



To the General Manager

**Attach:**

1. Map of Proposed Changes – Final Review (Milray Avenue)
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**SUBJECT:** (4.6) Resident Parking Area 15 – Wollstonecraft – Parking Restrictions – Final Review

**AUTHOR:** Report of Traffic and Transport Engineer, Iman Mohammadi

**DESCRIPTION/SUBJECT MATTER:**

The Traffic Committee through Traffic Delegated Authority (TDA 19/075) dated 5 June 2019 considered the survey results of a community consultation for Resident Parking Area 15 – Wollstonecraft. The following recommendations were made, received no objection from the Traffic Committee members, and were subsequently approved under delegation to the Traffic Engineer:

1. **THAT** Council adopt the attached parking restriction recommendations for Wollstonecraft Parking Area 15.
2. **THAT** Council notify the residents before installing the parking restriction changes in Wollstonecraft Parking Area 15.
3. **THAT** the new parking restrictions be reviewed six (6) months after the date of installation in Wollstonecraft Parking Area 15.
4. **THAT** Council installs the statutory 10m “No Stopping” restrictions at the intersections that lacks this restriction.

Following the implementation of new signs on 14<sup>th</sup> November 2019 in resident parking area 15, Traffic Committee at its 531<sup>st</sup> meeting dated 20 March 2020 considered the 3-monthly review and subsequently resolved to recommend changes to some of the parking restrictions.

These changes were implemented in July 2020.

In addition, it was recommended:

**THAT** Council review the feedback as well as occupancy rates on the odd side of Shirley Road between Cable Street and Telopea Street from the Resident Parking Area 15, Wollstonecraft - Parking Restrictions - 3 Month Review survey. (4.4)

Subsequently to the Traffic Committee meeting, between March 2020 and 31 October 2020, Council received submissions from community in relation to the changes in Parking area 15.

Therefore, the signage changes are now due for the final review.

This report recommends some changes to some of the parking restrictions in Milray Avenue, to reflect the recent feedback from the community and to better utilise the on-street parking

**RECOMMENDATION:**

- 1. THAT** the existing 3 unrestricted parking spaces in front of H.No.84 Milray Avenue, Wollstonecraft be converted back to “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15”.
- 2. THAT** the existing 2 unrestricted parking spaces in front of H.No.20 Milray Avenue, Wollstonecraft be converted to “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15”.

**Relates to ECM No:** 8114130

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

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Wollstonecraft, Wollstonecraft

**Impact on Bicycles:** Nil

**Impact on Pedestrians:** Nil

**Impact on Parking:** Some additional changes to parking restrictions are proposed as outlined in the report.

## DETAIL

The Traffic Committee through Traffic Delegated Authority (TDA 19/075) dated 5 June 2019 considered the survey results of a community consultation for Resident Parking Area 15 – Wollstonecraft. The following recommendations were made, received no objection from the Traffic Committee members, and were subsequently approved under delegation to the Traffic Engineer:

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## DISCUSSION

Since the implementation of changes to the parking restrictions, Council has received feedback from 10 from residents and commuters outside the survey area about the recent changes in Milray Ave, Tryon Ave and Shirley Rd. A numerical summary of submissions received since the parking changes were implemented is produced in Table 1.

| Street of Residence | Objections/<br>Concerns | Request for<br>More/Longer<br>restrictions | Total |
|---------------------|-------------------------|--|-------|
| Milray Ave          |                         | 8  | 8     |

|                               |   |   |    |
|-------------------------------|---|---|----|
| Tryon Ave                     |   | 1 | 1  |
| Commuters/Outside survey area | 1 |   | 1  |
| Total                         |   |   | 10 |

Table 1: Numerical Summary of community feedback

Tryon Ave consisting of a balanced timed and unrestricted parking spaces. The result of the initial survey in 2019 and feedbacks received since implementation of new signage in August 2019 revealed that some residents supported some unrestricted parking spaces in the street. Therefore, to maintain the balance between the timed and restricted parking, the provision of additional restricted parking spaces in the street is not necessary.

Shirley Rd also has a balance of restricted and unrestricted parking spaces on both sides. After the 3-monthly review of the on March 2020, 24 restricted spaces were converted to unrestricted parking.

As per the recommendation of Traffic Committee, a parking occupancy survey on the eastern side of Shirley Rd (Odd Side) between Telopea St and Tryon Ave was carried out on 28 October 2020 between the hours of 2pm and 2:20pm.

The result of this survey revealed that parking occupancy rate closer to the train station was higher than the rest of street:

| Street     | House No.  | Existing Parking Restriction | Occupancy | Total Space | Average Occupancy % (28/10/2020) | Average Occupancy % (24/02/2020) |
|------------|------------|------------------------------|-----------|-------------|----------------------------------|----------------------------------|
| Shirley Rd | 27-29      | 2P                           | 3         | 5           | 60%                              | 66%                              |
| Shirley Rd | 25         | ¼ P                          | 5         | 7           | 71%                              | 33%                              |
| Shirley Rd | 7-23       | 4P                           | 11        | 21          | 52%                              | 33%                              |
| Shirley Rd | 3-7        | Unrestricted                 | 3         | 8           | 37%                              | 0%                               |
| Shirley Rd | 1 Cable St | 4P                           | 0         | 2           | 0                                | 0%                               |
| Shirley Rd | 1A         | Unrestricted                 | 1         | 6           | 16%                              | 0%                               |
| Shirley Rd | 1          | 4P                           | 0         | 2           | 0                                | 0%                               |

It is evident that the available unrestricted parking spaces on the eastern side of Shirley Rd were not fully utilised. Therefore, it is recommended that the current parking spaces in Shirley Rd be retained.

Council and the Traffic Committee are certainly aware that COVID-19 has changed the way people are using parking. Some areas are now also experiencing higher parking demand as more people return to work but avoid public transport. Council receives as many requests from residents to relax parking restrictions as those asking to increase parking restrictions throughout the LGA. Therefore, parking occupancy is still an important indicator as to how parking is being used. Parking surveys conducted in February 2020, during school term but prior to COVID-19 being declared a pandemic and prior to travel restrictions, revealed a significant decrease in parking occupancy since the original restrictions were installed. It is not certain to what extent COVID-19 has impacted on commuter parking in Area 15, however parking occupancy is not likely to exceed the occupancy rates observed before the parking review was commenced in 2018.

Another parking occupancy survey was carried out in Shirley Rd and Milray Ave on 9 November 2020 between the hours of 2:20pm and 3:20pm.

The result of this survey revealed that parking occupancy rate at the 6-month review and parking changes implementation compared to the occupancy rate after the initial restriction was almost the same in Milray Ave and higher rate in Shirley Road.

| Street     | Street Side | Pre Restriction<br>(Surveyed on 7/9/2018 and 17/9/2018) |             |                              | Post Restriction<br>(Surveyed on 28/2/2020) |             |                              | at the 6-Month Review<br>(Surveyed on 9/11/2020) |             |                              |
|------------|-------------|---|-------------|------------------------------|---|-------------|------------------------------|--|-------------|------------------------------|
|            |             | Occupancy   | Total Space | Average occupancy Percentage | Occupancy                                   | Total Space | Average occupancy Percentage | Occupancy  | Total Space | Average occupancy Percentage |
| Milray Ave | East        | 51  | 65          | 78%                          | 21  | 65          | 32%                          | 18   | 57          | 32%                          |
|            | West        | 46  | 76          | 61%                          | 37  | 62          | 60%                          | 41   | 76          | 54%                          |
|            | North       | 10  | 13          | 77%                          | 9   | 15          | 60%                          | 7  | 13          | 54%                          |
|            | South       | 16  | 19          | 84%                          | 7   | 17          | 41%                          | 7  | 18          | 39%                          |
| Shirley Rd | East        | 55  | 75          | 73%                          | 25  | 64          | 39%                          | 33   | 66          | 50%                          |
|            | West        | 60  | 72          | 83%                          | 24  | 61          | 39%                          | 32   | 68          | 47%                          |

This report recommends some changes to parking restrictions in Milray Avenue to reflect the recent feedback from the community and to better utilise the on-street parking.

Six residents at 84 Milray Avenue requested that the unrestricted parking spaces fronting their building to be converted back to restricted parking.

Additionally, the resident at No.20 Milray Avenue who moved to the property after the initial survey and therefore could not participate, subsequently requested for timed restriction parking in front of his property.

Therefore, it is recommended that additional 4 hour parking is installed in front of 84 and 20 Milray Avenue. The recommended changes to parking restriction will increase the number of restricted parking in Milray Ave by 5 spaces.

## DETAILED SUBMISSIONS

### MILRAY AVE

Dear Sir,

I wish to register our profound disappointment at the capricious decision by North Sydney Council to de-restrict parking in many streets in Wollstonecraft - particularly in Milray Avenue. There was no forewarning to residents of these prospective decisions even though such advice could have been distributed to rate-payers with a few clicks of the key board.

- As I understand it, this initiative was taken as a result of complaints by "11 persons". It is reasonable to query why local residents would have complained and sought de-restriction of parking in front of their own properties when they have their own-site garage parking.
- Apparently some complainants were out -of -area drivers who were inconvenienced by having to park well away from Wollstonecraft railway station. Why should the ratepayers at Wollstonecraft be inconvenienced to suit the convenience of residents at Killara?

- Also there are few large vehicle caravan trailer owners in Wollstonecraft who did not like having to park their vehicles well away from, or within, their residences. We have previously made formal complaints to NS council concerning these very -long-stay parkers. The caravans take up, effectively, two car spaces and could be parked in front of residences in Milray Avenue for literally months at a time. [There is in fact one there right now, parked long stay /months in a 4P zone and never booked by Council It is only last year that NS Council restricted parking in Milray Avenue to either 2P or 4P. This street is difficult to navigate at anytime. Theoretically it is a twoway street even though it is very narrow. When vehicles are parked on one side it is literally a single lane street and drivers have to 'back up'when encountering a vehicle coming the other way.
- Since the 2P/4P restrictions were introduced the random empty kerbside parking spaces has considerably eased the traffic back-up situation by allowing a driver to swing into an empty spot and allow the other vehicle to pass.

Before the 2P/4P restrictions were introduced the parking density in the area had progressively increased over the years - to the point that Milray avenue was 'parked out' all day long, every day. This had resulted in taxis, trades vehicles and delivery services having to stop in the [only] vehicle lane in order to carry out their delivery or pick up assignments.

In what are now extraordinary times society has rapidly changed its purchasing patterns and are now purchasing a much greater amount of goods on-line and having them delivered. There has consequently been a noticeable increase in delivery vans. This societal change is not likely to disappear and parking restrictions should recognise the need for a reasonable availability of front of residence parking Waste collection trucks have always had great difficulty in navigating Milray Avenue. As you would be aware there are two waste collection days each week - a general garbage bin and a recycling bin day, and an alternate week green waste and general household item disposal day. Because the street is so narrow the relevant bins must be placed in front of the residences [on the road] - since there is no footpath. When the road did not have parking restrictions, all-day parkers would move the bins or household items early in the morning onto our driveways, or to some obscure position, which created particular problems for the waste collection operators.

I respectfully request that you reconsider the Council decision and revert to the 2P/4P restrictions on parking which have been working so effectively.

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Re: 'De-Restricting' of Parking in Milray Avenue

I have been indirectly advised, by one of our neighbours, that NS Council intend to 'de-restrict' the 2P / 4P parking restrictions in Milray Avenue, and elsewhere in Wollstonecraft.

Please note that no attempt was made to discuss any of these changes to parking with residents in Milray Avenue.

These parking restrictions were only introduced a few months ago. Prior to that Milray avenue was effectively 'parked-out'from just after 0700 AM each weekday through to 1830 PM , ie: effectively all day. It was obvious that the vehicles parked in this street were 'park-and-ride' persons from the upper North Shore.

- In recent months, with the virus lock-down of so many city offices, it is most noticeable that longer-stay parking in Milray Avenue by persons has declined immensely. When business returns to normal, and if there is unrestricted parking availability as now proposed, it will mean that the parking situation will revert to what it used to be. It is a pity that your so-called 'traffic engineer' did not take this into account when he conducted his 'survey'.

There is a fundamental need for residents to have kerbside parking at, or nearby to, their residence for short periods of time. In addition there are numerous trades and deliveries which require nearby parking even if it is only for minutes, or an hour or so:

- Plumbers and electricians
- Cleaners
- Gardeners
- Home deliveries which have increased enormously with the
- lock-down in place
- Nursing care visits
- Uber deliveries
- Taxi pick-ups

Additionally there are visitors to the area who seek to park and then explore Smoothey Park and the bushland leading down to the harbour in Milray Avenue, which is a very narrow street, permissible parking on one side leaves only a single lane available for traffic. For trades people and deliveries, and others as listed, this means they must stop in what is the only traffic lane in order to unload their equipment or delivery items.

I therefore wish to register with you and your traffic engineer, and the respective councillors at NS Council, that I and my friends and neighbours are not going to sit back and accept this arrogant behaviour from you, I am not some supplicant pleading for consideration by you to be reasonable. It is clear that you simply wish to pursue your own agenda, regardless of the inconvenience this causes to residents in Milray Avenue. You all seem to have forgotten your positions, viz: to serve the residents of the North Sydney municipality. If you do not cease the program of de-restricting the parking in Milray Avenue I wish to assure you that I am going to muster a campaign against the respective councillors who supported this insanity, and the time-serving officers you employ on 'traffic engineering' and 'environmental management' i.e. that green raver Debney whom we have complained to you before regarding his ceaseless campaign to tear out any piece of greenery that is not 'native' in Wollstonecraft].

I have recently 'retired' but have since been co-opted by the Commonwealth Government to assist in responding to the virus.

- None-the-less I now have the time and interest to pursue this issue. There must simply be a limit to the mindless interference which NS Council engages in to suit its own indulgent beliefs.

I am also sending this letter to the Lord Mayor, Councillors Baker and Mutton.

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Dear Iman (traffic and transport engineer)

Thank you for speaking to me today about my parking issues.

FYI I have recently purchased the above property. The previous owner had not lived here for 2 years. Until recently there was no off street parking for the property. I am almost 70 with a bad back so lifting heavy shopping bags hundreds of metres to my home, because that is where the nearest car park is at times is far from ideal. There is currently no restriction to parking outside my property (unlike most of the rest of the street/suburb that is either 2 or 4 hours).

Neighbours and their friends park outside my property at times for a week or more but regularly for several days and people from other suburbs park there for the whole day while they walk to the station to go to work for the day.

I have recently cleared an area on my property so I can park my car off the street but then I am often blocked in by other cars for days even though they know there is a car parked there and have no way out. I am proposing to put a double garage on my property but that is likely to take 9-12 months to organise (architects, builders, council approvals etc) and so I don't want to pay for a new curb and guttering now and then have to rip it up in 9-12 months. The conclusion

I want you to make parking outside my property 2 hour parking and the area near my northern boundary I want that to be no parking so I can access and depart from my off street car space.

There will be no loss of off street public car parking than there would be if I put in a double garage. After spending a few million dollars buying this property and paying council over \$2500 per year in council rates I need to be able to park my car off the street in my car space. Please let me know as soon as you can if you can agree to my requests. given that there has never been access to my land council could consider giving me driveway access (kerb and guttering) without cost even if it is done roughly until a proper curb and guttering is done to align perfectly with my new double garage.

Regards

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Attention North Sydney Traffic Committee:

In reference to street parking outside 84 Milray Ave Wollstonecraft.

Parking signs have been put in place allowing unrestricted parking. As a result Vehicles arrive early in the morning and depart late in the afternoon. It has been noted that owners of these vehicles park their cars, catch the train, and return late in the afternoon.

Attached two photos taken on different days. To alleviate this problem It would be appropriate to have in place a four-hour time limit as was the case earlier this year.

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We live at 84 Milray Avenue and have done so for 22 years. In front of our townhouse complex, and including 82 Milray Avenue, there are 8 parking spots (assuming vehicles park correctly). Until earlier this year all these spots were unrestricted and from early morning were fully utilised by commuters all day. Then all these spots were converted to 4 hour limits. This change had a big beneficial effect on our lives as we could park for short periods outside our home, as could tradesmen, and delivery vehicles could avoid blocking the narrow street.

Then, 3 months ago, changes were made which reduced the number of restricted parking spots to 2 with the remaining 6 being unrestricted. Now we are again in the position where short term parking is almost impossible for us. In reviewing the parking arrangements for area 15 please consider the following:

1. Outside 41-43 Milray Avenue there are 5 restricted and 4 unrestricted spots. A similar proportion applies to those outside 39 Milray Avenue and 15 Telopea Street. Therefore we are significantly disadvantaged compared to our neighbours.
2. Two vehicles that have on-street permits for area 15 are regularly parked in the two 4-hour spots, thus making casual parking unavailable for others.



3. Our complex of 8 townhouses has no on-site parking due to the narrow confines of the driveway. Two of our residents need home help and their care providers need to find on-street parking. Due to Covid-19 we ourselves are more reliant on deliveries and delivery vehicles frequently block the narrow street while dropping off goods.

For these reasons we request a more equitable parking scheme where 3 of the 6 spots near our home which are currently unrestricted are changed to 4-hour parking. This would probably require the erection of an additional post which would easily be accommodated. Your favourable consideration of this request will be greatly appreciated.

\*\*\*\*\*

We are owners at 84 Milray Avenue and have done so for decades. Our family currently live on site. In front of our townhouse complex, and including 82 Milray Avenue, there are 8 parking spots (assuming vehicles park correctly). Until earlier this year all these spots were unrestricted and from early morning were fully utilised by commuters all day. Then all these spots were converted to 4 hour limits. This change had a big beneficial effect on our lives as we could park for short periods outside our home, as could tradesmen, and delivery vehicles could avoid blocking the narrow street. Then, 3 months ago, changes were made which reduced the number of restricted parking spots to 2 with the remaining 6 being unrestricted. Now we are again in the position where short term parking is almost impossible for us. In reviewing the parking arrangements for area 15 please consider the following:

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We have lived at unit 8, 84 Milray Ave Wollstonecraft for the last 16 years. We have no visitor parking due to our narrow driveway. The parking in front of our units has been unlimited in the past and was completely taken up by commuters during the day which made it very difficult for visitors or tradespeople to find nearby parking. Recently the limit was changed to 4 hour parking which made parking possible for visitors and tradespeople.

Several of us now have Aged Care and receive aid several times during the week or fortnight. We also get food deliveries from the major food stores. It also means that friends can visit which has been especially helpful since we have been isolating during the Covid pandemic.

Recently, the 4 hour limit was changed back to unlimited and we now face the problem of commuter parking again as restrictions are lifted and people return to work. Several people from nearby units also make use of the two existing four hour limit spots in front of 82 Milray because they have permits. They seem to park all day, so we wonder if the area is even policed by parking rangers.

We request that Council reconsider the unlimited parking in front of 84 Milray Ave and change it back to 4 hourly.

We completely understand the need of commuters that need to drop their children at Guthrie child care then get the train to work, but we ask that consideration be given to the needs of elderly residents in units that have no visitor parking. Perhaps Council would consider making the parking on Shirley Rd near the Guthrie child care centre unlimited so people can park there.

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re;parking sign of milray ave wollstonecraft 2065

Why the removed parking sign street only in-between 42- 32 Milray ave Wolstonecraft 2065

It is very strange thing wonder? Since the removed parking sign between 42 and 32 by council , vehicles that could not be stopped on other street (all other street still have parking signs) appear to be parked for a long time in anticipation of a hidden spot, and residents cannot use it freely residences we request council to reinstall 2 hour or even 4 hour parking sign

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First, I would draw the Committee’s attention to the following table and commentary generated by the Traffic Engineer, at North Sydney Council, Iman Mohamadi. What he did was to adjust the restrictions on parking arrangements in Wollstonecraft so as to fill up the parking positions – not seek to ensure that parking positions were equitably available to the residents of Wollstonecraft!

Apparently , according to this Traffic Engineer, the NS Council has a **target** of ensuring that parking spaces are 85% occupied – which simply means that at many times all parking would be fully occupied .He states:

*“When the initial changes were made in November 2019 there was a significant reduction in parking occupancy rates which was well below Council’s target of 85%. After the three-month review, some restricted parking spaces were **converted back to unrestricted parking to better utilise the finite parking resource. The relative occupancy rates are summarised below.**”*

*“ .....these changes were made to balance the parking restrictions in Area 15 based on the varying opinions of the community, including local residents, and to ensure the parking resources are appropriately utilised. This is not expected to have any detrimental impacts on traffic volumes in the area.”*

| Street  | Before Nov 2018 survey |         |           | After Changes Nov 2019 to Mar 2020 |         |           | Changes implemented July 2019 |         |                |
|---|------------------------|---------|-----------|------------------------------------|---------|-----------|-------------------------------|---------|----------------|
|   | No. Spaces             |         | Avg. Occ. | No. Spaces                         |         | Avg. Occ. | No. Spaces                    |         | Est. Avg. Occ. |
|   | Rest.                  | Unrest. |           | Rest.                              | Unrest. |           | Rest.                         | Unrest. |                |
| Milray Avenue – north of Telopea Street                             | 9                      | 23      | 81%       | 21                                 | 10      | 42%       | 15                            | 16      | 61%            |
| Milray Avenue – Between Shirley Road and Milray Lane                | 0                      | 100     | 72%       | 75                                 | 17      | 38%       | 56                            | 36      | 60%            |
| Milray Avenue – Between Milray Lane and Telopea Street              | 14                     | 27      | 61%       | 35                                 | 6       | 49%       | 31                            | 10      | 56%            |
| Shirley Road – eastern side between Cable Street and Telopea Street | 9                      | 66      | 73%       | 44                                 | 24      | 38%       | 40                            | 28      | 63%            |
| Shirley Road – western side south of Milray Lane                    | 0                      | 46      | 78%       | 40                                 | 6       | 20%       | 27                            | 19      | 50%            |
| Shirley Road – western side between Milray Lane and Telopea Street  | 4                      | 17      | 95%       | 21                                 | 0       | 71%       | 21                            | 0       | 71%            |

residents in Wollstonecraft would have written to Iman Mohamadi and said “yes let us make the restricted parking spaces “unrestricted” so as to fill them up with vehicles from the community at large [ such as upper North Shore park and ride commuters]?”

It really pays to look at the numbers in this table provided by the NS Council ‘traffic engineering’ staff and ask yourself **why** and **where** were particular numbers of ‘unrestricted spaces’ selected. Also one must consider the traffic densities that would have been occurring **around the time** of the survey periods.

The three ‘occupancy pattern tables’ presented are equivalent to the thimble and pea trick. Which thimble is the pea under? The correct answer it is not under any of them!

The centre column survey measures occupancy from **November 2019 through to, and incl, March 2020** . Now what was occurring during that period? Stop! Do not strain your brains too much. Let me tell you. There was the Christmas close-down in December , there were the summer holidays in January , and there was the outbreak of the Virus in February / March which caused a collapse in train travel into the Sydney CBD. And guess what? The occupancy of parking spaces in all streets during that period was substantially reduced as it is in previous years., but was even more so in 2020

If one compared the figures in the first survey period [November 2018] with the third survey period [July 2020] one can see that the estimated average occupancy in **all street spaces** had declined . The so called traffic engineer ‘estimated’ [guessed] that since the average occupancy in each street had *declined* and he attributed that to a **reduction** in unrestricted spaces ???

Now even through most feeble-minded person would be aware, unless they were living in a cave, of the huge impact of the Virus on train travel and desk workers in the CBD – and consequently on street parking in the North Sydney region. The streets were largely unoccupied. In summary this so-called traffic engineer, has made false correlations. The 2018 survey with its ‘average occupancies’ must be placed in the real life context that the streets around Wollstonecraft in what were once normal / non-Covid days were ‘parked out ‘ on all weekdays from early AM to late PM. You did not need a ‘parking survey’ and some pseudo-mathematical presentation to know that.

Additionally there were persons using the streets as very long stay [ weeks and even months], for storage positions for boat and general trailers, for occasional use 4WD's, and for very large caravans / mobile homes.

So much for "average occupancies" of parking positions. The introduction of 2P and 4P restrictions was intended to at least discourage very long-stay parking. We never saw whether it was effective since the 'Virus situation' overtook the 'parking situation'. However Council's traffic engineering staff, living in their own little bubble, embarked on their make-work exercise to shuffle the restricted / unrestricted parking arrangements and the associated street signage .

The survey table presented by Iman Mohamadi in his e-mail is absolute rubbish. I recognise that complaining to the North Sydney Council is pointless, particularly to the low level staff it engages. If they were employed by a major corporation and produced this crap they would be out on the street. Instead they have found a cosy nook in a Local Council. Just keep in mind that we, the rate payers, have to pay their wages.

Put simply we are seeking a return to 2P and 4P parking restrictions so that street parking can be utilised by both residents, visitors, and the increasing numbers of delivery drivers .

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Attached photo of a vehicle that has now been parked for three weeks outside 48 Milray Ave Wollstonecraft. Vehicles can now be parked indefinitely since the four-hour limit was changed to unrestricted. Has been pointed out previously, since the railway station is very close, vehicles are parked all day in this area.

Would you please change this unrestricted parking to a four hour limit.

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Re: Unrestricted parking outside 84 Milray Ave Wollstonecraft.

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Would you please change this unrestricted parking to a four hour limit.

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We have noted with dismay that it is proposed to again allow unrestricted parking in Area 15 of the Council's parking regime. Since restricted parking was introduced the ease of access to our property (and neighbouring properties) has made a huge improvement to our lives. Whereas we previously had no opportunity to park on the street at any time during weekdays from 7am to 6pm we have had the ability to park in front of our property. In particular, my wife has restricted mobility and it has made her life much easier Likewise access for deliveries and tradespeople has been dramatically improved. To go back to the old free-for-all would be a very retrograde step. At the very least please consider making restricted parking available in at least 50% of the spots in Area 15.

Thank you.

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### **TRYON AVE**

Parking Area 15 - Wollstonecraft area

The new parking restrictions are generally working well.

However, could I request that the Council re-think the restrictions in Tryon Avenue and add timed parking to more of the street for greater pedestrian safety or provide us with a concrete footpath.

In Tryon Avenue between Cable Street and the cul-de-sac at number 24, we now have commuter vehicles parked all day (including in the small timed area) right along the street. This did not happen prior to the parking changes. The available road space is narrowed with cars parked. To walk to the station, we have no footpath; we are only able to walk down the middle of the road. This is an unsafe situation, particularly for children and the elderly.

### **SHIRLEY RD**

Apart from an acknowledgement to my email I have not had any response to the matters raised. Almost 2 months has gone by and I would appreciate receiving an update.

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As a long time local resident I regularly drive down Shirley Road from Crows Nest and make a right hand turn into Milner Crescent. Recently I had a near accident with a car travelling up Shirley Road which was partly due to my vision being impaired by a vehicle parked (legally) on the left hand side of Shirley Road in first space on the bend leading down to the following roundabout. I'm sure that I am not the first person to have had a similar experience. It is quite common for drivers travelling up from the roundabout to be driving at excessive speeds and furthermore the section is quite dangerous with pedestrians often crossing without taking due care (a marked crossing might be appropriate).

The purpose of my email is to suggest that one of your officers visit the site and make an assessment. At the least I think the signage should be changed to "No parking" in the section I have referred to.

Please let me know if I can provide any additional information.

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To whom it may concern,

I and many other people used to park along this very long street Shirley Road in Wollstonecraft. It has now got 2 and 4 hour parking signs all the way down including side streets that run off it. I was informed that the local residents said they were unable to park their cars. Please look at this example of a very empty street with plenty of space for residents to park their cars and take down some of the restrictive parking 2 and 4 hour parking signs so people can park all day and get the train to work.

Can you send someone out to assess the situation. The local members stand at the train station to get our votes when needed but 100's of people are now unable to park and travel to work by train now due to this new signage disruption. I believe the same situation has happened in Waverton.

Please let me know how this can be fixed in the very near future as it is impossible to park when there are such limited all day parking in the surrounding streets.

# Map of Parking Changes Area15

## Final Review

