

**Item 4.4 - Traffic - 27/11/20**



N O R T H   S Y D N E Y   C O U N C I L

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**To the General Manager**

**Attach:** 1. Survey Results  
2. Summary of Parking Restrictions  
3. Survey Map

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**SUBJECT:** (4.4) Waverton & Wollstonecraft - Parking Area 11 – Survey Results

**AUTHOR:** Report of Parking Operations Support Officer, Jessica Choy

**DESCRIPTION/SUBJECT MATTER:**

A parking survey for **Waverton & Wollstonecraft Parking Area 11** was sent out on the 11 September 2020 to 3,909 residents, businesses, and to Edward, Waverton & Wollstonecraft Precincts. Residents were given until 11 October 2020 to respond. A total of 235 responses were received. This represents a response rate of 6%, which is below the average response rate of 10 to 12%.

The answers received from the residents for the Parking Area 11 survey are summarised in Attachments 1 and 2.

**RECOMMENDATION:**

- 1. THAT** the survey results for Waverton & Wollstonecraft Parking Area 11 be received.
- 2. THAT** Council retain the existing parking restrictions for Waverton & Wollstonecraft Parking Area 11 and it be received.

## **CONSULTATION REQUIREMENTS**

Consultation has been undertaken in accordance with Council's Community Engagement Protocol

**Relates to ECM No:** N/A

**Standard or Guideline Used:** AS2890.5; AS1742.11; NSC Resident Parking Permit Policy

**Signs & Lines Priority:** 2

**Precinct and Ward:** Edward/Wollstonecraft/Waverton, Wollstonecraft

**Impact on Bicycles:** Nil

**Impact on Pedestrians:** Nil

**Impact on Parking:** No changes to parking restrictions are proposed as outlined in the report.

## **DETAIL**

Parking Area 11 includes Belmont Avenue, Bridge End, Carr Street, Crows Nest Road, Gas Works Road, Hazelbank Road, Ivy Lane, Ivy Street, King Lane, King Street, Mckye Street, Morton Street, Newlands Street, Rocklands Road and Shirley Road.

A total of 3,909 surveys were distributed to residents, property owners, businesses, and to the Edward, Wollstonecraft and Waverton Precincts on 11 September 2020. The survey was also available online. Residents were given until the 11 October 2020 to respond. A total of 235 responses were received, including 11 hard copy responses and 224 online responses. This represents a response rate of 6%, which is below the average response rate of 10 to 12%.

## **Survey Results**

The responses received for Waverton & Wollstonecraft and Parking Area 11 parking survey are summarised in Attachment 1. Detailed comments are also listed over page.

## **Precinct Comments**

At the time of writing Council has not received comments from Edward, Waverton or Wollstonecraft Precincts.

## **Discussion**

The survey results indicate a high level of support to retain the existing parking restrictions within Area 11. Detailed summary of the parking restrictions based on the survey results are listed in Attachment 2. Overall, there was strong support to retain existing parking restrictions and opposition to parking meters in Area 11 and as such no parking changes have been recommended.

## **Comments Received**

Respondents were asked to provide general comments/feedback as desired. Comments have been grouped by emerging themes.

### **Retain Existing Restrictions**

- Please keep existing parking arrangements. There is more than enough parking for everyone during the day here. I have visitors frequently and they never have trouble finding a parking spot close by.
- I wish the parking to remain as it is in the area of Waverton. I cannot see that any changes will open up more availability for residents. I have been a resident here for 6 years & I am happy with the current existing parking situation. The changes that are being proposed will be more restrictive for the residents.
- don't make any changes!!!!!!
- Leave as is its fine
- It's really important to have the existing unrestricted parking spots for visitors and particularly tradesmen as a lot of properties don't have visitor spots.
- Retain all areas as free parking!
- The existing arrangements have been working well for me as a resident and for my visitors to the street (we use Belmont Av and Bridge End).
- All is working well for me as a resident so not seeking any change
- Parking restrictions around Bridge End were imposed only a few years back. I am not in favour of further or increased restrictions in that immediate and general area. The last thing we should want particularly around Bridge End is paid parking. The four hour limit during the existing hours should be well enough. Part of the problem in my view not mentioned in your communication is the advent of over development, including more and more apartments. A lot of Area 11 is not near the busy shopping strip. Perhaps Council could extend the small car park at Wollstonecraft Station to accommodate.
- We have given consideration to the number of Mater Hospital and Clinic staff, patients and visitors who need to park in the surrounding streets because onsite parking is limited, and to the number of people (mainly residents of this municipality) who have no Waverton commuter parking area if they wish to catch trains to work or shopping centres. Furthermore, forthcoming work at Wollstonecraft station will cause considerable disruption for those who drive to Wollstonecraft and catch a train from there. We do not believe that shortening parking availability is a viable option. We have one car and one offstreet parking space, so our visitors need street parking, and less than four hours is problematic.
- I need unrestricted parking to park my company vehicle in the afternoon and on weekends and moved to the area due to the benefits of this along rocklands road. I have seen no problems with current arrangements and can always get a park in the afternoon when I get home from work. New arrangements will drastically and negatively affect this.
- Thank you for the opportunity to fill out this survey. I am not at all in favour of removing unrestricted parking on Shirley Rd. or on Belmont Ave., as the units here have exceedingly badly planned garages/driveways making it impossible for many residents to use these. As they officially have a "garage" they would not qualify for a paid parking permit from you.

- Although there is sometimes difficulties finding parking, there is usually enough movement of cars to find a space so I'm in favor of not changing restrictions in general.
- Overall I believe that the concerns with parking have been overstated by a small (if vocal) minority and in fact, the area parking is already very well managed by North Sydney Council and that it currently provides almost the perfect mix of free, limited (time) and paid street parking. I think adding more restrictions, especially paid parking to our neighbourhood would be sad and make it a less welcoming and friendly place for us to live. Thank you so much for taking the time to consult with the community about this issue. I really appreciate your time. Also I would like to take this opportunity to congratulate the North Sydney Council generally for doing an outstanding job. I have lived in many other areas of Sydney and there is no doubt that North Sydney has managed to retain its 'livability' for residents and their family and friends when it comes to parking and it would be such a shame to see it go down the path of the suburbs listed above for whom parking has become so restricted and unaffordable that it creates a genuine hardship for many of those living there. Thank you again for your thoughtful and admirable consultation and I hope that my input on the issue has assisted you with your decision.
- We do not believe that more restrictive measures are required. Two hours is insufficient for bona fide visitors. On the other hand we would be very pleased to see all trailers, caravans and boats banned from on street parking. They unreasonably restrict access and often constitute a traffic hazard.
- I don't believe we need any more parking restrictions in this local area than we currently have. I don't believe parking is an issue. This is quite frankly revenue raising by the council.
- Current arrangements work for me. Only really have guests after hours and weekends and they usually can find parking at those times as all the commuter traffic has usually left by then. Only time parking is an issue is weekdays before 6pm.
- I am happy with the current parking conditions. Sometimes it is busy but generally, we have always managed to find a park near our home. For us, it would make things a lot harder if there was timed parking or metered parking esp as a resident
- Don't change this! We live in an area where we don't have the buildings to park underneath the residence. This system has been working just fine. Ask the Mater Hospital to build more parking for their staff and patients and that will create more space on the streets.
- There is enough parking at the moment for most residents, I don't think there needs to be any parking changes.
- No change to existing parking restrictions. There is no point. It is not busy. Anyone who has been complaining differently obviously hasn't tried for more than 1 minute to find a park. All it will do is give Council more money by fining families working from home - under your new proposed rules people will have to be running out of their apartments every 2-4 hours to move their car (taking up exactly the same net amount of car spaces in the area) in order to avoid your rangers. But it will not make a skerrick of difference. Belmont Avenue where we live always has a few unrestricted spaces available - there is no reason to restrict them. Residents rely on street parking for cars because the old buildings have REALLY tiny car spaces more appropriate for horse-drawn wagons, or maybe an e-scooter. If you are so obsessed with having

less cars, why don't you put in a bike lane? Or a footpath that follows the train line so you don't have to walk up and down 100 hills? The only reason we chose to live in Belmont was due to the unrestricted parking. The meters in other streets meant we arrived at inspections and didn't even bother going in because WHO ON EARTH is going to top up a meter just to attend a 10 minute property inspection? How ridiculous. But your rangers would not hesitate for one moment to lob a ticket onto any car without such a ticket. Take your restrictions elsewhere. Like 2020 hasn't been crap enough.

- My experience comes from being a renter on Shirley road for over four years. During this time I have owned a car, but not access to an onsite parking spot, or council permit instead relying on the unrestricted parking on Shirley Road, Selwyn Street or Belmont Avenue. In these four years, I have only been unable to find a spot within a reasonable walking distance from my apartment one or two times.
- Area 11 exhibits ample street parking and is only used by non-residents to access Wollstonecraft and Waverton Train stations and potentially Crows Nest on weekends. Naturally, there must be parking restrictions to ensure that the entire zone doesn't become a commuter car park, but these restrictions must be balanced by easy access to permits for residents and their visitors. Presently this balance is met fairly well, however there are often times the restricted zones will be underutilized while un-restricted zones are near to capacity. Any reduction in unrestricted zones would negatively impact this balance. Broadly speaking, there should not be any changes to parking restrictions and any changes that are required must balance resident parking and unrestricted parking. This may require changes to the number of, and ease of access to, parking permits and to visitor parking permits. Council should not make changes lightly. Two proposals that should not be progressed under any circumstance are as follows:
  1. Extending the hours that parking restrictions are in place makes no sense as it will only impact visitors to residences (e.g. if the 2 hour restriction was extended until 10pm, then visitors who came for dinner may have to move their car half way through dinner).
  2. Similarly, adding Saturday and Sunday to the restricted times doesn't benefit residents as there is ample parking restricted and unrestricted on weekend - including weekends would be inconvenient revenue raising by council.
- For consistency, Belmont Ave should be a mix of unrestricted or 2 hours - the 4 hour parking is of little benefit compared to 2 hour parking, but just increases confusion. Any change to the unrestricted parking must be matched with a change to the policy to allow additional resident permit holders per household, and making it easier for renters to access these permits.
- I feel in the majority of cases there is not a need to adjust restrictions or times. There is parking available at all times. Sometimes there might be a short drive from an entrance but this is acceptable. Especially since covid restrictions and during school holidays there is an abundance if parking.
- Please retain existing parking arrangements around king st and gasworks road
- I haven't found parking difficult, particularly where we live (Belmont Avenue). It is fantastic to have unrestricted parking for when friends and family visit.

- There are a variety of reasons why I believe the existing agreements should be maintained. I only bought my apartment in May 2020. The flexibility with parking was one of the major reasons I decided to buy in the area and I feel like the value and usability of the property will be significantly diminished if there is no where for overnight parking or longer visits any more. My one bedroom apartment will be a pied-a-terre for elderly relatives living in country NSW to visit the city when they need to come here for health appointments and for other reasons. It is necessary to have some flexibility so that my relatives can visit as planned from time to time and so that I too can use a car to get groceries and for longer trips to visit relatives. There is ample parking in the Bridge End and Belmont Ave areas, never any shortage. So changing the rules will just diminish the usability and attractiveness of the property rather than increasing the availability of on street parking. I hope you will maintain the status quo which attracted me to the area in the first place.
- It is appalling that the council has its eyes set on additional revenue raising. You grant permits to build high rise building, increasing the local population, yet you take away parking for residents and commuters. What is NSC's plans to introduce additional unrestricted parking? You limit the amount of parking permit you issuing, yet you take parking away in an effort in increase revenue via infringements when life is already tuff as it is. Further more, you are adding pressure to people that are just trying to make a living with going to work. Public transport is limited, yet you want to take away commuter parking.
- Please do not change the existing parking because it is difficult and costly enough to live in Sydney as it is! Due to people being forced to share living, many apartments don't have sufficient parking (and are unable to access a permit) which means that residents need street parking that is free. We pay enough taxes already, without having to pay for residential street Parking too!
- Completely disagree with making parking changes and strongly disagree with metering!
- I conducted a survey of Belmont Ave Street parking on 9/10/2020 and counted 53 vacant parking spaces along the length of the street at around 12:00 midday: 29 All day spaces, 9 four-hour spaces, 15 two-hour spaces. There is MORE parking spaces available in October 2020, than 2 surveys I conducted in November 2013 for the Belmont Ave - Parking Community Consultation. See attached. In NEWLANDS STREET, I object to any changes. I conducted a visual survey on Friday 9/10/2020 between 12:00pm and 12:30pm and found Newlands St had ample available parking: five two-hour spaces, and one all day parking space. I have a photo record of the survey.
- I am happy with existing parking arrangements.
- I would prefer the council to advocate for an increase/improvement in public transport across Sydney so that people do not need to drive to Wollstonecraft or Waverton in order to get onto the rail network rather than spend ANY money changing the parking restrictions.

### **Oppose Meters**

- enough with the parking meters & fines.

- No new meters in Wollstonecraft and Waverton. **ABSOLUTELY NO METERS.** There is literally no problem in this street that needs fixing, the street is pretty empty all day. Meters would just be a money grab from Council for no reason.
- I live on McKye St in Waverton and the vast majority of the time we are able to find street parking in front of our home. Parking meters are quite ugly, I would strongly prefer to see them stay OUT of the Waverton area.
- I feel that meter parking is inappropriate for the area. I understand other resident's frustrations at trying to find parking spots. I agree with meter parking in the Crows Nest/North Sydney CBD area to encourage use of the off street car parks, but for a mostly residential area I do not think it is necessary. I also think that any restrictions should be restricted to weekdays only. We shouldn't be discouraging visitors to our beautiful area. I appreciate the desire to reduce commuter numbers, but with COVID still in the community, and the Government asking people to avoid public transport, this review may be slightly ill timed.
- I am totally against metered parking, because even if council issue resident exemptions, these rights will be eroded away over time, with council changing the rules in the future.
- No paid parking.
- If any changes are made I would still prefer no metered paid parking in the area.
- Meters should absolutely NOT be entering this beautiful residential area.
- MORTON ST q 11 directly affects my household and I 100% agree it should stay how it is or be changed to 4 Hour Parking. Please it should absolutely NOT be metered.
- I am strongly opposed to paid parking.
- Please do not introduce parking meters - these change the character of the local area and make it feel like it is part of a commercial area, which it clearly isn't. There is less traffic now with COVID-19 than there was last year. This seems unnecessary, and probably due to local people no longer commuting and suddenly realising what the area is like during the day.
- I have not observed a shortage of parking near where I live on King Street. While I can't comment on other areas, where I live, being ineligible for a permit, I can only conclude that the proposed changes to metered parking are to generate revenue and not for the benefit of residents.
- Minimal change please. And no metered parking at all.
- I think that those residents not residing within or within 500m of the surveyed street and/or parking area should not be able to 'fairly' provide a response. However, I do not support any METERED parking in this surveyed area.
- Questions 29 and 30 don't provide me with a place to write an alternative answer. Completely change the parking arrangements so that they end at 6:00 PM and residents can come in and park. Don't add anymore restrictions at any other time. And don't allow any new arrangements, including meters, that charge people any more money. The council should not be trying to raise revenue from this under the disguise of offering residents more parking. Under no circumstances should parking meters be installed. And, if we care about the environment at all, we should extend parking hours so that people can access the train and bus services as much as possible.

The parking restrictions should be lengthened so people who can't afford the higher housing costs near public transport, can drive to public transport and use it. Issue commuter permits (at no cost) that allow commuters to use the streets for parking during the day, but they must be moved so that by evening as residents return home, there is street parking available. Installing short term parking meters is a cynical cash grab from people who can't afford it, or from those who are trying to do the right thing and use public transport. Residents should not see the streets as their own private car parks that go empty during the day for their own selfishness. The same goes for council, installing meters is a selfish cash grab.

- I am not in favour of any meter parking anywhere in the locality. This is a residential neighbourhood and not a city neighbourhood, please obtain revenue from other methods.
- I desperately do not want parking meters in my neighbourhood as they hinder people from popping in to see friends and family in the area, especially visitors with decreased mobility or children in tow.
- Please do NOT implement any metered parking - timing restrictions will help ease flow, but metered parking will deter guests from visiting local residents and enjoying the local area
- I do not want any parking meters in residential streets. I think everything works well now.
- Parking meters are not recommended as drivers will simply move to other areas increasing crowding.

### **Request Parking Restriction Changes**

- All street parking within ~1km radius of train stations (or other major commuter point) should be restricted in varying levels to prevent commuters parking in residential areas.
- BELMONT AVENUE 4 hour METER parking where closer to the station otherwise 2 hour parking
- I have been a resident of Bridge End for the past 15 years and I am sick of the trailers / caravan / RVs parked from Friday evening till Monday morning which is why I recommend that the entire zone be converted into limited time (1P or 2P) Monday to Sunday till Midnight. No exceptions except for Resident Permit Holders.
- In King Street with a resident's permit, I sometimes find it hard to park near to where I live. This is particularly difficult when I have heavy things to carry.
- Parking by Brenan Park should be 8 parking during the day, not unrestricted as boats & trailers park there.
- King Lane parking area was changed from 2 hour to unrestricted years ago. The result is vehicles arriving at 6am, with engine running and radio blaring until they leave for work. There are 14 bedrooms within 10 metres of the lane way. The rest of the lane has no parking signs displayed. The removed signage also left a part of the lane available for 1 vehicle to park between driveways opposite the driveway for 55-57 King Street (entry/exit via King Lane), making it difficult to residents to exit/enter their property. The lane width is nominally 4.7 - 5 meters. The parking zone is 6



meter wide. However with vehicles parked on the street, the width is reduced to 4.1 meters. Reinstating the 2 hour parking signs and changing the "No Parking" signage at both ends of the parking area should bring the laneway back to some level of peace in the neighbourhood.

- 4 hour parking allows sufficient time for visitors and recreation as well as many trades. Make all Morton Street 'Unrestricted' because of Mater hospital parking needs. In Ivy Street, make 4 hour parking because of Brennan park amenity and restrict trailer parker
- McKye street and crows nest road surround my apartment building. Every day when I get home from work around I can't park close to my building (I have a permit) usually end up having to park 5 minute walk away. Please make McKye street and crows nest road (near the station) restricted because by 8am Monday-Friday they are full from people leaving their cars there and catching the train.
- SHIRLEY ROAD Increase 1 hour parking to 2 hour parking and leave other as unrestricted.
- Rocklands Lane off Morton Street Wollstonecraft should be designated "No Stopping" in the entire lane as residents are subjected to loss of amenity and quiet peace and enjoyment due to cars, vans, trucks and utes blocking driveways, blocking lane access and creating excess unwarranted noise and causing unnecessary damage to fences, garages and gardens.
- I would like Council to give thought to how to restrict the number of vehicles that are permanently stored on the streets. Effectively eliminating untimed non-permit parking is one way of doing that.
- Outside Waverton station parking time should be increased to one hour
- review of parking in this area is long overdue. It is no longer reasonable for people from other areas to expect to come to our area and park all day long while they go into the city by train. there are buses for people to catch to any station of choice. We often have to park 50 metres or more away from our house because there is no parking available, and I am disabled.
- in general you can always easily find 2 hour parking places in the area, 4 hour places are more difficult to find, and unrestricted places even more difficult. Hence the demand is for more longer term parking, not increased restrictions which make it more difficult to use the public train system for transport. How can you possibly use the train to get to any sort of appointment / shopping if you can only park for 2 hours.
- You have claimed that residents and their guests are experiencing difficulties with parking. However, by increasing the restrictions, you are actually discouraging people from taking public transport to get to appointments etc as 2 hours is far too short as it takes 15mins or so each way to get to the CBD from Wollstonecraft. Increasing the parking restriction hours to midnight or ideally 24/7 on weekdays is critical to break the cycle of residents without permits "permanently" storing their additional cars on the street but driving them to work during business hours. This just creates huge additional peak hour traffic on our roads that won't be fixed by better public or active transport because owners are "forced" to drive their cars in each day.
- Parking restrictions are too short

- we need more 4 hr parking near the train station so that can attend appointments in town . 2 hrs is too short.
- GAS WORKS ROAD Potentially make some spaces 12 hour - This allows visitors to the area however does not permit people from dumping cars, caravans and trailers.
- Currently in Shirley Road - on the section between Belmont Rd and the station where I live it is virtually impossible for my partner to park and visit between 8-6. Most days all unlimited parking is taken. When he's here for a couple of days a week (which is usual, he often needs to find parking in other streets. I am also unable to have visitors for more than 2 hours at a time due to the current situation (M-F). Increasing the 2 hour parking to 4 hour parking would be hugely beneficial. As most of my friends and partner fall in the "elderly" category, they are not adequately catered for at present.
- Our requests for a fairer parking arrangement for residents in the section of Morton Street, Wollstonecraft between Hazelbank Road and Crows Nest Road are well documented in Councils records. For the past 6 years we have requested that 2 hour restricted parking be introduced so as to allow local residents proper access to parking in front of, or at least close to, their own residences. Two hour restricted parking will help to eliminate long term parking (which on occasions has been used up to 6 weeks) the blocking/ obstructing of residents driveways which is a constant problem and creates a hazard for residents. Should Council choose only to place a 2 hour restriction on one side of the street it is requested that it applies to the Eastern side where driveways exists at No's 1,3 and 5 Morton Street, Wollstonecraft.
- Unrestricted parking
- Make it all unrestricted. The only ones really suffering from these restrictions are the residents. There's no real influx of visitors, and when there are visitors... who do you think they're visiting?! Stop adding rules and restrictions because of a few loud busy-bodies who will complain regardless. It's ridiculous to receive a fine in front of my own house!!!
- More unrestricted parking everywhere. More unrestricted parking in Morton Street
- The area also needs more unrestricted parking for visitors of residents (or increase restrictions to 4 hours) as 2 hours is not enough time for visitors.
- I don't believe there is enough unrestricted parking for residents and visitors and would love to see more unrestricted spots or 4P spots.

### **Request for Resident Parking Permit Changes**

- The requirements for resident permits are too restrictive (for example, many families are living in small apartments in this area and often need to repurpose garage space as workspace, particularly with increases in working from home). Reducing unrestricted spaces will do far more to inconvenience residents than to dissuade commuters (who, to be fair, are probably not serviced well by public transport). Expanding the availability of permits will be far more helpful to residents than further reducing the number of parking spots that are available to us. Thank you!
- A residents parking permit like the Northern Beaches Council have would work better i.e. rate payers get one free parking pass for each property and extra permits would be available for a fee up to a set number depending on the size of the property.

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- As the stated issue is commuter parking impacting local residents being able to park in the immediate surrounds of their residential address, may I suggest the implementation and use of a vehicle registration "e-permit" scheme - such as <https://www.vincent.wa.gov.au/residents/parking-services/e-permits.aspx>). This will have the benefits of:
  - Enabling wardens to electronically identify vehicles registered with residents accounts/addresses, thus ensuring local parking is used only by local residents rather than commuters.
  - Free up ALL on-street car parking capacity to ALL local residents, not just those with access to resident parking permits.
  - Reduce number of parking fines being received by local residents when they have had to park in restricted zones in the immediate surrounds of their residential address.
  - Flexibility for available parking to be used by tradies and removalists whose vehicle details have been provided to the resident they are helping in advance.
  - One solution for all rather than inconsistent and confusing variations in parking restrictions.
  - Online scheme using vehicle registration plate as the identifier, negating need for physical permits, postage of permits, in person application/renewal of permits.
  - The eligibility for permits for residents needs to be reviewed/amended/extended immediately (e.g. available for purchase where a family has more cars than parking spots) this is currently too restrictive. If you take a look on a Sunday evening how many unrestricted spots are available there are almost none. This is because residents are trying to jostle for limited numbers of unrestricted parking for the week ahead. These unrestricted spots are typically taken by residents who don't have permits for whatever reason. Accordingly, it is clear that a change to resident parking eligibility is urgently required. Once a change has been taken then increased restrictions on non-residents may be considered - but NO changes should be taken before then. In SHIRLEY & NEWLANDS Install 2 or 4 hour parking but ONLY on the proviso that the eligibility for permits for residents be reviewed/amended/extended. For qs 9, 14, 17, 19, 20, 22, 25, 26, 28 Install 4 hour parking but ONLY on the proviso that the eligibility for permits for residents be reviewed/amended/extended (e.g. available for purchase where a family has more cars than parking spots - as this is currently too restrictive). Otherwise, if a change to resident parking eligibility is not possible, then no change. No parking meters.
  - It's really hard for residents who aren't entitled to parking permit and can't park outside their property and have to walk home from the car and this is especially unsafe at night. More restrictions will make this worse. It's important to consider residents who aren't entitled to a permit or if changes are made, give permits to everyone who lives at that address with a car.
  - I have a 3 bedroom unit which has been in my family for more than 45 years, paying all council rates, council levies, strata fees etc over this period. The 3 bedroom unit houses 3 independent adults and requires 3 associated "residential parking permits". The capacity for adequate "residential parking" attached to the unit is imperative to maintain the existing function and activity of the residence. If the 3 bedroom unit does not have associated "residential parking permits" this would have a serious

negative impact upon the value of my property and the surrounding area. Thank you for your consideration of these aspects

- While this survey makes it clear that it won't happen, the council needs to eventually acknowledge that it's not equitable to provide such highly subsidised street parking to a small number of residents who chose to buy properties without parking available. The current price of \$64 for a year is ridiculous when commercial parking on Nicholson St is charging up to \$40 per day. If council truly believes that it needs to provide "resident parking" on the road then I would recommend it looks to examples in other countries where bicycle storage is installed. It's possible to store ~10 bicycles per car spot so this would allow all residents to have storage instead of just a select few. I would also like to see dedicated spots left for trades people / removal vans / postal workers. I'm getting tired of having the footpath blocked by drivers of these vehicles who are just trying to do a job but can't park legally because all the spots are taken up by residents permanently storing their private vehicles on the public road. This scenario is becoming more frequent and is extremely dangerous when I'm pushing my child in the pram because getting down onto the roadway to get around the vehicle isn't easy. People in wheelchairs would find it even worse.

## COVID-19

- With Covid and the increase in people working from home there should be less commuter parking taking up spaces for residents and their visitors
- Given the number of residents working from home due to Covid, I have noticed that there is less on street parking over the past few months due to cars not being used or moved as often. I would ask the council to take this current situation into consideration when examining possible changes, and to be thoughtful about the possible unintended impact to residents already dealing with the current circumstances. Unless there is an overwhelming requirement for some changes, I would advocate for no further changes at this time.
- Covid has change our work model forever. WfH is the new normal. Public transport load will decrease with less working in CBD. So, less stress on parking around station is foreseeable. There is no need to tighten the parking limits anymore.
- I feel in the majority of cases there is not a need to adjust restrictions or times. There is parking available at all times. Sometimes there might be a short drive from an entrance but this is acceptable. Especially since covid restrictions and during school holidays there is an abundance if parking.
- I appreciate the desire to reduce commuter numbers, but with Covid still in the community, and the Government asking people to avoid public transport, this review may be slightly ill timed.
- There is less traffic now with Covid-19 than there was last year. This seems unnecessary, and probably due to local people no longer commuting and suddenly realising what the area is like during the day.
- With all these Covid issues please don't make us pay for parking in front of home. Or make the permit free
- I am really disappointed in the survey. It is clear more people are now working from home who would usually be driving to work and adhering to the signage and current

restrictions. The fact you are questioning residents on their opinion with no context to the current situation on this survey or on the letter we received is appalling. Why did you not acknowledge more people are working from home and park this survey until a time where life resumes to normal? If any changes are made to unrestricted parking areas, it would be making it more difficult for those working from home who usually commute to find a place for their vehicle - especially if you aren't offering any more vehicle permits. I live on Crows Nest Road, have a parking permit and off street parking, but walk to the station and to the Pacific Highway each day - so both directions, and there are no extra cars in the area. This is a fear campaign and I am really disappointed in the council for exploiting these difficult times and not providing context as to why there may be more cars about at the moment.

## Other

- Reduced requirements for signage and street clutter.
- Easier and more efficient enforcement by wardens with less scope for time consuming appeals.
- I do not feel that I should be able to influence parking arrangements not directly affecting me - i.e. beyond the immediate surrounds of my residential address - so have not requested any change in these locations.
- You did not include King St from Tunks St to McKye St. There is unrestricted parking on the left and that should be restricted to 2 hour parking. Also some way of restricting trailers / caravans being left for extended periods
- One of the questions I think for Shirley Rd did not have retain existing parking as an option
- A. There is a need to change Rocklands Rd as well as Hazelbank into one way streets. Two reasons:
  1. there is congestion with delivery trucks at the hospital and they frequently block Rocklands Road because the delivery bay at the Mater Hospital can only fit one large truck.
  2. Staff getting picked up or dropped off - people are double parked there waiting - causes congestion.
  3. I have seen cars make dangerous reversing u-turns at the corner of Rocklands/Sinclair because they want to go back onto the Pacific Highway. - too dangerous with an intersection as well as pedestrian crossing there.
- B. With the trucks making deliveries at the Mater, the narrow intersection at Rocklands/Gillies is stupidly too narrow and quite often cars are turning from Gillies into Rocklands (without stopping/looking properly) with near accidents (due to narrow space) with cars travelling down Rocklands Road.
- C. With current situation, staff are driving to work at the hospital. They park in the surrounding streets. Perhaps the Mater should provide free parking for their staff instead of having a paid car park
- Council, with the current economic climate increasing trying to increase costs for residents and their visitors is appalling. I will not be voting for the incumbent next time around, and will be doing all I can to call out the council for its lack of consideration on social media for attempting to increase costs and revenue raise during a pandemic and economic recessions.

- 
- There is no problem. This is Only about increasing Council revenue and provides. Nothing for residents. Further alienates my visitors. The Council is constantly looking for any option to gouge money out of residents. Council has recently I pelted a massive price hike, destroyed the residential profile of the area by receiving payments to build unnecessary poor quality apartment towers without providing parking for 5e occupants, hence this. Favoured developers bribe Council to build building with few car parks, to maximise profits, and force existing residents to pay the price, Council should be appearing and accountable to ICAC.
  - Get rid of the trailers, caravans and boats that take up parking. This is a significant problem in this area, not commuters and visitors!
  - People will park in Shirley Road and adjacent streets within Area 11 where there are no restrictions, and walk back the short distance. I cannot walk and do not drive, therefore I absolutely have to book taxis for mobility, and wait in the street for Taxis to arrive. I can't tell you how many times I've had to re-book after watching my taxi go past BECAUSE THE BUILDING NUMBER WAS OBSCURED DUE TO A CHOCK-A-BLOCK PARKED OUT SHIRLEY ROAD! Nor can I sit down in my walker and wait in front of my building in the street so a Taxi driver can see me and I him, because there is no space: the street is parked out. The only option left is to position myself at the top of our driveway and obstruct vehicles going in/out. PLEASE, WE DO NOT WANT ANY MORE STREET PARKING AROUND HERE!
  - Parking in the area would not have developed into such a problem if the council had not purposely removed many parking spaces by planting additional trees on the road and creating gardens in the road while at the same time neglecting nature strips (or in my case dirt strip) that could have been turned into gardens.
  - Residents should probably be asked to only vote for those streets/areas in which they live or park as this was not clear on commencing the survey. Perhaps ask residents in which area/street they live, then push those closer questions to the top of the survey, and note they can answer for the other areas if it impacts them too.
  - The issue is that you do not have any patrolling and ticketing. I live on Rocklands Rd and there are people parked my end of the street for days at a time. As an example in the last week, there was a Large Land Cruiser parked in front of # 4 for over a week. It was also taking up 2 spaces. Why don't you hire more rangers to ticket? When I leave for work there are STVPH staff circling the streets, looking for spaces- they stay all day and do not get ticket. They have a parking structure which they choose not to use. They are also inconsiderate parkers, taking the space of 2 cars. It is completely unfair to residents and our guests that we can not park in our street. The north Sydney Council could use the revenue for Environmental and arts Initiatives
  - please refer to my earlier comments and on this date, i note there are no fewer than five trailers in those areas. thank you
  - More disabled parking spots are also needed in the area.
  - Too many residents use on-street parking when they should be using their garages for parking. In my unit block alone, 3 of the 8 units do not use their garages, but instead they park on the street taking up precious on-street parking. Ridiculous!

- 
- A blind person can see this is another attempt by NSC to increase revenue. your notice to residents states "It's councils understanding that residents and their visitors are experiencing difficulties". How did you come to "understand" this issue? Your attempt to push the purchase of parking permits is extremely obvious.
  - Please ban trailers & “car next door” arrangements from all streets in Wollstonecraft. These are often old vans and parked there for weeks on end. They also limit on street parking for local residents!
  - I have lived in Area 11 for 10 years - there is a good mix of 2 hour, 4 hour and all-day parking spaces available for residents, residents visitors and others. Yes it does get busy with some of the all-day parking for hospital staff, but it is not excessive, and having been a staff member at the Mater Hospital, I sympathize with staff trying to work shift work with no free street parking available. During the Covid-19 pandemic this year, there has been more congestion than usual during the week, but less on weekends. This is already starting to shift now and return to normal. Rather than change parking times or add meters which I most definitely DO NOT agree with, simply painting lines on the road to demarcate legal boundaries for driveways, corners etc so people don't park too close to driveways/ block driveways/ block views around corners etc would be my suggestion. Being a highly residential area means putting paid parking in has a hugely negative effect on the peaceful enjoyment of the residents living in the area, especially if friends/ family/ visitors come to visit.
  - I find it frustrating and it limits parking for visitors when trailers, boats and caravans are parked in unrestricted areas, especially around Brennan Park, as it makes it difficult for people going to the park especially with children or the elderly, picnics etc.
  - Please will you hire more rangers, Rangers do not patrol Rocklands Road down the Ivy st end. Everyone in my building complains about it as do other residents. Also, on Hazelbank around the park there are usually 1 or 2 Backpacker vans, they sleep there and go to the bathroom in the gutters. Plus this evening the latest group, left a large pile of rubbish bags on the park side of the Hazelbank, why is this not patrolled at night???? They get dressed in Hi Vis in the morning and drive off but are back by 6.30 or 7 in the evening. I fear that the North Sydney council is just asking people to respond as lip service rather than actually planning on supporting and assisting the Residents. You could regenerate parks, support art initiatives etc with the money raised from the parking fines. HOW ABOUT YOU ACTUALLY INFORCE THE 2 HOUR PARKING ON THIS STREET. Rocklands road has at least 4 trailers that are parked there, without permits and never get a fine. In addition, in front of #4 there is a 4WD that has been parked there for over a week. Please do not allow all the trailers, some of the tradespeople that park them, don't even live around here. This is so unfair to the residents. When I get home from the GYM at night there is no where to park, which is dangerous and inconvenient
  - Someone needs to look at the 'safety' of all the parking spaces in the area, particularly corner spaces, bearing in mind how SUVs parked at corners block a driver's view, particularly looking right. For example, in Belmont Avenue there is a parking space on a curved corner (opposite Bridge End) so drivers 'cut the corner' to avoid hitting the back of the parked car which means their vehicle encroaches onto the other side of the road. Another parking space needs to be removed near the entrance to Bridge End because cars emerging there have difficulty seeing if a vehicle is coming from

the right due to the curve of the road and visibility is impossible when a truck, SUV or storage unit is parked there.

- You can create spaces by marking how close to driveways people can park. Having paid parking will just get more people parking in visitors parking in nearby units when they know no one there.
- Dear North Sydney Council, I am writing with reference to the current consultation in relation to area 11, Traffic, Transport and Parking survey. I currently reside in area 23 for which no resident parking permit is provided. As such, I rely on finding 24 hour car parks, of which there are an extremely limited amount available in North Sydney generally. I am currently a student and work part time, and it is impossible to spend \$430 a month for parking at places such as Ward Street Carparks. I am not the kind of resident who leaves my car there for days at a time as I use it nearly everyday. I am writing this letter in order for Council to take into consideration the interests of other residents, particularly residents who are not permitted to obtain a parking permit, when assessing any impact on the limited number of 24 hour zones already.
- Belmont Avenue near the station is extensively used by commuters using the train and it's impossible to get a parking during weekdays from 7am to 5pm, as spaces are fully occupied by commuter vehicles. In my view, it makes no sense to classify Shirley Road near the station as "1" and not do the same with the section of Belmont Avenue closest to the station (currently rated "3")
- SHIRLEY ROAD WOLLSTONECRAFT. The options mentioned are somewhat confusing. PLEASE PLEASE SIMPLIFY RESIDENTIAL PARKING - SHIRLEY RD WOLLSTONECRAFT PARKING IS OVER-RUN WITH COMMUTER PARKING AT THE EXPENSE OF WE LOCALS & OUR VISITORS.SPEED RESTRICTIONS SHOULD APPLY AS SHIRLEY RD IS REATED AS A SPEEDWAY - MORNING & NIGHT & especially during the day.
- To solve the problem in the future any new developments should provide adequate off street parking for both residents and visitors as opposed to the inadequate current requirements which put extra cars on the street!!!



## PARKING RESTRICTION REVIEW – SURVEY RESULTS

Note: online questions 1 to 3 relate to acknowledgements regarding resident parking permits

In SHIRLEY ROAD between Telopea Street and Newlands Street,

Q4. I am in favour of replacing the existing “2 hour parking” with (choose one):

Respondent Type	Retain existing parking arrangement		OTHER respondent requests							No Answer		Total						
			2 Hour METER parking	3 Hour parking	4 Hour parking	4 Hour METER parking	Unrestricted Parking	Request to review parking permit policy										
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%						
<b>Resident</b>	35	83%			3	7%			1	2%	42	18%						
Shirley Road	35	83%		1	2%	3	7%		1	2%	42	18%						
Belmont Avenue	30	94%			1	3%				1	3%	32	14%					
Bridge End	14	88%			1	6%				1	6%	16	7%					
Carr Street	1	100%									1	0.4%						
Crows Nest Road	21	84%	2	8%						2	8%	25	11%					
Gas Works Road	1	100%									1	0.4%						
Hazelbank Road	5	83%							1	17%	6	3%						
Ivy Street	3	75%							1	25%	4	2%						
King Street	15	68%			1	5%	1	5%	1	5%	4	9%						
McKye Street	7	70%								3	30%	10	4%					
Morton Street	21	75%			3	11%				4	14%	28	12%					
Rocklands Road	18	82%								4	18%	22	9%					
Walumetta Drive	1	100%									1	0.4%						
Newlands Street	1	100%									1	0.4%						
	173	82%	2	1%	1	0.5%	9	4%	1	0.5%	1	0.5%	22	10%	211	90%		
<b>Non-resident, owner</b>	13	81%									3	19%	16	7%				
<b>Resident Outside Survey Area</b>	7	88%									1	13%	8	3%				
<b>Grand Total</b>	193	82%	2	1%	1	0.4%	9	4%	1	0.4%	1	0.5%	2	1%	26	11%	235	100%

Q5. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):

Respondent Type	Retain existing parking arrangement		OTHER respondent requests						No Answer		Total					
			2 Hour Parking	2 Hour METER parking	4 Hour parking	4 Hour METER parking	Request to review parking permit policy									
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%				
<b>Resident</b>	35	83%	2	5%			4	10%			1	2%	42	18%		
Shirley Road	35	83%	2	5%			4	10%			1	2%	42	18%		
Belmont Avenue	23	72%	1	3%			7	22%			1	3%	32	14%		
Bridge End	13	81%	1	6%			1	6%			1	6%	16	7%		
Carr Street	1	100%											1	0.4%		
Crows Nest Road	9	36%	3	12%	1	4%	7	28%	1	4%	1	4%	3	12%	25	11%
Gas Works Road	1	100%											1	0.4%		
Hazelbank Road	4	67%					1	17%			1	17%	6	3%		
Ivy Street	2	50%					1	25%			1	25%	4	2%		
King Street	9	41%	4	18%			3	14%	1	5%	1	5%	4	9%		
McKye Street	7	70%									3	30%	10	4%		
Morton Street	19	68%	1	4%			5	18%			3	11%	28	12%		
Rocklands Road	12	55%	4	18%			3	14%			3	14%	22	9%		
Walumetta Drive	1	100%											1	0.4%		
Newlands Street	1	100%					1	100%					1	0.4%		
	136	64%	16	8%	1	0.5%	33	16%	2	1%	2	1%	21	10%	211	90%
<b>Non-resident, owner</b>	6	38%	2	13%			6	38%			2	13%	16	7%		
<b>Resident Outside Survey Area</b>	5	63%	1	13%			1	13%			1	13%	8	3%		
<b>Grand Total</b>	147	63%	19	8%	1	0.4%	40	17%	2	1%	2	1%	24	10%	235	100%

Area 11 – Survey Results - September-October 2020

In NEWLANDS STREET,

Q6. I am in favour of replacing some of the existing “unrestricted parking” with (choose one)

Respondent Type				OTHER respondent requests					Grand Total
	2 Hour Parking	4 Hour parking	4 Hour METER parking	Retain existing parking arrangement	Request for e-permits	Request to review parking permit policy	No answer		
Resident	Number %	Number %	Number %	Number %	Number %	Number %	Number %	Number %	Number %
Newlands Street		1 100%	4 13%	13 41%				1 3%	1 0.4%
Belmont Avenue	1 3%	13 41%	4 13%	13 41%				1 3%	32 14%
Morton Street	1 4%	11 39%	2 7%	10 36%				4 14%	28 12%
Bridge End	2 13%	6 38%	1 6%	6 38%				1 6%	16 7%
Carr Street		1 100%							1 0.4%
Crows Nest Road	5 20%	7 28%	3 12%	4 16%			1 4%	5 20%	25 11%
Gas Works Road	1 100%								1 0.4%
Hazelbank Road		2 33%		3 50%				1 17%	6 3%
Ivy Street		1 25%	1 25%		1 25%			1 25%	4 2%
King Street		11 50%		3 14%				3 14%	22 9%
McKye Street	4 18%	4 40%		2 20%		1 5%		4 40%	10 4%
Rocklands Road	4 18%	9 41%	1 5%	5 23%				3 14%	22 9%
Shirley Road	2 5%	14 33%		23 55%				3 7%	42 18%
Walumetta Drive				1 100%					1 0.4%
	20 9%	80 38%	12 6%	70 33%	1 0.5%	2 1%		26 12%	211 90%
<b>Non-resident, owner</b>	1 6%	10 63%	1 6%	1 6%				3 19%	16 7%
<b>Resident outside survey area</b>	2 25%	1 13%		4 50%				1 12.5%	8 3%
<b>Grand Total</b>	<b>23 10%</b>	<b>91 39%</b>	<b>13 5.5%</b>	<b>75 32%</b>	<b>1 0.4%</b>	<b>2 0.9%</b>		<b>30 13%</b>	<b>235 100%</b>

Area 11 – Survey Results - September-October 2020

In BELMONT AVENUE,

Q7. I am in favour of replacing the existing “2 hour parking” with (choose one):

Respondent Type	OTHER respondent requests																		
	Retain existing parking arrangement		2 Hour METER parking		4 Hour parking		Unrestricted Parking		Request to review parking permit policy		4 hour METER parking where closer to the station		Parking meters		No answer		Grand Total		
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	
<b>Resident</b>																			
Belmont Avenue	27	84%			3	9%	1	3%							1	3%	32	14%	
Bridge End	10	63%			4	25%									2	13%	16	7%	
Carr Street	1	100%													1	0.4%	1	0.4%	
Crows Nest Road	20	80%	1	4%	1	4%									3	12%	25	11%	
Gas Works Road	1	100%															1	0.4%	
Hazelbank Road	4	67%					1	50%							1	17%	6	3%	
Ivy Street	3	75%													1	25%	4	2%	
King Street	15	68%							1	5%	1	5%			5	23%	22	9%	
McKye Street	7	70%													3	30%	10	4%	
Morton Street	23	82%					1	4%							4	14%	28	12%	
Rocklands Road	15	68%			2	9%	1	5%				1	5%		3	14%	22	9%	
Shirley Road	33	79%			5	12%	1	2%							3	7%	42	18%	
Walumetta Drive	1	100%															1	0.4%	
Newlands Street	1	100%															1	0.4%	
	161	76%	1	0%	15	7%	5	2%	1	0.5%	1	0.5%	1	0.5%	26		211	90%	
<b>Non-resident, owner</b>	13	81%			1	6%			1	6%					1	6%	16	7%	
<b>Resident outside survey area</b>	7	88%													1	13%	8	3%	
<b>Grand Total</b>	<b>181</b>	<b>77%</b>	<b>1</b>	<b>0.4%</b>	<b>16</b>	<b>7%</b>	<b>5</b>	<b>2%</b>	<b>2</b>	<b>1%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>28</b>	<b>12%</b>	<b>235</b>	<b>100%</b>	

Q8. I am in favour of replacing the existing “4 hour parking” with (choose one):

Respondent Type	OTHER respondent requests																				
	Retain existing parking arrangement		2 Hour Parking		4 Hour METER parking		Unrestricted Parking		4 hour METER parking where closer to the station otherwise 2 hour parking		Mixture of unrestricted and 2 Hour Parking		Parking meters		Request to review parking permit policy		No answer		Grand Total		
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	
<b>Resident</b>																					
Belmont Avenue	30	94%					1	3%										1	3%	32	14%
Bridge End	14	88%																2	13%	16	7%
Carr Street	1	100%																1	0.4%	1	0.4%
Crows Nest Road	18	72%	2	8%	1	4%												4	16%	25	11%
Gas Works Road	1	100%																		1	0.4%
Hazelbank Road	4	67%					1	17%										1	17%	6	3%
Ivy Street	3	75%																1	25%	4	2%
King Street	14	67%																6	29%	21	9%
McKye Street	7	70%												1	5%			3	30%	10	4%
Morton Street	23	82%					1	4%										4	14%	28	12%
Rocklands Road	17	81%					1	5%										3	14%	21	9%
Shirley Road	36	82%	1	2%			1	2%	1	2%	1	2%	1	2%				3	7%	44	19%
Walumetta Drive	1	100%																		1	0.4%
Newlands Street	1	100%																		1	0.4%
	170	81%	3	1%	1	0.5%	5	2%	1	0.5%	1	0.5%	1	0.5%	1	0.5%	28	13%	211	90%	
<b>Non-resident, owner</b>	14	88%													1	6%	1	6%	16	7%	
<b>Resident outside survey area</b>	7	88%																1	13%	8	3%
<b>Grand Total</b>	<b>191</b>	<b>81%</b>	<b>3</b>	<b>1%</b>	<b>1</b>	<b>0.4%</b>	<b>5</b>	<b>2%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>2</b>	<b>0.9%</b>	<b>30</b>	<b>13%</b>	<b>235</b>	<b>100%</b>	

Q9. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):

Respondent Type	OTHER respondent requests																	
	2 Hour Parking		4 Hour parking		4 Hour METER parking		Retain existing parking arrangement		4 hour METER parking where closer to the station		Request to review parking permit policy		No answer		Grand Total			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%		
<b>Resident</b>																		
Belmont Avenue	3	9%	6	19%	1	3%	22	69%								32	14%	
Bridge End	1	6%	2	13%	1	6%	11	69%							1	6%	16	7%
Carr Street							1	100%								1	0.4%	
Crows Nest Road	3	12%	7	28%	2	8%	9	36%							3	12%	25	11%
Gas Works Road			1	100%												1	0.4%	
Hazelbank Road			1	17%			4	67%							1	17%	6	3%
Ivy Street			1	25%			2	50%							1	25%	4	2%
King Street	4	18%	2	9%			11	50%	1	5%					4	18%	22	9%
McKye Street							7	70%							3	30%	10	4%
Morton Street			2	7%	3	11%	21	75%							2	7%	28	12%
Rocklands Road	5	23%	2	9%			12	55%							3	14%	22	9%
Shirley Road	1	2%	4	10%			35	83%							2	5%	42	18%
Walumetta Drive							1	100%									1	0.4%
Newlands Street			1	100%													1	0.4%
	17	8%	29	14%	7	3%	136	64%	1	0.5%	1	0.5%			20	9%	211	90%
<b>Non-resident, owner</b>			7	44%	1	6%	7	44%							1	6%	16	7%
<b>Resident outside survey area</b>	1	13%			1	13%	5	63%							1	13%	8	3%
<b>Grand Total</b>	<b>18</b>	<b>8%</b>	<b>36</b>	<b>15%</b>	<b>9</b>	<b>4%</b>	<b>148</b>	<b>63%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>			<b>22</b>	<b>9%</b>	<b>235</b>	<b>100%</b>

Area 11 – Survey Results - September-October 2020

In BRIDGE END,

Q10. I am in favour of replacing the existing “4 hour parking” with (choose one):

Respondent Type	2 Hour Parking		Retain existing parking arrangement		OTHER respondent requests				Grand Total					
	Number	%	Number	%	2 hour parking everyday from 8 am to 10 pm.	Unrestricted Parking	Request to review parking permit policy	No answer	Number	%				
<b>Resident</b>														
Bridge End			14	88%	1	6%			16	7%				
Belmont Avenue	3	9%	27	84%				2	6%	32	14%			
Carr Street			1	100%					1	0.4%				
Crows Nest Road	8	32%	13	52%				4	16%	25	11%			
Gas Works Road			1	100%					1	0.4%				
Hazelbank Road			4	67%		1	17%	1	17%	6	3%			
Ivy Street			3	75%				1	25%	4	2%			
King Street	5	23%	12	55%			1	5%	4	18%	22	9%		
McKye Street			7	70%				3	30%	10	4%			
Morton Street	3	11%	22	79%				3	11%	28	12%			
Rocklands Road	5	23%	14	64%				3	14%	22	9%			
Shirley Road	2	5%	35	83%		1	2%	4	10%	42	18%			
Walumetta Drive			1	100%					1	0.4%				
Newlands Street			1	100%					1	0.4%				
	26	12%	155	73%	1	0.5%	3	1%	1	0.5%	25	12%	211	90%
<b>Non-resident, owner</b>	1	6%	13	81%					2	13%	16	7%		
<b>Resident outside survey area</b>	2	25%	5	63%					1	13%	8	3%		
<b>Grand Total</b>	<b>29</b>	<b>12%</b>	<b>173</b>	<b>74%</b>	<b>1</b>	<b>0.4%</b>	<b>3</b>	<b>1%</b>	<b>1</b>	<b>0.4%</b>	<b>28</b>	<b>12%</b>	<b>235</b>	<b>100%</b>

**Area 11 – Survey Results - September-October 2020**

**In MORTON STREET, between Newlands Street and Crows Nest Road,**

**Q11. I am in favour of replacing the existing “2 hour parking” with (choose one):**

Respondent Type	1 Hour Parking		2 Hour METER parking		Retain existing parking arrangement		OTHER respondent requests		4 Hour parking		Unrestricted Parking		Retain existing or 4 Hour Parking		No answer		Grand Total			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%		
<b>Resident</b>																				
Morton Street	1	4%	2	7%	21	75%					3	11%	1	4%			2	6%	28	12%
Belmont Avenue	1	3%	3	9%	25	78%	1	3%							2	6%	32	14%		
Bridge End			1	6%	13	81%	1	6%							1	6%	16	7%		
Carr Street					1	100%											1	0.4%		
Crows Nest Road	2	8%	3	12%	16	64%	1	4%							3	12%	25	11%		
Gas Works Road					1	100%											1	0.4%		
Hazelbank Road					5	83%					1	17%					6	3%		
Ivy Street					3	75%									1	25%	4	2%		
King Street	2	9%	2	9%	13	59%					1	5%			4	18%	22	9%		
McKye Street					7	70%									3	30%	10	4%		
Rocklands Road	1	5%	1	5%	16	73%	1	5%							3	14%	22	9%		
Shirley Road					37	88%					1	2%			4	10%	42	18%		
Walumetta Drive					1	100%											1	0.4%		
Newlands Street					1	100%											1	0.4%		
	7	3%	12	6%	160	76%	4	2%			6	3%	1	0.5%	21	10%	211	90%		
<b>Non-resident, owner</b>			4	25%	10	63%									2	13%	16	7%		
<b>Resident outside survey area</b>					5	63%	1	13%	1	13%					1	13%	8	3%		
<b>Grand Total</b>	<b>7</b>	<b>3%</b>	<b>16</b>	<b>7%</b>	<b>175</b>	<b>74%</b>	<b>5</b>	<b>2%</b>	<b>7</b>	<b>3%</b>	<b>1</b>	<b>0.4%</b>	<b>24</b>	<b>10%</b>	<b>235</b>	<b>100%</b>				

**Q12. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):**

Respondent Type	2 Hour Parking		4 Hour parking		4 Hour METER parking		Retain existing parking arrangement		OTHER respondent requests		2 Hour METER parking		No answer		Grand Total	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Resident</b>																
Morton Street	2	7%	1	4%	1	4%	24	86%							28	12%
Belmont Avenue	1	3%	4	13%	3	9%	23	72%					1	3%	32	14%
Bridge End	1	6%	4	25%			10	63%					1	6%	16	7%
Carr Street							1	100%							1	0.4%
Crows Nest Road	3	12%	5	20%			12	48%			2	8%	3	12%	25	11%
Gas Works Road							1	100%							1	0.4%
Hazelbank Road	2	33%					4	67%							6	3%
Ivy Street							3	75%					1	25%	4	2%
King Street	3	14%	3	14%	2	9%	11	50%					3	14%	22	9%
McKye Street					1	10%	6	60%					3	30%	10	4%
Rocklands Road	3	14%	5	23%	1	5%	10	45%					3	14%	22	9%
Shirley Road	2	5%	5	12%			31	74%					4	10%	42	18%
Walumetta Drive							1	100%							1	0.4%
Newlands Street	1	100%													1	0.4%
	18	9%	28	13%	7	3%	137	65%			2	1%	19	9%	211	90%
<b>Non-resident, owner</b>	2	13%	3	19%	1	6%	8	50%					2	13%	16	7%
<b>Resident outside survey area</b>	2	25%					5	63%					1	13%	8	3%
<b>Grand Total</b>	<b>22</b>	<b>9%</b>	<b>31</b>	<b>13%</b>	<b>8</b>	<b>3%</b>	<b>150</b>	<b>64%</b>	<b>2</b>	<b>1%</b>	<b>22</b>	<b>9%</b>	<b>235</b>	<b>100%</b>		

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In ROCKLANDS ROAD, between Ivy Street and Morton Street,

Q13. I am in favour of replacing the existing “2 hour parking” with (choose one):

Respondent Type	1 Hour Parking		2 Hour METER parking		Retain existing parking arrangement		OTHER respondent requests				Grand Total					
	Number	%	Number	%	Number	%	4 Hour parking	Unrestricted Parking	Request for e-permits	No answer	Number	%				
Resident																
Rocklands Road	2	9%	1	5%	16	73%	2	9%		1	5%	22	9%			
Shirley Road					38	90%		1	2%		3	7%	42	18%		
Belmont Avenue	3	9%	1	3%	22	69%	2	6%		4	13%	32	14%			
Bridge End			1	6%	13	81%	1	6%		1	6%	16	7%			
Carr Street					1	100%						1	0.4%			
Crows Nest Road	2	8%	3	12%	15	60%	1	4%		4	16%	25	11%			
Gas Works Road					1	100%						1	0.4%			
Hazelbank Road	1	17%			4	67%		1	17%			6	3%			
Ivy Street					3	75%			1	25%		4	2%			
King Street	2	9%	1	5%	11	50%		1	5%		7	32%	22	9%		
McKye Street					7	70%					3	30%	10	4%		
Morton Street			2	7%	22	79%	1	4%	2	7%	1	4%	28	12%		
Walumetta Drive					1	100%						1	0.4%			
Newlands Street					1	100%						1	0.4%			
	10	5%	9	4%	155	73%	7	3%	5	2%	1	0.5%	24	11%		
Non-resident, owner			1	6%	12	75%					3	19%	16	7%		
Resident outside survey area					5	63%	1	13%	1	13%		1	13%	8	3%	
<b>Grand Total</b>	<b>10</b>	<b>4%</b>	<b>10</b>	<b>4%</b>	<b>172</b>	<b>73%</b>	<b>8</b>	<b>3%</b>	<b>6</b>	<b>3%</b>	<b>1</b>	<b>0.4%</b>	<b>28</b>	<b>12%</b>	<b>235</b>	<b>100%</b>

Q14. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):

Respondent Type	2 Hour Parking		4 Hour parking		4 Hour METER parking		Retain existing parking arrangement		OTHER respondent requests				Grand Total					
	Number	%	Number	%	Number	%	Number	%	2 Hour METER parking	Request for e-permits	Request to review parking permit policy	Mixture of unrestricted and 4 hour parking	No answer	Number	%			
Resident																		
Rocklands Road	5	23%	4	18%			12	55%				1	6%		22	9%		
Belmont Avenue	1	3%	4	13%	2	6%	23	72%					2	6%	32	14%		
Bridge End	2	13%	1	6%	1	6%	11	69%					1	6%	16	7%		
Carr Street							1	100%							1	0.4%		
Crows Nest Road	3	12%	5	20%	1	4%	11	44%	1	4%	1	4%	3	12%	25	11%		
Gas Works Road	1	100%													1	0.4%		
Hazelbank Road	1	17%					5	83%							6	3%		
Ivy Street	1	25%					2	50%		1	25%				4	2%		
King Street	4	18%	2	9%	2	9%	9	41%					5	23%	22	9%		
McKye Street							7	70%					3	30%	10	4%		
Morton Street	1	4%	1	4%	1	4%	24	86%					1	4%	28	12%		
Shirley Road	1	2%	3	7%			35	83%					3	7%	42	18%		
Walumetta Drive							1	100%							1	0.4%		
Newlands Street	1	100%													1	0.4%		
	21	10%	20	9%	7	3%	141	67%	1	0.5%	1	0.5%	1	0.5%	18	9%		
Non-resident, owner			5	31%			8	50%						3	19%	16	7%	
Resident outside survey area	2	25%					5	63%						1	13%	8	3%	
<b>Grand Total</b>	<b>23</b>	<b>10%</b>	<b>25</b>	<b>11%</b>	<b>7</b>	<b>3%</b>	<b>154</b>	<b>66%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>22</b>	<b>9%</b>	<b>235</b>	<b>100%</b>

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In IVY LANE,

Q15. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):

Respondent Type	Retain existing parking arrangement		OTHER respondent requests				No answer		Grand Total					
			2 Hour Parking		4 Hour parking						4 Hour METER parking		Request for e-permits	
	Number	%	Number	%	Number	%	Number	%	Number	%				
<b>Resident</b>														
Ivy Street	3	75%					1	25%	4	2%				
Rocklands Road	17	77%	3	14%				2	9%	22	9%			
Belmont Avenue	26	81%			3	9%			3	9%	32	14%		
Bridge End	12	75%	1	6%	2	13%			1	6%	16	7%		
Carr Street	1	100%									1	0.4%		
Crows Nest Road	17	68%	2	8%	1	4%	1	4%	4	16%	25	11%		
Gas Works Road	1	100%									1	0.4%		
Hazelbank Road	5	83%						1	17%	6	3%			
King Street	16	73%	1	5%	1	5%			4	18%	22	9%		
McKye Street	7	70%							3	30%	10	4%		
Morton Street	23	82%			2	7%			3	11%	28	12%		
Shirley Road	36	86%			1	2%			5	12%	42	18%		
Walumetta Drive	1	100%									1	0.4%		
Newlands Street			1	100%							1	0.4%		
	165	78%	8	4%	10	5%	1	0.5%	1	0.5%	26	12%	211	90%
<b>Non-resident, owner</b>	12	75%							4	25%	16	7%		
<b>Resident outside survey area</b>	5	63%	2	25%					1	13%	8	3%		
<b>Grand Total</b>	<b>182</b>	<b>77%</b>	<b>10</b>	<b>4%</b>	<b>10</b>	<b>4%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>31</b>	<b>13%</b>	<b>235</b>	<b>100%</b>

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In IVY STREET,

Q16. I am in favour of replacing the existing “2 hour parking” with (choose one):

Respondent Type	1 Hour Parking		4 Hour parking		Retain existing parking arrangement		OTHER respondent requests							
	Number	%	Number	%	Number	%	Unrestricted Parking		Request for e-permits		No answer		Grand Total	
<b>Resident</b>														
Ivy Street					3	75%			1	25%			4	2%
Belmont Avenue	3	9%	1	3%	24	75%					4	13%	32	14%
Bridge End					15	94%					1	6%	16	7%
Carr Street					1	100%							1	0.4%
Crows Nest Road	3	12%	1	4%	18	72%					3	12%	25	11%
Gas Works Road					1	100%							1	0.4%
Hazelbank Road	1	20%			4	80%	1	20%					5	2%
King Street	2	9%			14	64%	1	5%			5	23%	22	9%
McKye Street					6	60%					4	40%	10	4%
Morton Street	1	4%	1	4%	22	79%	2	7%			2	7%	28	12%
Rocklands Road	2	9%	1	5%	17	77%					2	9%	22	9%
Shirley Road					36	88%	1	2%			5	12%	41	17%
Walumetta Drive					1	100%							1	0.4%
Newlands Street					1	100%							1	0.4%
	12	6%	4	2%	163	78%	5	2%	1	0.5%	26	12%	209	89%
<b>Non-resident, owner</b>					13	81%					3	19%	16	7%
<b>Resident outside survey area</b>			1	13%	5	63%	1	13%			1	13%	8	3%
<b>Grand Total</b>	<b>12</b>	<b>5%</b>	<b>5</b>	<b>2%</b>	<b>181</b>	<b>77%</b>	<b>6</b>	<b>3%</b>	<b>1</b>	<b>0.4%</b>	<b>30</b>	<b>13%</b>	<b>235</b>	<b>99%</b>

Q17. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):

Respondent Type	2 Hour Parking		4 Hour parking		4 Hour METER parking		Retain existing parking arrangement		OTHER respondent requests												
	Number	%	Number	%	Number	%	Number	%	1 Hour Parking		Request for e-permits		Request to review parking permit policy		No answer		Grand Total				
<b>Resident</b>																					
Ivy Street	1	25%	1	25%			1	25%			1	25%						4	2%		
Belmont Avenue	1	3%	6	19%	2	6%	20	63%									3	9%	32	14%	
Bridge End	1	6%	2	13%	1	6%	10	63%									2	13%	16	7%	
Carr Street							1	100%											1	0.4%	
Crows Nest Road	4	16%	4	16%	2	8%	11	44%					1	4%			3	12%	25	11%	
Gas Works Road			1	100%															1	0.4%	
Hazelbank Road	1	17%					5	83%											6	3%	
King Street	6	27%	2	9%			10	45%									4	18%	22	9%	
McKye Street							7	70%									3	30%	10	4%	
Morton Street							20	71%									2	7%	28	12%	
Rocklands Road	4	18%	5	18%	1	4%	13	59%									2	9%	22	9%	
Shirley Road			2	9%			34	81%	1	5%							5	12%	42	18%	
Walumetta Drive					1	2%													1	0.4%	
Newlands Street	1	100%					1	100%											1	0.4%	
	19	9%	25	12%	7	3%	133	63%	1	0.5%	1	0.5%	1	0.5%			24	11%	211	90%	
<b>Non-resident, owner</b>			7	44%	1	6%	5	31%										3	19%	16	7%
<b>Resident outside survey area</b>	1	13%			1	13%	5	63%										1	13%	8	3%
<b>Grand Total</b>	<b>20</b>	<b>9%</b>	<b>32</b>	<b>14%</b>	<b>9</b>	<b>4%</b>	<b>143</b>	<b>61%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>			<b>28</b>	<b>12%</b>	<b>235</b>	<b>100%</b>	



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In HAZELBANK ROAD, between Ivy Street and Morton Street,

Q18. I am in favour of replacing the existing “2 hour parking” with (choose one):

Respondent Type					OTHER respondent requests					No answer	Grand Total							
	1 Hour Parking		2 Hour METER parking		Retain existing parking arrangement		Increase 2 hour parking.		4 Hour parking			Unrestricted Parking	Request for e-permits					
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%				
<b>Resident</b>																		
Hazelbank Road	1	17%			4	67%				1	17%			6	3%			
Belmont Avenue	3	9%	1	3%	24	75%			1	3%			3	9%	32	14%		
Bridge End			2	13%	13	81%							1	6%	16	7%		
Carr Street					1	100%									1	0.4%		
Crows Nest Road	1	4%	3	12%	17	68%			1	4%			3	12%	25	11%		
Gas Works Road					1	100%									1	0.4%		
Ivy Street					3	75%						1	25%		4	2%		
King Street	2	9%	1	5%	14	64%					1	5%	4	18%	22	9%		
McKye Street					7	70%							3	30%	10	4%		
Morton Street	1	4%	1	4%	22	79%			1	4%	2	7%	1	4%	28	12%		
Rocklands Road	2	9%	1	5%	16	73%	1	5%					2	9%	22	9%		
Shirley Road					37	88%							5	12%	42	18%		
Walumetta Drive					1	100%									1	0.4%		
Newlands Street					1	100%									1	0.4%		
	10	5%	9	4%	161	76%	1	0.5%	3	1%	4	2%	1	0.5%	22	10%	211	90%
<b>Non-resident, owner</b>	1	6%	2	13%	11	69%							2		16	7%		
<b>Resident outside survey area</b>					5	63%			1	13%	1	13%	1		8	3%		
<b>Grand Total</b>	<b>11</b>	<b>5%</b>	<b>11</b>	<b>5%</b>	<b>177</b>	<b>75%</b>	<b>1</b>	<b>0.4%</b>	<b>4</b>	<b>2%</b>	<b>5</b>	<b>2%</b>	<b>1</b>	<b>0.4%</b>	<b>25</b>	<b>11%</b>	<b>235</b>	<b>100%</b>

Q19. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):

Respondent Type					OTHER respondent requests					No answer	Grand Total							
	2 Hour Parking		4 Hour parking		4 Hour METER parking		Retain existing parking arrangement		1 Hour Parking			Request for e-permits	Request to review parking permit policy					
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%				
<b>Resident</b>																		
Hazelbank Road	1	17%					5	83%						6	3%			
Belmont Avenue	1	3%	5	16%	1	3%	22	69%					3	9%	32	14%		
Bridge End			3	19%	2	13%	10	63%					1	6%	16	7%		
Carr Street							1	100%							1	0.4%		
Crows Nest Road	6	24%	3	12%	2	8%	10	40%				1	4%	3	12%	25	11%	
Gas Works Road			1	100%											1	0.4%		
Ivy Street			1	25%			2	50%							4	2%		
King Street	4	18%	3	14%			11	50%					4	18%	22	9%		
McKye Street			1	10%			6	60%					3	30%	10	4%		
Morton Street			2	7%	1	4%	24	86%					1	4%	28	12%		
Rocklands Road	4	18%	5	23%			11	50%	1	5%			1	5%	22	9%		
Shirley Road	1	2%	6	14%			31	74%					4	10%	42	18%		
Walumetta Drive							1	100%							1	0.4%		
Newlands Street	1	100%													1	0.4%		
	18	9%	30	14%	6	3%	134	64%	1	0.5%	1	0.5%	1	0.5%	20	9%	211	90%
<b>Non-resident, owner</b>	1	6%	5	31%	1	6%	7	44%					2	13%	16	7%		
<b>Resident outside survey area</b>	2	25%					5	63%					1	13%	8	3%		
<b>Grand Total</b>	<b>21</b>	<b>9%</b>	<b>35</b>	<b>15%</b>	<b>7</b>	<b>3%</b>	<b>146</b>	<b>62%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>23</b>	<b>10%</b>	<b>235</b>	<b>100%</b>

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In KING LANE,

Q20. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):

Respondent Type	2 Hour Parking		4 Hour parking		Retain existing parking arrangement	OTHER respondent requests			No answer	Grand Total						
	Number	%	Number	%		1 Hour METER parking	2 Hour METER parking	Request to review parking permit policy								
<b>Resident</b>																
Morton Street	1	4%	2	7%	24	86%			1	4%	28	12%				
Hazelbank Road	1	17%			4	67%			1	17%	6	3%				
King Street	4	18%	3	14%	14	64%			1	5%	22	9%				
Belmont Avenue	2	6%	6	19%	21	66%			3	9%	32	14%				
Bridge End	1	6%	2	13%	11	69%			2	13%	16	7%				
Carr Street					1	100%					1	0.4%				
Crows Nest Road	4	16%	2	8%	13	52%		1	4%	1	4%	4	16%	25	11%	
Gas Works Road			1	100%							1	0.4%				
Ivy Street			1	25%	2	50%			1	25%	4	2%				
McKye Street					8	80%			2	20%	10	4%				
Rocklands Road	4	18%	2	9%	12	55%	1	5%	3	14%	22	9%				
Shirley Road	1	2%	2	5%	33	79%			6	14%	42	18%				
Walumetta Drive					1	100%					1	0.4%				
Newlands Street	1	100%									1	0.4%				
	19	9%	21	10%	144	68%	1	0.5%	1	0.5%	1	0.5%	24	11%	211	90%
<b>Non-resident, owner</b>	1	6%	6	38%	6	38%			3	19%	16	7%				
<b>Resident outside survey area</b>	2	25%			5	63%			1	13%	8	3%				
<b>Grand Total</b>	<b>22</b>	<b>9%</b>	<b>27</b>	<b>11%</b>	<b>155</b>	<b>66%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>28</b>	<b>12%</b>	<b>235</b>	<b>100%</b>

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**In KING STREET between McKye Street and Hazelbank Road,**

**Q21. I am in favour of replacing the existing “2 hour parking” with (choose one):**

Respondent Type	2 Hour METER parking				OTHER respondent requests				No answer	Grand Total								
	1 Hour Parking		2 Hour METER parking		1 Hour METER parking		4 Hour parking				Unrestricted Parking		Request for e-permits					
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%						
<b>Resident</b>																		
King Street	3	14%	1	5%	16	73%			1	5%								
Belmont Avenue	3	9%	1	3%	24	75%		1	3%									
Bridge End			1	6%	14	88%												
Carr Street					1	100%												
Crows Nest Road	1	4%	3	12%	17	68%		1	4%									
Gas Works Road					1	100%												
Hazelbank Road	1	20%			4	80%												
Ivy Street					2	50%				1	25%							
McKye Street					10	100%												
Morton Street	1	4%	1	4%	21	75%		1	4%	2	7%							
Rocklands Road	1	5%			17	77%	1	5%										
Shirley Road					35	85%												
Walumetta Drive					1	100%												
Newlands Street					1	100%												
<b>Grand Total</b>	<b>10</b>	<b>4%</b>	<b>7</b>	<b>3%</b>	<b>164</b>	<b>78%</b>	<b>1</b>	<b>0.5%</b>	<b>3</b>	<b>1%</b>	<b>3</b>	<b>1%</b>	<b>1</b>	<b>0.5%</b>	<b>20</b>	<b>10%</b>	<b>209</b>	<b>89%</b>
<b>Non-resident, owner</b>			1	6%	12	75%									3	19%	16	7%
<b>Resident outside survey area</b>			1	13%	5	63%			1	13%					1	13%	8	3%
<b>Other</b>					1	50%					1	50%					2	1%
<b>Grand Total</b>	<b>10</b>	<b>4%</b>	<b>9</b>	<b>4%</b>	<b>182</b>	<b>77%</b>	<b>1</b>	<b>0.4%</b>	<b>4</b>	<b>2%</b>	<b>4</b>	<b>2%</b>	<b>1</b>	<b>0.4%</b>	<b>24</b>	<b>10%</b>	<b>235</b>	<b>100%</b>

**Q22. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):**

Respondent Type	2 Hour METER parking				OTHER respondent requests				No answer	Grand Total								
	2 Hour Parking		4 Hour parking		1 Hour METER parking		4 Hour METER parking				Request for e-permits		Request to review parking permit policy					
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%						
<b>Resident</b>																		
King Street	1	5%	8	36%	1	5%	10	45%	1	5%								
Belmont Avenue			4	13%	1	3%	22	69%	2	6%								
Bridge End			3	19%	2	13%	10	63%										
Carr Street					1	100%												
Crows Nest Road	1	4%	6	24%	1	4%	10	40%										
Gas Works Road			1	100%							1	4%						
Hazelbank Road					5	83%	1	17%										
Ivy Street			1	25%	1	25%					1	25%						
McKye Street					10	100%												
Morton Street			3	11%	1	4%	22	79%										
Rocklands Road	1	5%	4	18%	12	55%	1	5%	1	5%								
Shirley Road			3	7%	1	2%	32	76%										
Walumetta Drive					1	100%												
Newlands Street			1	100%														
<b>Grand Total</b>	<b>3</b>	<b>1%</b>	<b>34</b>	<b>16%</b>	<b>7</b>	<b>3%</b>	<b>136</b>	<b>64%</b>	<b>7</b>	<b>3%</b>	<b>1</b>	<b>0.5%</b>	<b>1</b>	<b>0.5%</b>	<b>20</b>	<b>9%</b>	<b>211</b>	<b>90%</b>
<b>Non-resident, owner</b>			4	25%	1	6%	8	50%							3	19%	16	7%
<b>Resident outside survey area</b>	2	25%					5	63%							1	13%	8	3%
<b>Grand Total</b>	<b>5</b>	<b>2%</b>	<b>38</b>	<b>16%</b>	<b>8</b>	<b>3%</b>	<b>149</b>	<b>63%</b>	<b>7</b>	<b>3%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>24</b>	<b>10%</b>	<b>235</b>	<b>100%</b>

Area 11 – Survey Results - September-October 2020

In GAS WORKS ROAD,

Q23. I am in favour of replacing the existing “4 hour parking” with (choose one):

Respondent Type	Retain existing parking arrangement		OTHER respondent requests								Grand Total									
			1 Hour Parking		2 Hour Parking		1 Hour METER parking		2 Hour METER parking			No Parking		Unrestricted Parking		No answer		12 Hour Parking		
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Gas Works Road	1	100%																	1	0.4%
Belmont Avenue	28	88%			1	3%							3	9%					32	14%
Bridge End	13	81%			1	6%					1	6%	1	6%					16	7%
Carr Street	1	100%																	1	0.4%
Crows Nest Road	21	84%			1	4%							3	12%					25	11%
Hazelbank Road	3	50%									1	17%	2	33%					6	3%
Ivy Street	3	75%											1	25%					4	2%
King Street	14	64%	1	5%	1	5%			1	5%	1	5%	4	18%					22	9%
McKye Street	8	80%									1	10%	1	10%					10	4%
Morton Street	25	89%									1	4%	2	7%					28	12%
Rocklands Road	17	77%			1	5%			1	5%			3	14%					22	9%
Shirley Road	33	79%			1	2%							7	17%	1	2%			42	18%
Walumetta Drive													1	100%					1	0.4%
Newlands Street	1	100%																	1	0.4%
	168	80%	1	0.5%	5	2%	1	0.5%	1	0.5%	1	0.5%	5	2%	28	13%	1	0.5%	211	90%
<b>Non-resident, owner</b>	12	75%												4	25%				16	7%
<b>Resident outside survey area</b>	6	75%											1	13%	1	13%			8	3%
<b>Grand Total</b>	<b>186</b>	<b>79%</b>	<b>1</b>	<b>0.4%</b>	<b>5</b>	<b>2%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>	<b>6</b>	<b>3%</b>	<b>33</b>	<b>14%</b>	<b>1</b>	<b>0.4%</b>	<b>235</b>	<b>100%</b>

Area 11 – Survey Results - September-October 2020

In CARR STREET between King Street and Crows Nest Road,

Q24. I am in favour of replacing the existing “2 hour parking” with (choose one):

Respondent Type	4 Hour parking		Retain existing parking arrangement		2 Hour METER parking		Unrestricted Parking		No answer		Grand Total	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Resident</b>												
Carr Street			1	100%							1	0.4%
Belmont Avenue	7	22%	22	69%					3	9%	32	14%
Bridge End			15	94%					1	6%	16	7%
Crows Nest Road	4	16%	17	68%	2	8%			2	8%	25	11%
Gas Works Road			1	100%							1	0.4%
Hazelbank Road			3	50%			1	17%	2	33%	6	3%
Ivy Street	1	25%	2	50%					1	25%	4	2%
King Street	3	14%	14	64%			1	5%	4	18%	22	9%
McKye Street	3	30%	6	60%					1	10%	10	4%
Morton Street	4	14%	20	71%			2	7%	2	7%	28	12%
Rocklands Road	3	14%	15	68%	1	5%			3	14%	22	9%
Shirley Road	7	17%	28	67%			1	2%	6	14%	42	18%
Walumetta Drive			1	100%							1	0.4%
Newlands Street			1	100%							1	0.4%
	32	15%	146	69%	3	1%	5	2%	25	12%	211	90%
<b>Non-resident, owner</b>	1	6%	12	75%					3	19%	16	7%
<b>Resident outside survey area</b>	1	13%	5	63%			1	13%	1	13%	8	3%
<b>Grand Total</b>	<b>34</b>	<b>14%</b>	<b>163</b>	<b>69%</b>	<b>3</b>	<b>1%</b>	<b>6</b>	<b>3%</b>	<b>29</b>	<b>12%</b>	<b>235</b>	<b>100%</b>

Q25. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):

Respondent Type	2 Hour Parking		4 Hour parking		4 Hour METER parking		Retain existing parking arrangement		2 Hour METER parking		Request to review parking permit policy		No answer		Grand Total		
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	
<b>Resident</b>																	
Carr Street							1	100%								1	0.4%
Belmont Avenue	1	3%	4	13%	2	6%	22	69%					3	9%	32	14%	
Bridge End			3	19%			12	75%					1	6%	16	7%	
Crows Nest Road	4	16%	5	20%			11	44%	2	8%	1	4%	2	8%	25	11%	
Gas Works Road							1	100%							1	0.4%	
Hazelbank Road	1	17%					4	67%					1	17%	6	3%	
Ivy Street			2	50%			1	25%					1	25%	4	2%	
King Street	5	23%	3	14%			9	41%					5	23%	22	9%	
McKye Street							8	80%					2	20%	10	4%	
Morton Street			2	7%	1	4%	23	82%					2	7%	28	12%	
Rocklands Road	4	18%	3	14%			11	50%	1	5%			3	14%	22	9%	
Shirley Road	1	2%	4	10%	1	2%	30	71%					6	14%	42	18%	
Walumetta Drive							1	100%							1	0.4%	
Newlands Street	1	100%													1	0.4%	
	17	8%	26	12%	4	2%	134	64%	3	1%	1	0.5%	26	12%	211	90%	
<b>Non-resident, owner</b>			6	38%	1	6%	6	38%					3	19%	16	7%	
<b>Resident outside survey area</b>	2	25%					5	63%					1	13%	8	3%	
<b>Grand Total</b>	<b>19</b>	<b>8%</b>	<b>32</b>	<b>14%</b>	<b>5</b>	<b>2%</b>	<b>145</b>	<b>62%</b>	<b>3</b>	<b>1%</b>	<b>1</b>	<b>0.4%</b>	<b>30</b>	<b>13%</b>	<b>235</b>	<b>100%</b>	

Area 11 – Survey Results - September-October 2020

In McKYE Street between Tunks Street and Carr Street,

Q26. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):

Respondent Type	2 Hour Parking		4 Hour parking		4 Hour METER parking		Retain existing parking arrangement		OTHER respondent requests		2 Hour METER parking		Request to review parking permit policy		No answer		Grand Total	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Resident</b>																		
McKye Street			1	10%			9	90%									10	4%
Belmont Avenue	1	3%	5	16%	1	3%	20	63%							5	16%	32	14%
Bridge End	1	6%	2	13%	1	6%	11	69%						1	6%	16	7%	
Carr Street							1	100%									1	0.4%
Crows Nest Road	4	16%	5	20%	1	4%	11	44%	1	4%	1	4%		2	8%	25	11%	
Gas Works Road	1	100%														1	0.4%	
Hazelbank Road							4	67%						2	33%	6	3%	
Ivy Street			2	50%			1	25%						1	25%	4	2%	
King Street	4	18%	5	23%	1	5%	8	36%						4	18%	22	9%	
Morton Street			4	14%	1	4%	21	75%						2	7%	28	12%	
Rocklands Road	4	18%	3	14%	1	5%	11	50%						3	14%	22	9%	
Shirley Road	1	2%	1	2%			34	81%						6	14%	42	18%	
Walumetta Drive							1	100%								1	0.4%	
Newlands Street			1	100%												1	0.4%	
	16	8%	29	14%	6	3%	132	63%	1	0.5%	1	0.5%		26	12%	211	90%	
<b>Non-resident, owner</b>			6	38%	1	6%	5	31%						4	25%	16	7%	
<b>Resident outside survey area</b>	2	25%					5	63%						1	13%	8	3%	
<b>Grand Total</b>	<b>18</b>	<b>8%</b>	<b>35</b>	<b>15%</b>	<b>7</b>	<b>3%</b>	<b>142</b>	<b>60%</b>	<b>1</b>	<b>0.4%</b>	<b>1</b>	<b>0.4%</b>		<b>31</b>	<b>13%</b>	<b>235</b>	<b>100%</b>	

Area 11 – Survey Results - September-October 2020

In CROWS NEST ROAD between Carr Street and Morton Street,

Q27. I am in favour of replacing the existing “2 hour parking” with (choose one):

Respondent Type	1 Hour Parking		2 Hour METER parking		Retain existing parking arrangement		4 Hour parking		Unrestricted Parking		No answer		Grand Total	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Resident</b>														
Crows Nest Road	2	8%	3	12%	19	76%	1	4%					25	11%
Belmont Avenue	1	3%	2	6%	25	78%	1	3%			3	9%	32	14%
Bridge End			1	6%	14	88%					1	6%	16	7%
Carr Street					1	100%							1	0.4%
Gas Works Road					1	100%							1	0.4%
Hazelbank Road	1	17%			3	50%			1	17%	1	17%	6	3%
Ivy Street					3	75%					1	25%	4	2%
King Street	1	5%	1	5%	15	68%			1	5%	4	18%	22	9%
McKye Street					10	100%							10	4%
Morton Street	1	4%	1	4%	23	82%			3	11%			28	12%
Rocklands Road	1	5%	1	5%	16	73%					4	18%	22	9%
Shirley Road					36	86%			1	2%	5	12%	42	18%
Walumetta Drive					1	100%							1	0.4%
Newlands Street					1	100%							1	0.4%
	7	3%	9	4%	168	80%	2	1%	6	3%	19	9%	211	90%
<b>Non-resident, owner</b>			2	13%	11	69%					3	19%	16	7%
<b>Resident outside survey area</b>					5	63%	1	13%	1	13%	1	13%	8	3%
<b>Grand Total</b>	<b>7</b>	<b>3%</b>	<b>11</b>	<b>5%</b>	<b>184</b>	<b>78%</b>	<b>3</b>	<b>1%</b>	<b>7</b>	<b>3%</b>	<b>23</b>	<b>10%</b>	<b>235</b>	<b>100%</b>

Q28. I am in favour of replacing some of the existing “unrestricted parking” with (choose one):

Respondent Type	2 Hour Parking		4 Hour parking		4 Hour METER parking		Retain existing parking arrangement		2 Hour METER parking		Request to review parking permit policy		No answer		Grand Total	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Resident</b>																
Crows Nest Road	4	16%	5	20%			12	48%	2	8%	1	4%	1	4%	25	11%
Belmont Avenue	1	3%	5	16%	1	3%	22	69%					3	9%	32	14%
Bridge End	1	6%	3	19%			11	69%					1	6%	16	7%
Carr Street							1	100%							1	0.4%
Gas Works Road			1	100%										1	0.4%	
Hazelbank Road	1	17%					4	67%					1	17%	6	3%
Ivy Street			1	25%			2	50%					1	25%	4	2%
King Street	5	23%	2	9%			10	45%					5	23%	22	9%
McKye Street			1	10%			8	80%					1	10%	10	4%
Morton Street			2	7%	1	4%	25	89%							28	12%
Rocklands Road	4	18%	2	9%	1	5%	12	55%					3	14%	22	9%
Shirley Road			6	14%			31	74%					5	12%	42	18%
Walumetta Drive							1	100%							1	0.4%
Newlands Street			1	100%											1	0.4%
	16	8%	29	14%	3	1%	139	66%	2	1%	1	0.5%	21	10%	211	90%
<b>Non-resident, owner</b>	2	13%	4	25%	2	13%	6	38%					2	13%	16	7%
<b>Resident outside survey area</b>	2	25%					5	63%					1	13%	8	3%
<b>Grand Total</b>	<b>20</b>	<b>9%</b>	<b>33</b>	<b>14%</b>	<b>5</b>	<b>2%</b>	<b>150</b>	<b>64%</b>	<b>2</b>	<b>1%</b>	<b>1</b>	<b>0.4%</b>	<b>24</b>	<b>10%</b>	<b>235</b>	<b>100%</b>

Area 11 – Survey Results - September-October 2020

Q29. The current parking restrictions usually expire at 6.00pm. I would like them to be extended to (choose one):

Respondent Type	6pm (retain)		8pm		10pm		Midnight		No answer		Grand Total	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Resident</b>												
Belmont Avenue	28	88%	1	3%			1	3%	2	6%	32	14%
Bridge End	13	81%	1	6%			1	6%	1	6%	16	7%
Carr Street	1	100%									1	0.4%
Crows Nest Road	22	88%	2	8%	1	4%					25	11%
Gas Works Road	1	100%									1	0.4%
Hazelbank Road	6	100%									6	3%
Ivy Street	3	75%							1	25%	4	2%
King Street	14	64%	3	14%	1	5%	1	5%	3	14%	22	9%
McKye Street	9	90%					1	10%			10	4%
Morton Street	28	100%									28	12%
Rocklands Road	18	82%	2	9%					2	9%	22	9%
Shirley Road	39	93%					1	2%	2	5%	42	18%
Walumetta Drive	1	100%									1	0.4%
Newlands Street	1	100%									1	0.4%
	184	87%	9	4%	2	1%	5	2%	11	5%	211	90%
<b>Non-resident, owner</b>	12	75%	2	13%					2	13%	16	7%
<b>Resident outside survey area</b>	5	63%	1	13%			1	13%	1	13%	8	3%
<b>Grand Total</b>	<b>201</b>	<b>86%</b>	<b>12</b>	<b>5%</b>	<b>2</b>	<b>1%</b>	<b>6</b>	<b>3%</b>	<b>14</b>	<b>6%</b>	<b>235</b>	<b>100%</b>

Q30. The current parking restrictions operate Monday to Friday. I would like them to operate (choose one):

Respondent Type	Monday to Friday only		Monday to Saturday		Monday to Sunday		No answer		Grand Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Resident</b>										
Belmont Avenue	29	91%	1	3%			2	6%	32	14%
Bridge End	12	75%	1	6%	2	13%	1	6%	16	7%
Carr Street	1	100%							1	0.4%
Crows Nest Road	23	92%			2	8%			25	11%
Gas Works Road	1	100%							1	0.4%
Hazelbank Road	5	83%	1	17%					6	3%
Ivy Street	3	75%					1	25%	4	2%
King Street	14	64%	1	5%	4	18%	3	14%	22	9%
McKye Street	10	100%							10	4%
Morton Street	27	96%			1	4%			28	12%
Rocklands Road	17	77%	2	9%	1	5%	2	9%	22	9%
Shirley Road	40	95%			1	2%	1	2%	42	18%
Walumetta Drive	1	100%							1	0.4%
Newlands Street	1	100%							1	0.4%
	184	87%	6	3%	11	5%	10	5%	211	90%
<b>Non-resident, owner</b>	13	81%	2	13%			1	6%	16	7%
<b>Resident outside survey area</b>	6	75%			1	13%	1	13%	8	3%
<b>Grand Total</b>	<b>203</b>	<b>86%</b>	<b>8</b>	<b>3%</b>	<b>12</b>	<b>5%</b>	<b>12</b>	<b>5%</b>	<b>235</b>	<b>100%</b>



## Area 11 - Summary of Survey Results

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
<b>Belmont Avenue</b>			<b>70%</b>				
1509	Belmont Avenue	2	86%	76	Unrestricted Parking	<b>Retain</b>	Overall 63% of respondents do not support changes to existing parking. Belmont Avenue residents - 69% retain existing and 31% support changes. Overall residents - 64% retain existing.
1511	Belmont Avenue	33	83%	8	Unrestricted Parking	<b>Retain</b>	Overall 63% of respondents do not support changes to existing parking. Belmont Avenue residents - 69% retain existing and 31% support changes. Overall residents - 64% retain existing.
1511A	Belmont Avenue	23	53%	19	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 77% of respondents do not support changes to existing parking. Belmont Avenue residents - 84% retain existing and 12% support changes. Overall residents - 77% retain existing.
1511B	Belmont Avenue	17	83%	2	Unrestricted Parking	<b>Retain</b>	Overall 63% of respondents do not support changes to existing parking. Belmont Avenue residents - 69% retain existing and 31% support changes. Overall residents - 64% retain existing.
1511C	Belmont Avenue	15	58%	11	4 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 81% of respondents do not support changes to existing parking. Belmont Avenue residents - 94% retain existing and 3% support changes. Overall residents - 81% retain existing.
1511D	Belmont Avenue	11	79%	13	Unrestricted Parking	<b>Retain</b>	Overall 63% of respondents do not support changes to existing parking. Belmont Avenue residents - 69% retain existing and 31% support changes. Overall residents - 64% retain existing.
1511E	Belmont Avenue	9A	48%	9	4 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 81% of respondents do not support changes to existing parking. Belmont Avenue residents - 94% retain existing and 3% support changes. Overall residents - 81% retain existing.
1511F	Belmont Avenue	9	71%	21	Unrestricted Parking	<b>Retain</b>	Overall 63% of respondents do not support changes to existing parking. Belmont Avenue residents - 69% retain existing and 31% support changes. Overall residents - 64% retain existing.
<b>Bridge End</b>			<b>38%</b>				
1512	Bridge End	17	53%	12	90*Angle Parking Front or Rear to Kerb Vehicles under 6m Only 4Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 74% of respondents do not support changes to existing parking. Bridge End residents - 88% retain existing and 12% support changes. Overall residents - 73% retain existing
1513	Bridge End	15	22%	6	4 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 74% of respondents do not support changes to existing parking. Bridge End residents - 88% retain existing and 12% support changes. Overall residents - 73% retain existing
<b>Carr Street</b>			<b>51%</b>				
1524	Carr Street	57	0%	3	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 69% of respondents do not support changes to existing parking. Carr St residents - 100% retain existing (only 1 respondent). Overall residents - 69% retain existing.
1525	Carr Street	57	93%	5	Unrestricted Parking	<b>Retain</b>	Overall 62% of respondents do not support changes to existing parking. Carr St residents - 100% retain existing. Overall residents - 64% retain existing.

**Area 11 - Summary of Survey Results**

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
1527	Carr Street	57	60%	5	Unrestricted Parking	<b>Retain</b>	Overall 62% of respondents do not support changes to existing parking. Carr St residents - 100% retain existing. Overall residents - 64% retain existing.
<b>Crows Nest Road</b>			<b>73%</b>				
44	Crows Nest Road	25	75%	16	Unrestricted Parking	<b>Retain</b>	Overall 64% of respondents do not support changes to existing parking. Crows Nest Road residents - 48% retain existing and 44% support changes. Residents in this section of Crows Nest Road generally support 4 Hour Parking. Overall residents - 66% retain existing.
45	Crows Nest Road	-	90%	13	Unrestricted Parking	<b>Retain</b>	Overall 64% of respondents do not support changes to existing parking. Crows Nest Road residents - 48% retain existing and 44% support changes. Residents in this section of Crows Nest Road generally support 4 Hour Parking and retain existing. Overall residents - 66% retain existing.
1520	Crows Nest Road	30	53%	32	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 78% of respondents do not support changes to existing parking. Crows Nest Road residents - 76% retain existing and 24% support changes. Overall residents - 80% retain existing.
1521	Crows Nest Road	12	90%	10	Unrestricted Parking	<b>Retain</b>	Overall 64% of respondents do not support changes to existing parking. Crows Nest Road residents - 48% retain existing and 44% support changes. Residents in this section of Crows Nest Road generally support 2 Hour Parking and retain existing. Overall residents - 66% retain existing.
1522	Crows Nest Road	-	58%	4	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 10	<b>Retain</b>	Overall 78% of respondents do not support changes to existing parking. Crows Nest Road residents - 76% retain existing and 24% support changes. Overall residents - 80% retain existing.
<b>Gas Works Road</b>			<b>2%</b>				
1562	Gas Works Road	8	4%	47	4 Hour Parking 8.30am - 6pm Mon - Fri	<b>Retain</b>	Overall 79% of respondents do not support changes to existing parking. Gas Works Road residents - 100% retain existing (only 1 respondent). Overall residents - 80% retain existing.
1562A	Gas Works Road	8	0%	2	4 Hour Parking 8.30am - 6pm Tues Wed Fri; No Parking 6am - 1pm Mon & Thur	<b>Retain</b>	Overall 79% of respondents do not support changes to existing parking. Gas Works Road residents - 100% retain existing. Overall residents - 80% retain existing.
<b>Hazelbank Road</b>			<b>93%</b>				
1547	Hazelbank Road	1B	100%	4	Unrestricted Parking	<b>Retain</b>	Overall 62% of respondents do not support changes to existing parking. Hazelbank Road residents - 83% retain existing and 17% support changes. Overall residents - 63% retain existing.
1549	Hazelbank Road	1A	89%	15	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 75% of respondents do not support changes to existing parking. Hazelbank Road residents - 67% retain existing and 33% support changes. Overall residents - 76% retain existing.

**Area 11 - Summary of Survey Results**

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
1550	Hazelbank Road	2	89%	9	Unrestricted Parking	<b>Retain</b>	Overall 62% of respondents do not support changes to existing parking. Hazelbank Road residents - 83% retain existing and 17% support changes. Overall residents - 63% retain existing.
1552	Hazelbank Road	10	94%	11	Unrestricted Parking	<b>Retain</b>	Overall 62% of respondents do not support changes to existing parking. Hazelbank Road residents - 83% retain existing and 17% support changes. Overall residents - 63% retain existing.
1547A	Hazelbank Road	1A	92%	4	Unrestricted Parking	<b>Retain</b>	Overall 62% of respondents do not support changes to existing parking. Hazelbank Road residents - 83% retain existing and 17% support changes. Overall residents - 63% retain existing.

**Ivy Street 80%**

1553	Ivy Street	3	92%	4	Unrestricted Parking	<b>Retain</b>	Overall 61% of respondents do not support changes to existing parking. Ivy Street residents - 25% (1 resident) retain existing and 50%(2 residents) support changes. Residents in this section of Ivy Street generally support retain existing. Overall residents - 63% retain existing.
1554	Ivy Street	17	83%	4	Unrestricted Parking	<b>Retain</b>	Overall 61% of respondents do not support changes to existing parking. Ivy Street residents - 25% (1 resident) retain existing and 50%(2 residents) support changes. Residents in this section of Ivy Street generally support 4 Hour Parking. Overall residents - 63% retain existing.
1556	Ivy Street	11	44%	3	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 77% of respondents do not support changes to existing parking. Ivy Street residents - 75% retain existing and 1 resident requested e-permits. Overall residents - 78% retain existing.
1556A	Ivy Street	9	100%	1	Unrestricted Parking	<b>Retain</b>	Overall 61% of respondents do not support changes to existing parking. Ivy Street residents - 25% (1 resident) retain existing and 50%(2 residents) support changes. Residents in this section of Ivy Street generally support 2 Hour Parking. Overall residents - 63% retain existing.

**Ivy Lane 100%**

1557	Ivy Lane	2	100%	1	Unrestricted Parking	<b>Retain</b>	Overall 77% of respondents do not support changes to existing parking. Adjacent residents Ivy Street & Rocklands Rd - 79% retain existing and 21% support changes. Overall residents - 78% retain existing
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**King Lane 93%**

1546	King Lane	-	93%	5	Unrestricted Parking	<b>Retain</b>	Overall 66% of respondents do not support changes to existing parking. Adjacent residents Morton Street, Hazelbank Road & King Street - 79% retain existing and 74% support changes. Overall residents - 68% retain existing.
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**Area 11 - Summary of Survey Results**

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
<b>King Street</b>			<b>64%</b>				
1533	King Street	40	50%	6	2 Hour Parking 8.30am - 6pm Mon - Sat Permit Holders Excepted Area 11	<b>Retain</b>	Overall 77% of respondents do not support changes to existing parking. King Street residents - 73% retain existing and 23% support changes. Overall residents - 78% retain existing.
1534	King Street	25	95%	31	Unrestricted Parking	<b>Retain</b>	Overall 63% of respondents do not support changes to existing parking. King Street residents - 45% retain existing and 50% support changes. Residents in this section of King Street generally support 4 Hour Parking; 2 Hour Parking and retain existing. Overall residents - 64% retain existing. In King Street, it is recommended to retain existing restrictions based on survey results and average occupancy.
1535	King Street	47A	100%	9	Unrestricted Parking	<b>Retain</b>	
1537	King Street	59	100%	4	Unrestricted Parking	<b>Retain</b>	
1539	King Street	61	61%	9	Unrestricted Parking	<b>Retain</b>	
1542	King Street	47A	22%	3	Unrestricted Parking	<b>Retain</b>	
1540	King Street	53	63%	4	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	
1543	King Street	41A	100%	4	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 77% of respondents do not support changes to existing parking. King Street residents - 73% retain existing and 23% support changes. Overall residents - 78% retain existing.
1544	King Street	-	46%	14	2 Hour Parking 8.30am - 6pm Mon - Sat Permit Holders Excepted Area 11	<b>Retain</b>	Overall 77% of respondents do not support changes to existing parking. King Street residents - 73% retain existing and 23% support changes. Overall residents - 78% retain existing.
1545	King Street	-	7%	5	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 77% of respondents do not support changes to existing parking. King Street residents - 73% retain existing and 23% support changes. Overall residents - 78% retain existing.
<b>McKye Street</b>			<b>92%</b>				
1529	McKye Street	24	86%	12	Unrestricted Parking	<b>Retain</b>	Overall 60% of respondents do not support changes to existing parking. McKye Street residents - 90% retain existing and 10% support changes. Overall residents - 63% retain existing.
1531	McKye Street	20	98%	21	Unrestricted Parking	<b>Retain</b>	Overall 60% of respondents do not support changes to existing parking. McKye Street residents - 90% retain existing and 10% support changes. Overall residents - 63% retain existing.
<b>Morton Street</b>			<b>79%</b>				
558	Morton Street	1	100%	13	Unrestricted Parking	<b>Retain</b>	Overall 64% of respondents do not support changes to existing parking. Morton Street residents - 86% retain existing and 14% support changes. Residents in this section of Morton Street generally support 2 Hour Parking (only 1 respondent) Overall residents - 65% retain existing.

Area 11 - Summary of Survey Results

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
559	Morton Street	13	56%	9	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 74% of respondents do not support changes to existing parking. Morton Street residents - 75% retain existing and 21% support changes. Overall residents - 76% retain existing.
560	Morton Street	17	67%	3	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 74% of respondents do not support changes to existing parking. Morton Street residents - 75% retain existing and 21% support changes. Overall residents - 76% retain existing.
561	Morton Street	17	88%	4	Unrestricted Parking	<b>Retain</b>	Overall 64% of respondents do not support changes to existing parking. Morton Street residents - 86% retain existing and 14% support changes. There were no responses from residents within this section of Morton Street. Overall residents - 65% retain existing.
562	Morton Street	29	65%	10	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 74% of respondents do not support changes to existing parking. Morton Street residents - 75% retain existing and 21% support changes. Overall residents - 76% retain existing.
1514	Morton Street	38	50%	10	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 74% of respondents do not support changes to existing parking. Morton Street residents - 75% retain existing and 21% support changes. Overall residents - 76% retain existing.
1515	Morton Street	28	95%	11	Unrestricted Parking	<b>Retain</b>	Overall 64% of respondents do not support changes to existing parking. Morton Street residents - 86% retain existing and 14% support changes. There were no responses from residents within this section of Morton Street. Overall residents - 65% retain existing.
1516	Morton Street	16	100%	2	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 74% of respondents do not support changes to existing parking. Morton Street residents - 75% retain existing and 21% support changes. Overall residents - 76% retain existing.
1517	Morton Street	8	91%	17	Unrestricted Parking	<b>Retain</b>	Overall 64% of respondents do not support changes to existing parking. Morton Street residents - 86% retain existing and 14% support changes. Residents in this section of Morton Street generally support retain existing. Overall residents - 65% retain existing.

**Newlands Street** **88%**

563	Newlands Street	2	100%	12	Unrestricted Parking	<b>Retain</b>	Overall 32% of respondents do not support changes to existing parking. Newlands Street residents - 100% support changes (only 1 respondent). Residents in this section of Newlands Street generally support 4 Hour Parking Adjacent residents Belmont Avenue, Morton Street and Shirley Road - 46% retain existing and 48% support changes. Overall residents - 33% retain existing. In Newlands Street, it is recommended to retain existing restrictions based on survey results and average occupancy.
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**Area 11 - Summary of Survey Results**

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
1500	Newlands Street	2	100%	2	Unrestricted Parking	<b>Retain</b>	Overall 32% of respondents do not support changes to existing parking. Newlands Street residents - 100% support changes (only 1 respondent). Residents in this section of Newlands Street generally support 4 Hour Parking. Adjacent residents Belmont Avenue, Morton Street and Shirley Road - 46% retain existing and 48% support changes. Overall residents - 33% retain existing. In Newlands Street, it is recommended to retain existing restrictions based on survey results and average occupancy.
1501	Newlands Street	2	63%	4	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Not included in the survey.
1502	Newlands Street	2	88%	4	Unrestricted Parking	<b>Retain</b>	Overall 32% of respondents do not support changes to existing parking. Newlands Street residents - 100% support changes (only 1 respondent). Residents in this section of Newlands Street generally support 4 Hour Parking. Adjacent residents Belmont Avenue, Morton Street and Shirley Road - 46% retain existing and 48% support changes. Overall residents - 33% retain existing. In Newlands Street, it is recommended to retain existing restrictions based on survey results and average occupancy.

**Rocklands Road 91%**

1558	Rocklands Road	2	88%	13	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 73% of respondents do not support changes to existing parking. Rocklands Road residents - 73% retain existing and 23% support changes. Overall residents - 73% retain existing.
1560	Rocklands Road	14B	91%	19	Unrestricted Parking	<b>Retain</b>	Overall 65% of respondents do not support changes to existing parking. Rocklands Road residents - 55% retain existing and 44% support changes. Residents in this section of Rocklands Road generally support retain existing; 4 Hour Parking and 2 Hour Parking.
1561	Rocklands Road	15	93%	33	Unrestricted Parking	<b>Retain</b>	Overall residents - 66% retain existing.

**Shirley Road 78%**

1435	Shirley Road	88	89%	68	Unrestricted Parking	<b>Retain</b>	Overall 63% of respondents do not support changes to existing parking. Shirley Road residents - 83% retain existing and 14% support changes. Overall residents - 64% retain existing.
1503	Shirley Road	67	58%	4	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 82% of respondents do not support changes to existing parking. Shirley Road residents - 83% retain existing and 10% support changes. Overall residents - 82% retain existing.
1504	Shirley Road	67	100%	20	Unrestricted Parking	<b>Retain</b>	Overall 63% of respondents do not support changes to existing parking. Shirley Road residents - 83% retain existing and 14% support changes. Overall residents - 64% retain existing.

**Area 11 - Summary of Survey Results**

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
1506	Shirley Road	53	61%	38	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 11	<b>Retain</b>	Overall 82% of respondents do not support changes to existing parking. Shirley Road residents - 83% retain existing and 10% support changes. Overall residents - 82% retain existing.
1508	Shirley Road	33	80%	5	Unrestricted Parking	<b>Retain</b>	Overall 63% of respondents do not support changes to existing parking. Shirley Road residents - 83% retain existing and 14% support changes. Overall residents - 64% retain existing.

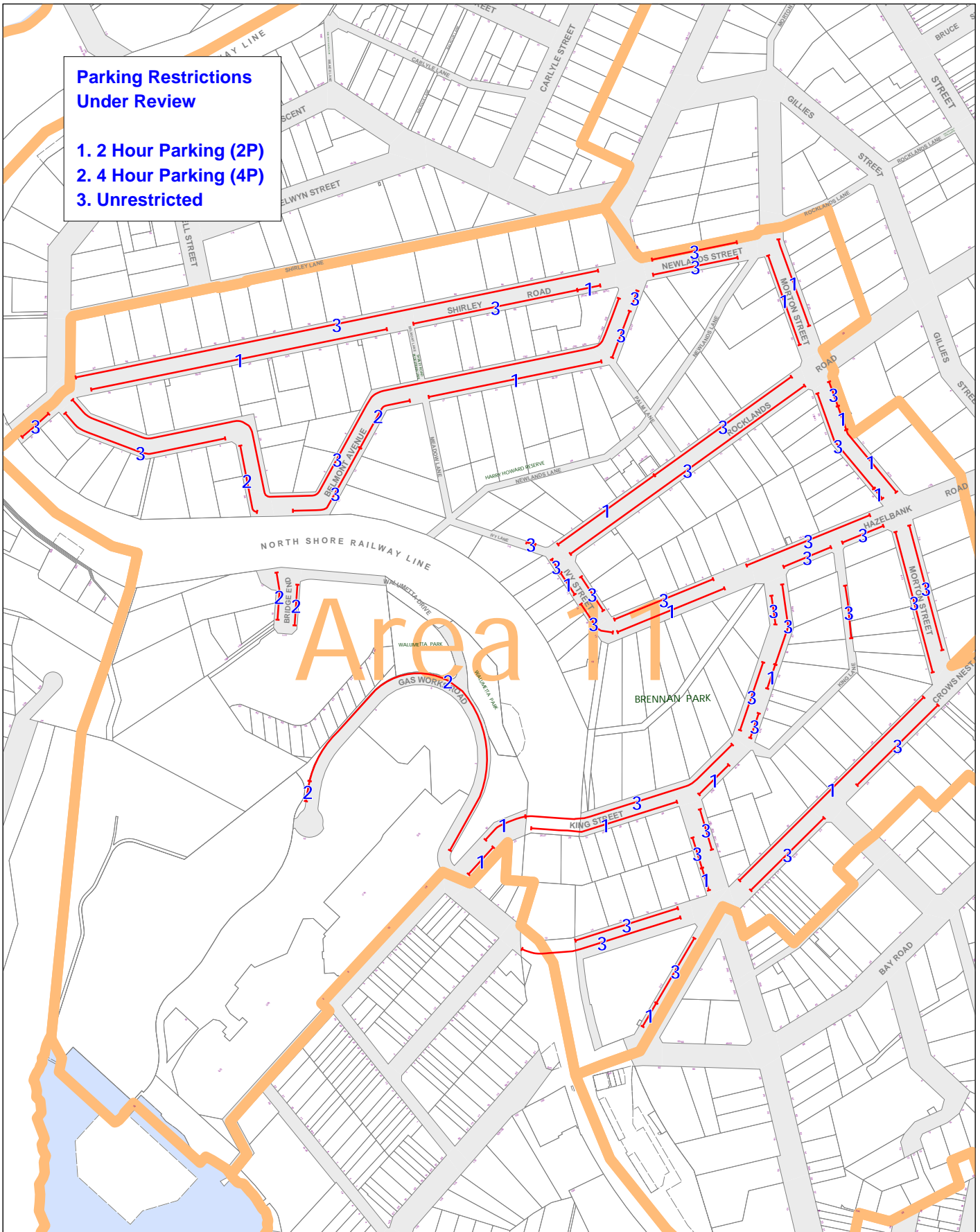
**Results - Parking Restrictions expire and operate**

Area 11 - Various Streets	<p>Overall 86% of respondents support 6pm Overall 87% residents support 6pm</p> <p>Overall 86% of respondents support Mondays to Fridays Overall 87% residents support Mondays to Fridays</p>
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# Wollstonecraft / Waverton - Area 11

## Parking Restrictions Under Review

- 1. 2 Hour Parking (2P)
- 2. 4 Hour Parking (4P)
- 3. Unrestricted



Area 11



## North Sydney Council

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