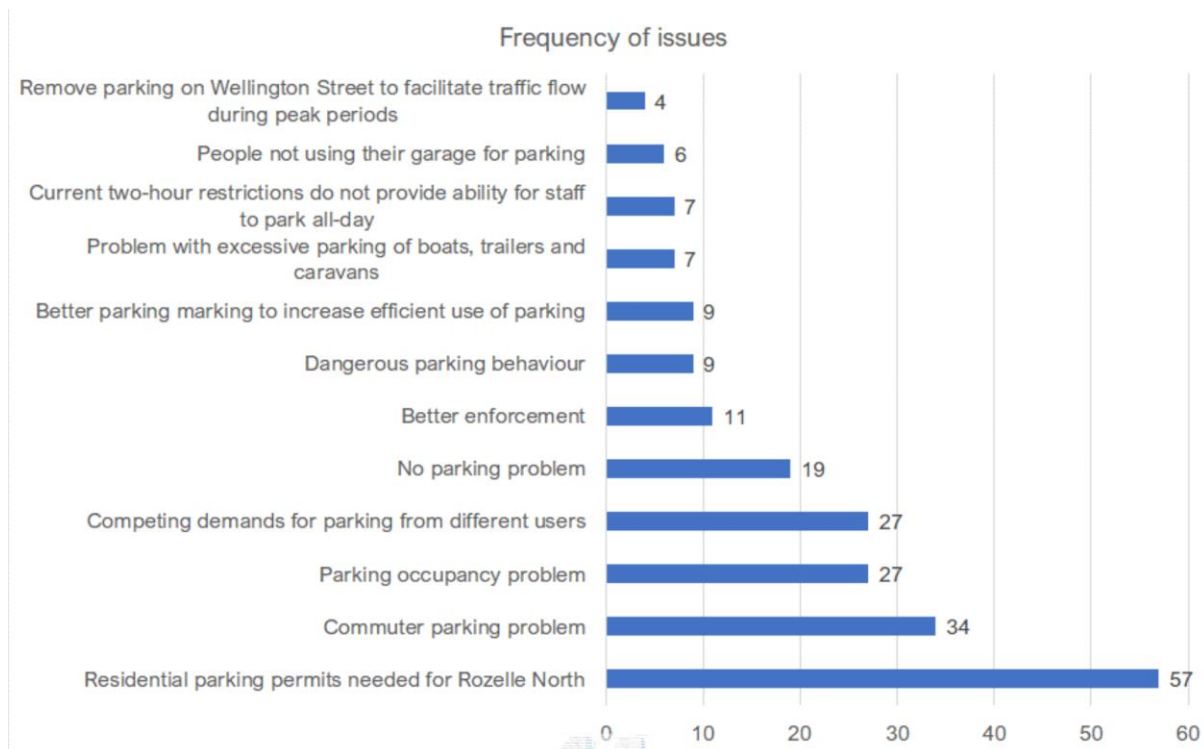


Figure 2.17: Respondents' perceptions of key parking issues in Rozelle North

As shown in Figure 2.17, there is strong support for a residential permit parking scheme for the entire Rozelle North study area.

Other common themes in the comments include:

- a problem with commuter parking
- a general parking occupancy problem
- a parking occupancy problem arising from different users (e.g. workers, commuters, school, residents)
- there being no problem with parking.
- a lack of enforcement of current parking restrictions
- dangerous parking behaviour (e.g. parking too close to intersections or blocking driveways),
- lack of parking markings
- the inability for workers to park beyond existing two-hour parking restrictions.

Stage 2– Engagement outcomes of draft Rozelle North Precinct Parking Study public exhibition

Overview

A total of 4,456 letters were mailed out with a colour map of the study area and a link to provide comments online through Your Say Inner West. Paper questionnaires were available on request.

The Rozelle North parking study project page had 543 visits and 146 submissions were received. A further nine submissions were received via email, customer service enquiry, and post. This represents a response rate of 3.4%.

Engagement Methods

During the public exhibition, the community provided feedback via:

- Online feedback form on Your Say Inner West
- email
- post

Promotion

The engagement was promoted via:

- Letters mailed to 4,456 addresses, including residents and businesses, with a colour map of study area and link to yoursay online engagement form
- Your Say Inner West E-News
- Council Website

Who did we hear from?

Those who provided feedback comprised mainly of residents from Rozelle North, with smaller groups of business operators, visitors and others.

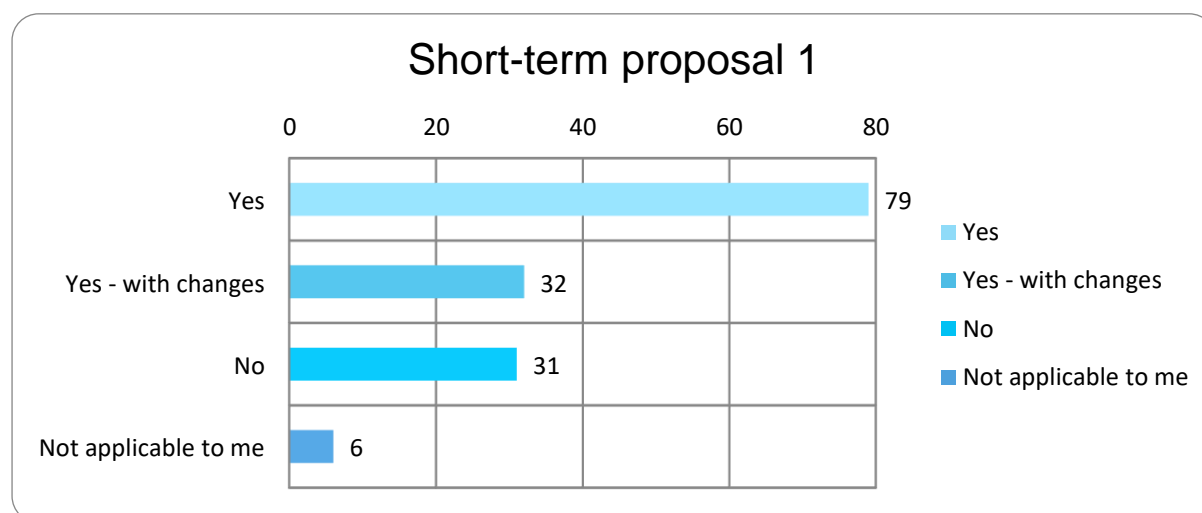
What did they say?

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 Schemes):** Expand the current resident parking schemes to include more streets. This will prioritise resident parking over commuters. Do you support this proposal for B1 and R1 parking zones?

Responses were as follows:

- Yes – 79 responses
- Yes – with changes – 32 responses
- No – 31 responses
- Not applicable to me – 6 responses



An analysis of the results for this short-term proposal is as follows:

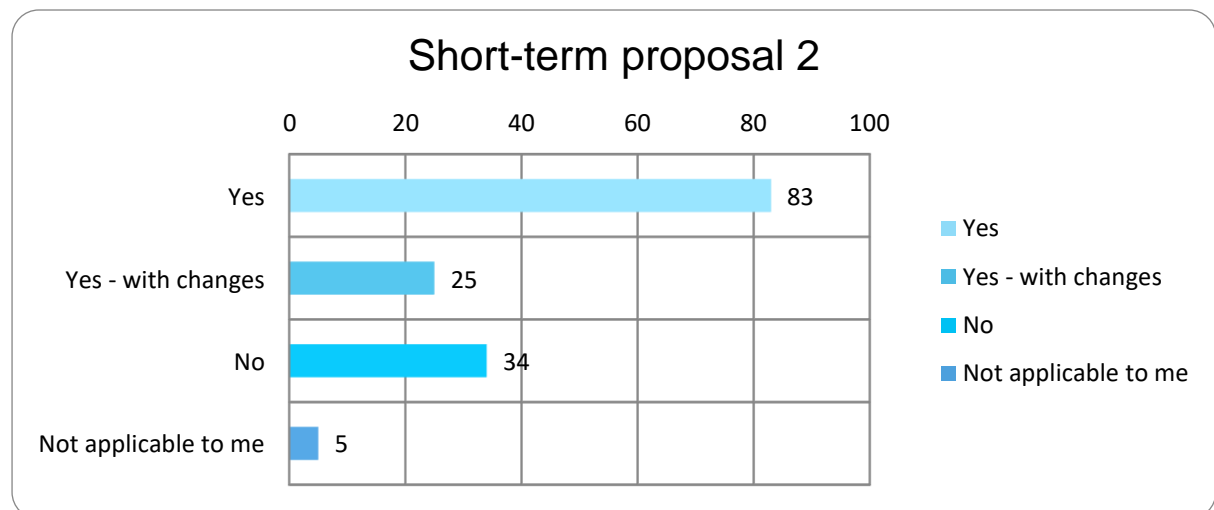
- Majority of the participants (78% including those that answered 'Yes' and 'Yes – with changes' as opposed to those that answered 'No') support this short-term proposal, agreeing that the current resident parking scheme should be expanded.
- Of those who opposed, majority had no issues with existing arrangement.
- Of those who chose 'Yes – with changes', the following comments were noted:
 - The B1 and R1 zones should be a combined into a single zone.

- The B1 zone should be extended. There is less parking availability in this zone compared to the R1 zone.

2) Short-term proposal 2 (Parking permits): Aim to have the overall number of R1 and B1 resident parking permits not exceed the total parking capacity within the Rozelle North Study Area. Streets affected: whole study area. Do you support this proposal?

Responses were as follows:

- Yes – 83 responses
- Yes – with changes – 25 responses
- No – 34 responses
- Not applicable to me – 5 responses



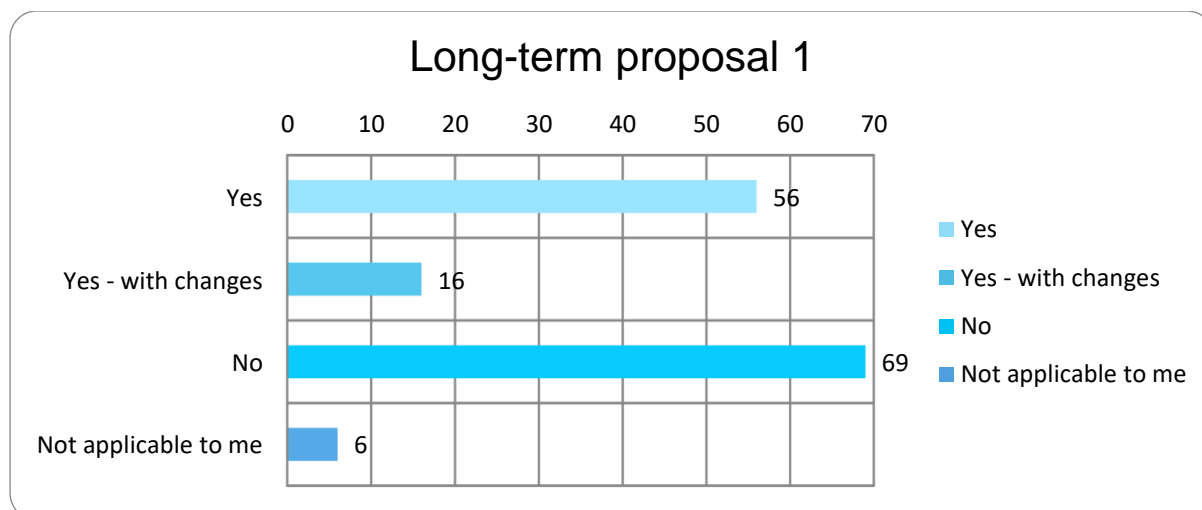
An analysis of the results for this short-term proposal is as follows:

- Majority of the participants (76% including those that answered 'Yes' and 'Yes – with changes' as opposed to those that answered 'No') support this short-term proposal.
- Of those who opposed, majority had no issues with existing permit arrangement.
- Of those who chose "Yes – with changes", it was commented that:
 - Each property should have right to at least 1 parking permit
 - Residents should have priority over visitors/commuters.

3) Long-term proposal 1 (Pricing on second permits): Introduce pricing on second residential parking permits. This would require Council approval in a future Fees and Charges schedule. Do you support this proposal?

Responses were as follows:

- Yes – 56 responses
- Yes – with changes – 16 responses
- No – 69 responses
- Not applicable to me – 6 responses



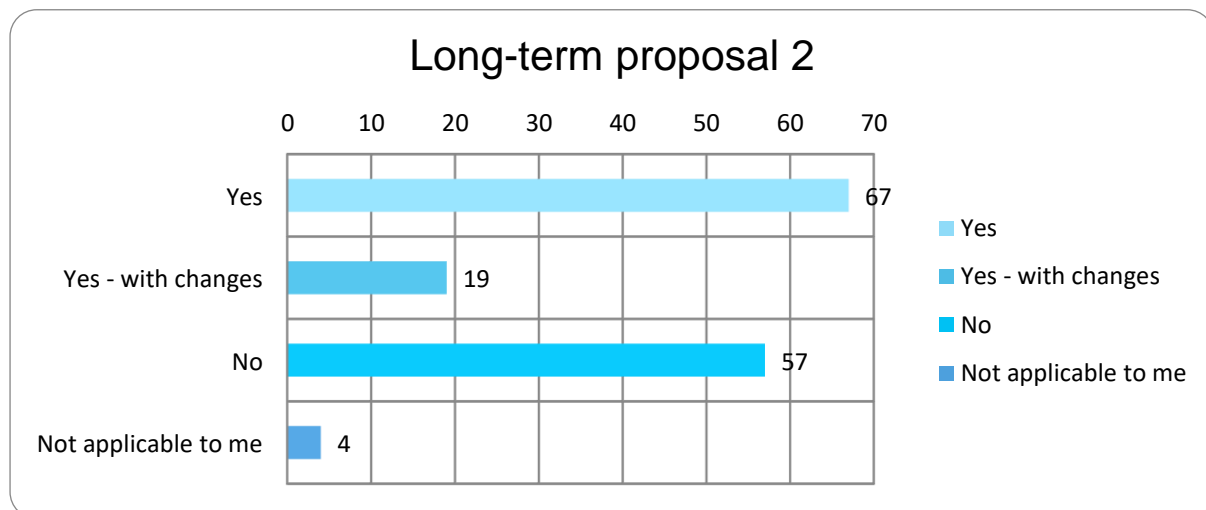
An analysis of the results for this long-term proposal is as follows:

- Majority of the participants (51% including those that answered 'Yes' and 'Yes - *with changes*' as opposed to those that answered 'No') support this long-term proposal however more participants answered 'No' as opposed to 'yes' in regards to introducing pricing on second residential permits.
- Of those who opposed, the following were noted:
 - This proposal benefits households with higher incomes and higher spending power. It is noted that there are lower income households that will still require a second permit for the additional vehicle.
 - Residents should be eligible to two parking spaces per household. Fees on a third permit or fees on a second permit where the house has off-street parking is more reasonable.
- Of those who chose 'Yes - *with changes*', it was commented that their support is dependent on the cost of the second permit and that there is a cap at three permits for any household.

4) Long-term proposal 2 (Visitor parking permits): 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. Streets affected: current and future RPS streets. Do you support this proposal?

Responses were as follows:

- Yes – 67 responses
- Yes – with changes – 19 responses
- No – 57 responses
- Not applicable to me – 4 responses



An analysis of the results for this long term proposal is as follows:

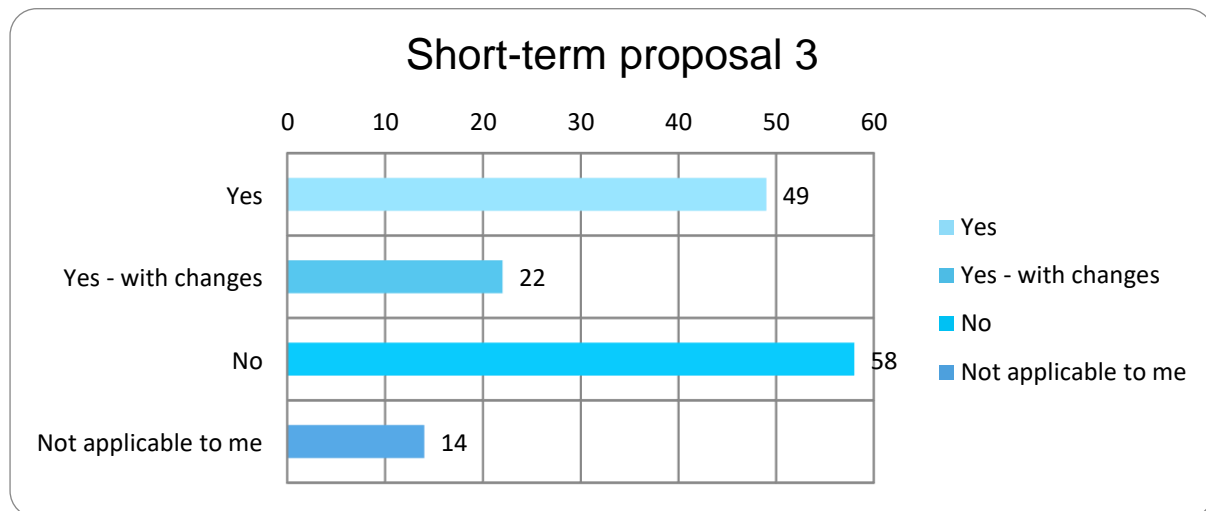
- Majority of the participants (60% including those that answered 'Yes' and 'Yes – with changes' as opposed to those that answered 'No') support this long-term proposal. Of those who opposed, the following concerns were noted:
 - Not confident that this will work as it seems like a “one size fits all” type solution and is not expected to work.
 - 30 days is limited, especially for households with visitors frequently staying overnight.
 - 30 days is not sufficient for carers of vulnerable people, cleaners, babysitters etc.
- Of those who chose “Yes – with changes”, the following concerns were noted:
 - Paid carers of vulnerable people should be able to park near their clients without payment or penalty.
 - 30 one-day use visitor permits could be used up quickly by tradesmen needed to maintain/repair properties.

5) **Short-term proposal 3 (Car share parking spaces):** To increase the number of car share parking spaces in the area. This will involve negotiations with

carshare operators and further community engagement. Streets affected: to be determined. Do you support the proposal?

Responses were as follows:

- Yes – 49 responses
- Yes – with changes – 22 responses
- No – 58 responses
- Not applicable to me – 14 responses



An analysis of the results for this short term proposal is as follows:

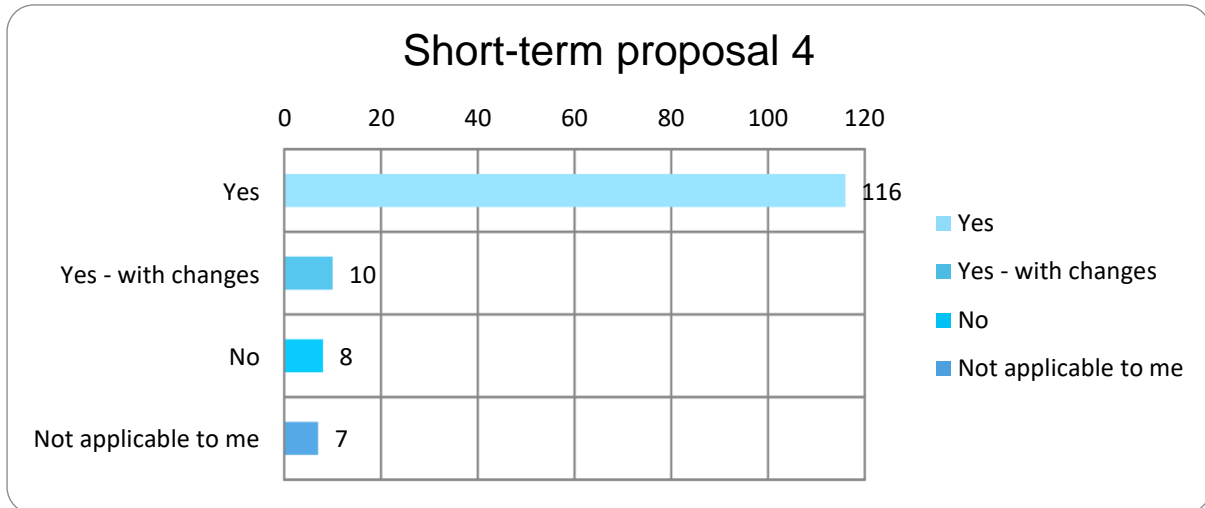
- Majority of the participants (55% including those that answered 'Yes' and 'Yes – with changes' as opposed to those that answered 'No') support this long-term proposal however more participants answered 'no' as opposed to 'yes' in regards to increasing the number of car share spaces. Of those who opposed, the following concerns were noted:
- Their concerns are mainly around the lack of demand for these spaces and commented that these spaces are generally underutilised.
- Of those who chose "Yes – with changes", the following concerns were noted:
 - Car share spaces should not result in decrease in parking spaces or impact parking availability.
 - Supportive as long as there is a demand/need.

6) Short-term proposal 4 (Signage): Inconsistent, damaged and faded signs were documented throughout the study area. We will update all signs identified in the Signage Audit. Do you support updates to parking signage?

Responses were as follows:

- Yes – 116 responses

- Yes, with changes – 10 responses
- No – 8 responses
- Not applicable to me – 7 responses



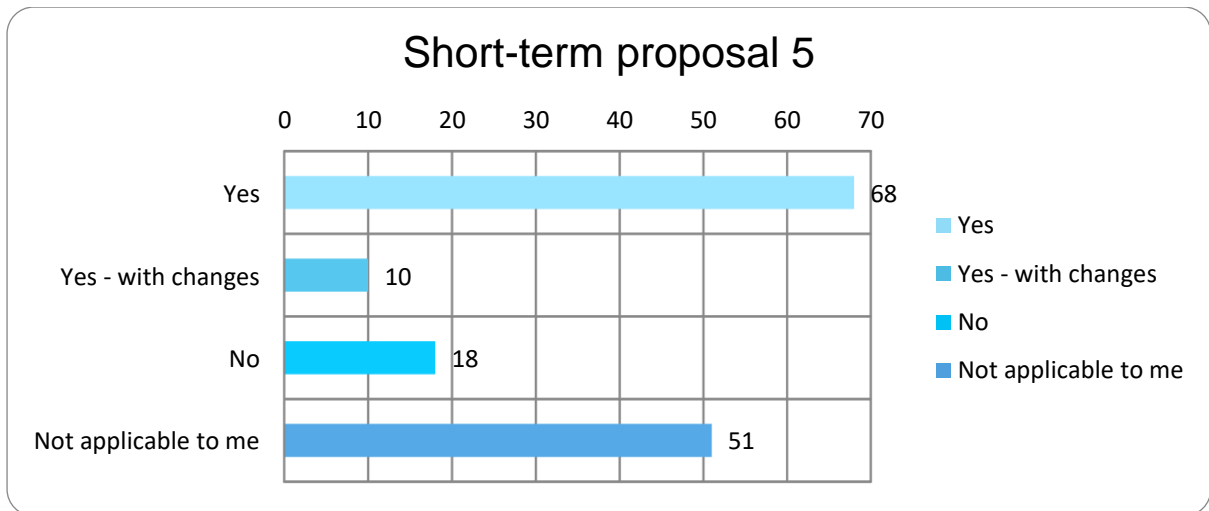
An analysis of the results for this short term proposal is as follows:

- Majority of the participants (94% 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", it was commented for signage to be changed only if it is required.
- Of those who opposed, it was commented that the costs are considered unnecessary.

7) Short-term proposal 5 (Parking restrictions): Apply short-term parking restrictions to eight spaces in Robert Street. The restriction will be (2P 6am-4pm Mon-Fri). Streets affected: eight unrestricted parking spaces on the southern side of Robert Street immediately east of Mullens Street. Do you support this proposal?

Responses were as follows:

- Yes – 68 responses
- Yes - with changes – 10 responses
- No – 18 responses
- Not applicable to me – 51 responses



An analysis of the results for this short term proposal is as follows:

- Majority of the participants (81% 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 proposed:
 - For the surrounding streets to also have restricted parking.
 - For the number of restricted spaces to be increased,
- Of those who opposed to this proposal, the following comments were noted:
 - The restrictions impact the businesses that rely on those spaces.
 - Robert Street has no residential developments and some low-density warehouses. It is ideal for commuter parking, restricting this area will push commuters away to the other residential streets.
- Other responses from individuals**

Issues observed relating to parking provision:

- It was observed that employees of business in Mansfield Street and Mullens Street park in Perrett Street on a daily basis.
- Residents in Moore Lane do not have parking spaces and therefore also use Parson Street as their parking spots.
- There is no off-street parking provided for Regus hub (with over 45 businesses) and this has likely resulted in neighbouring streets being occupied by non-residents.

Issues observed relating to parking demand:

- High parking demand around **Coulon Street, Evans Street, Brent Street, Perrett Street.**
- High parking demand in **Mansfield Street** by commuters.

- It is also indicated that section of **Mansfield Street** is becoming a retail area which will bring more cars to the area, this resulted in increased difficulty in finding parking spaces.
- No parking restrictions along **Mullens Street** have resulted in commuters and backpackers parking.
- Bunnings development is expected to come with high parking demand.
- As there is no time restriction or residential parking permits requirements on **Clare Street**, it attracts commuters and others.

General comments relating to parking restrictions and enforcement:

- Proposed for Smith Street to be parked by residents only, as it is often parked by trucks and commuters, creating parking difficulties for residents.
- Proposed Parking restrictions for boats and trailers as they occupy large areas for an extended period of time.
- The 2 hour zones need to be enforced regularly by the rangers to make them work
- In general, the community supports having parking restrictions in place.

Others

- Proposed for pedestrian footpaths to be installed along Robert Street.
- Removing parking spaces would be preferable if it makes it safer for people to walk and discourages people from bringing more cars into the area
- The amount of available parking needs to be maximised by painting allocated spaces on the road to prevent people from parking in a careless manner and taking up more than one space with their vehicle.

Officer comments in response to public exhibition

<i>Issue</i>	<i>Response</i>
Expand the current resident parking schemes to include more streets by extending the B1 and R1 parking zones.	Supported by community hence included in final recommendations
Manage how we approve residential parking permits based on parking capacity within the study area. Aim to have the overall number of R1 and B1 resident parking permits not exceed the total parking capacity within the Rozelle North Study Area	Supported by community hence included in final recommendations
Introduce pricing on second residential parking permits.	Not supported by community hence removed from final recommendations
Apply short-term parking restrictions to eight spaces in Robert Street. The restriction will be (2P 6am-4pm Mon-Fri).	Supported by community hence included in final recommendations.
High parking demand in Mansfield Street by commuters.	The proposal includes the introduction of a Resident Parking Scheme in Mansfield Street that will alleviate this concern.
Replace redundant, faded and damaged signs that were identified in the signage audit.	Supported by community hence included in final recommendations

<p>Members of community suggested the B1 and R1 zones should be a combined into a single zone.</p> <p>The B1 zone should be extended. There is less parking availability in this zone compared to the R1 zone.</p>	<p>Not supported as it will result in residents making short internal vehicular trips to park in residential streets to access transport nodes.</p>
<p>Members of community suggested proposed parking restrictions for boats and trailers as they occupy large areas for an extended period of time.</p>	<p>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</p>
<p>Members of community suggested the amount of available parking needs to be maximised by painting allocated spaces on the road to prevent people from parking in a careless manner and taking up more than one space with their vehicle.</p>	<p>Not supported as it can reduce parking capacity when motorbikes, small vehicles are parked or between driveways</p>
<p>Members of community suggested that installing 2 hour parking in Robert Street will displace commuters.</p>	<p>Given that only 8 spaces are to be converted to 2 hour parking this should not impact local roads, in particular given they will form part of the expanded RPS</p>
<p>Investigate reform of visitor parking permits and consider if one-day-only permits are appropriate.</p>	<p>Supported by community hence included in final recommendations</p>

<p>Paid carers of vulnerable people should be able to park near their clients without payment or penalty.</p> <p>30 one-day use visitor permits could be used up quickly by tradesmen needed to maintain/repair properties</p>	<p>If reform to visitor parking occurs additional permit types such as personal carers permits, trades permits and support workers permits will be considered for allocation.</p>
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