

Item 4.4 - Traffic - 20/03/20

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



To the General Manager

Attach

1. Maps of Proposed Changes – 3 Month Review (North and South of Telopea Street)
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SUBJECT: (4.04) Resident Parking Area 15 - Wollstonecraft - Parking Restrictions – 3 Month 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.

The new signs installation was completed on 14 November 2019. At the 529th Traffic Committee meeting dated 22 November 2019, it was recommended, and Council subsequently resolved (24/2/20 – Item 01 - Min. 17)

***THAT** a report be submitted to the Committee in 3 months’ time to see if there are ongoing concerns and any submissions that come in between now, and the 6 months period be attached to the next report.*

Therefore, the new signage is now due for review.

This report recommends changes to some of the parking restrictions in Area 15, including Milray Avenue, Shirley Road and Tryon Avenue, to reflect the recent feedback from the community and to better utilise the on-street parking.

RECOMMENDATION:

- 1. THAT** the existing “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15” parking spaces in front of H.No.84 Milray Ave be converted to “Unrestricted” Parking Spaces.
- 2. THAT** the existing “2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15” parking spaces in front of H.No.41-43 Milray Ave be converted to “Unrestricted” Parking Spaces.
- 3. THAT** the existing “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15” parking spaces in front of H.No.50-52 Milray Ave be converted to “Unrestricted” Parking Spaces.
- 4. THAT** the existing “2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15” parking spaces between H.No.34 and H.No.40 Milray Ave be converted to “Unrestricted” Parking Spaces.
- 5. THAT** the existing “2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15” parking space in front of H.No.32 Milray Ave be converted to “Unrestricted” Parking Space.
- 6. THAT** the existing “unrestricted” parking spaces in front of HNo.14 Milray Ave be converted to “2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15”.
- 7. THAT** the existing “2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15” parking spaces in front of HNo.19 Milray Ave be converted to “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15”.
- 8. THAT** the existing “2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15” parking spaces between H.No.21 and H.No.29 Milray Ave be converted to “Unrestricted” Parking Spaces.
- 9. THAT** on the northern side of Shirley Rd, the existing “2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15” parking spaces from Milray Ave to H.No.16 Shirley Rd be converted to “Unrestricted” Parking Spaces.
- 10. THAT** on the southern side of Shirley Rd, the existing “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15” parking spaces in front of H.No.1 HNo.1A Shirley Rd be converted to “Unrestricted” Parking Spaces.
- 11. THAT** on the east side of Shirley Rd, north of Cable St, the incorrectly positioned “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15” sign and stem be relocated to front of HNo.5 Shirley Rd as per the original approved plan.
- 12. THAT** on the northern side of Shirley Rd, the existing “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15” parking spaces in front of H.No.24 HNo.28 Shirley Rd Shirley Rd be converted to “Unrestricted” Parking Spaces.
- 13. THAT** the existing “unrestricted” parking spaces in front of HNo.10 Tryon Ave be converted to “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15”.
- 14. THAT** the existing “unrestricted” parking spaces in front of HNo.16 Tryon Ave be converted to “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15”.
- 15. THAT** the existing “unrestricted” parking spaces in front of HNo.7 Shirley Rd be converted to “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15”.
- 16. THAT** the remaining parking restrictions installed in Resident Parking Area 15 – Wollstonecraft on 25 February 2018 be retained.
- 17. THAT** it be noted that the final 6-month review will be reported to the 1 May 2020 Traffic Committee meeting.

Relates to ECM No: ECM # 7796839 related to the outgoing TDA 19/075

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:

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.

The new signs installation was completed on 14 November 2019. At the 529th Traffic Committee meeting dated 22 November 2019, it was recommended, and Council subsequently resolved (24/2/20 - Item 01 - Min. 17)

THAT a report be submitted to the Committee in 3 months’ time to see if there are ongoing concerns and any submissions that come in between now, and the 6 months period be attached to the next report.

Therefore, the new signage is now due for review.

After the installation of the new signs Council received submissions for and against the parking changes including submissions from residents of the area, commuters and the Child Care Centre in Shirley Road.

DISCUSSION

The result of the initial 2019 survey revealed that 73% of respondents in Milray Avenue and 70% of respondents in Shirley Road supported the additional parking restriction. The changes to the parking restrictions generally reflected the responses to the survey and Council retained some unrestricted parking spaces in Milray Avenue and Shirley Road.

Since the introduction of the new parking restrictions, Council has received 13 objections from residents about not being able to park close to their properties; and 16 objections from members of public residing outside the survey area about not be able to park near Wollstonecraft Train Station.

Council also received two compliments and support from residents for more restricted parking spaces.

A numerical summary of submissions received since the parking changes were implemented is produced in Table 1.

	Changes	Support/ Compliment	Objections/ Concerns	Request for More/Longer restrictions	Commuters/ Outside survey Area	Total
Boronia St	Y		1			1
Cable St	Y					0
Milray Ave	Y	1	3	3	1	8
Russell St	N					0
Shirley Rd	Y	1	1	2	2	6
Telopea St	Y					0
Tryon Ave	Y		2	1		3
Wollstonecraft Station	Y				11	11
Guthrie Childcare Centre					2	2
Total		2	7	6	16	31

Table 1: Numerical Summary of survey result

In addition, a parking occupancy was carried out in areas with new parking restrictions on Friday, 28 February 2020 between 10:30 am and 12:30 pm. The result of this survey and comparison to the parking occupancy survey prior to the changes is produced in Table 2.

The recent site visit on 28 February 2020 revealed that one section of Shirley Road was signposted incorrectly. This is the unrestricted parking on the southern side of Shirley Road at Cable Street which is signposted with 4P restriction and needs to be rectified.

		Pre Restriction			Post Restriction				
		Occupancy	Total Space	Average occupancy Percentage	Occupancy	Total Space	Average occupancy Percentage	Change in Average occupancy Percentage	
Boronia St	North	8	9	89%	7	9	78%	-11%	DOWN
	South	24	25	96%	18	24	75%	-21%	DOWN
Cable St	North	11	14	79%	0	11	0%	-79%	DOWN
	South	12	14	86%	4	11	36%	-49%	DOWN
Milray Ave	East	51	65	78%	21	65	32%	-46%	DOWN
	West	46	76	61%	37	62	60%	-1%	DOWN
	North	10	13	77%	9	15	60%	-17%	DOWN
	South	16	19	84%	7	17	41%	-43%	DOWN
Shirley Rd	East	55	75	73%	25	64	39%	-34%	DOWN
	West	60	72	83%	24	61	39%	-44%	DOWN
Telopea St	North	21	22	95%	12	17	71%	-25%	DOWN
	South	14	16	88%	15	18	83%	-4%	DOWN
Tryon Ave	East/South	3	3	100%	3	8	38%	-63%	DOWN
	West/North	15	58	26%	30	37	81%	55%	UP

Table 2: Parking Occupancy Survey

This report recommends changes to some of the parking restrictions in Area 15, including Milray Avenue, Shirley Road and Tryon Avenue, to reflect the recent feedback from the community and to better utilise the on-street parking.

The recommended changes to parking restriction will increase the number of unrestricted parking spaces in Milray Avenue and Shirley Road by 35 and 47 spaces respectively.

This is expected to result in an increase of parking occupancy rate of 18% and 23% estimating total occupancy rates of 59% and 60% in Milray Avenue and Shirley Road respectively, assuming that all new unrestricted parking spaces are occupied after implementation of the new parking restrictions.

DETAILED SUBMISSIONS

Support / Compliment

- We live in Milray Avenue, next to Smoothey Park, where the 4-hour parking restrictions have recently been introduced. I want to say how much this has improved our amenity and that of the other residents of our complex. Until the change it was virtually impossible to park at or near our front entrance for short periods to load or unload shopping etc, often even at weekends. And getting access for tradesmen was likewise very difficult. So a big thank you for this change.
- Parking is a big problem for residence of area 15 this day more and more vehicles from outside of Wollstonecraft to just only park their vehicles in this area to go to city and some of leave car for a week to go to airport. People from outside of Wollstonecraft trying to find parking space any where available. Shirley Rd is now full so coming down to Milray Ave even lower part of street. We hope to install a new parking sign as soon as possible to solve. At the same time number of residence of area 15 has 3.4 vehicles and even main car not garaging it using for storeroom instead Council should warn them to use it correctly house No 40 and 42 Milray Avenue has new parking sign it has been installed sometime but people ignored because no parking man coming. So we request early installation of new parking signs and we want council staff to patrol to detect parking offence regularly this area Thanking you

Objection / request for additional restrictions

Boronia Street

Objection

- I would like to request details of the results of the public consultation that supported the decision by the North Sydney Traffic Committee, to add increased parking restrictions to Boronia St, Wollstonecraft. The removal of what I understand to be 8 all day parking spots, will significantly and unfairly affect many residents in this area. This appears to not be attempting to assist local residents at all, but to be a fund raising exercise only. I would appreciate provision of results, and the recording of my objection to these changes. The current rules relating to 'Residents Parking Permits' need to be reviewed, as the archaic definition of apartment / unit compared to townhouse is also unfair to many, this ruling needs to take into account unit size, bedrooms and allocated parking, not just the definition of the property. I would appreciate your consideration regarding this issue also. I note the correspondence received directs me to a council website <https://yoursay.northsydney.nsw.gov.au/28829/documents/94002> for further information, I cannot find anything on this page that provides further information, only a copy of previous correspondence that we received and have already replied to, if there is additional information freely available, please forward a copy. Do not hesitate to contact me if you require additional information

Thanks for sending this information through. I have reviewed and have the following comments, that I would appreciate being circulated to the Traffic / Parking Committee;

1. *There are approx 100 individual homes within Boronia St, it appears you have made these changes based on 15 responses, of which only 11 were supported of change. The low number of engaged residents, indicates that the residents are generally happy about the current parking situation. If there was significant angst then you would have had a higher return rate.
2. For some reason you have not regarded 'duplicate' responses, yet many residences will have multiple voters registered for Local Council elections. Why do they not get a say?
3. Is it because the majority of duplicate respondents, didn't agree with the committee's or
 - a. council's agenda?
4. The changes that have been recommended by the committee don't appear to reflect the results of the survey. Telopea St 47% wanted to 'Retain Existing', yet there appears to be significant changes, why?
5. For all of the survey addresses it appears that the biggest Grand Total response was 'Retain Existing' a total of 72/199 responses, yet it appears there has been no consideration given to these responses, why?
6. In Boronia St, only 11 respondents, supporting some change, and the committee have restricted 8 parking spots!
7. Reviewing the 'Comments Received' section , even further supports the 'Retain Existing', with more respondents taking the time to comment. So I would like to know what is the real reason for the changes?
8. Why was the survey commissioned, if the committee didn't regard the responses or lack of responses?

I would appreciate a response regarding this issue.

Milray Avenue

More/Longer restriction

- We live in Milray Avenue. We note that it is proposed for 2 hour restricted parking to be put in place for our section of the street (8.30 to 6pm Mon to Fri). This will make things difficult for our children's grandparents who often visit to assist during the weekdays. We request that the restriction be changed to 4 hours rather than 2 as this will help a lot. This would also be consistent with other sections of our Avenue. Thank you and please contact me to confirm this.
- We live in Milray Avenue, Wollstonecraft, which is on the corner of Shirley Road and Milray Avenue. We are located directly above Berry Island Reserve. We have welcomed the parking restrictions recently put in place in the area and have noticed a significant decrease in the day time parking from Monday to Friday. Unfortunately the restrictions have had in our view an unintended consequence. The area of Shirley Road that we face from Milray Avenue down to Berry Island does not have any parking restrictions. The effect is that we have noticed many vehicles parked in this section during the course of the day so that at times, during Monday to Friday the street is fully parked out. We can only presume that a number of these vehicles are daily commuters. There is also one large van parked and we can only assume that it has been put there for long term parking due to there being no parking restrictions. We assume that the decision not to put parking restrictions in this section of the road was so as to not interfere with the recreational use of Berry Island. Unfortunately however the increase

in daytime parking means that people accessing Berry Island would no doubt find it more difficult to obtain a parking spot in the immediate vicinity of Berry Island. There is a further disadvantage for us in that we do not face a street with parking restrictions, so presumably we are unable to apply for a parking permit and we are therefore restricted in our parking options as well. May we respectfully suggest that the Council review this matter and impose four hour parking restrictions in this section of roadway from Monday to Friday. This would not impact on most people's recreational use of Berry Island which would normally be for periods of four hours or less, but it would stop this area being used by commuter parkers and other people making use of permanent parking arrangements. Just by way of example, we note that on Friday, 22nd November between 4pm and 5pm this section of roadway was fully occupied. Today, Monday, 25th November we returned from a weekend away at 12 noon to find that again the street is fully parked out and we had to park in our driveway. This is consistent with most if not all days when parking can be full from about 8am. We assume that operators of Council vehicles during week days would have noticed the same problem. We obviously have personal concerns but also feel that the Council should be aware that the failure to provide parking restrictions in this section of the road will have a very negative impact upon the recreational use of Berry Island, which we assume is totally contrary to Council's intentions and policies.

- Timed Parking in Area 15 extended as the non-timed area in front of 14 Milray Ave is now extremely busy and she is unable to park there at the moment.

Objection

- My partner, and I reside in Milray Ave, Wollstonecraft, together with our two daughters. Our home has 4 bedrooms and between us we have 4 motor vehicles, a motor cycle and a trailer. We have parking for 2 cars in our secure garage under our building. We understand we are entitled to only one additional parking permit. In November 2018, we completed a survey in relation to potential parking changes in our street Parking Area 15. We requested that council retain the existing parking restrictions in this area due to our need for long-term parking close to our home. However, despite this, we recently received a letter advising of impending parking changes in our area. It appears that there are currently 281 unrestricted parking spaces that will soon be restricted to 2 and 4 hour limits. Who does the council expect to use the short-term parking spaces in the area? It won't be city commuters, nor will it be residents who catch the train to work and leave their vehicles parked in the street for the day (unless they have a parking permit). We see this new arrangement as totally inconvenient for everyone. We understand that these changes were put in place to restrict commuter parking. However, this will now make it even more difficult for local residents to park additional vehicles in the area for the day, as we will have to move them further away so that they are parked in unrestricted areas. These will mean that commuters and residents will be competing for the same long-term spaces on a daily basis. Our understanding is that councils, state and federal governments are keen to take more cars off the roads and encourage commuters to use public transport. However this new policy will encourage commuters to use their vehicles to travel to work. It will also cause additional traffic in the area, greater consumption of petrol and inconvenience for commuters as they drive around the area seeking somewhere to park their vehicle so they can use the train. We understand that these restrictions will be reviewed six months after the date of installation and therefore would like to officially register a complaint for the review committees' consideration.

- A few days ago we received the notice attached. In relation to this questions notice I have six for you, They are:
 1. The notice starts off 'Following public consultation, We are very badly affected by the changes to parking outside our home but we were not consulted. Could you tell me with whom the consultation about the new parking regulations was carried out? And how?
 2. Where can I obtain a permit to park our own car in Milray Avenue?
 3. we are very old so where can the people who help us park for the day?
 4. Where can our visitors park when they are here for the day?
 5. Will parking restrictions apply after 6pm or on the weekends?
 6. Where can I (and my neighbours) register objections to the changes?

- I noticed that our street (Milray Avenue, Wollstonecraft) is now subject to 2 hour parking constraints. This was introduced without consultation and is highly problematic and inconvenient for a street that doesn't have parking issues / constraints and as a rate payer, I strongly object to this. Can you please confirm on what basis these constraints were introduced, and how we would go about proceeding to have them removed?

Thanks for the considered response. That all makes sense. I would however flag (if I recall correctly) that the parking survey was taken whilst there was a major childcare centre DA in Wollstonecraft being considered by council. There was a significant amount of concern amongst the community (including myself) around the parking situation if this childcare centre development had gone ahead. I recall I even voted in favour of the parking restrictions on this basis. The child care centre development DA was ultimately (quite rightly) rejected by North Sydney council - accordingly this changes the parking pressure dynamics quite materially. As previously flagged (for the record) - we are not in favour of the parking restrictions, and we would advocate for?

- I write to express my concern at the parking restrictions that have recently been placed near Wollstonecraft train station around Milray Rd and surrounding streets. I am a commuter that drives my car to Wollstonecraft so that I can take the train to the CBD where I work a full day. The parking restrictions now mean that I and many other commuters can no longer do this. We are no longer able to take the train to go to work because we can no longer park all day on any day of the working week near Wollstonecraft train station. I do not understand how this makes any sense. Council and the NSW Government should be encouraging, not preventing, people from taking public transport. This goes against one of the North Sydney Traffic and Parking Strategy aims to 'promote the use of public transport' and goal 2.7 to improve parking options and supply. The parking restrictions in Area 15 are very extensive and do not attempt to balance the needs of commuters with the desires of (presumably) residents who wish to keep their roads free of parked cars. The restrictions are extensive in physical span (i.e. the number of streets affected, stretching right until the corner of Milray and Shirley Street) and time limitation. The time limitations are 2 or 4 hour restrictions on every weekday, meaning no commuter can park all day. As a result, the streets are now empty of parked cars throughout the day (see attached photos of Milray Street on a weekday). This shows that local residents do not need to use on-street residential parking, except perhaps for outside work hours (i.e. early morning and evenings when they themselves come home from work). I note that most residents in Wollstonecraft have garages and

driveways in which to park their cars. Why then, have the Traffic Committee decided the restrictions are necessary? Below are some **suggestions** to manage this parking issue more fairly and equitably:

1. Parking restrictions can be limited to certain days of the week, allowing people to park all day on some days of the working week. This already occurs on one part of Milray Street (lower side close to the loop leading to the station), where parking is restricted only on Mondays and Thursday from 9am to 1pm.
2. Reduce the physical span of the parking restrictions in Area 15. Other councils on the north shore have a more reasonable approach to parking restrictions - limiting them to a few streets close to public transport.
3. Build a purpose-built multi-storey parking area for commuters to park all day. The parking station next to the train station is ridiculously small and it seems incredible that you would take away on-street parking options so significantly without building an alternative to accommodate all those commuters affected by the restrictions.

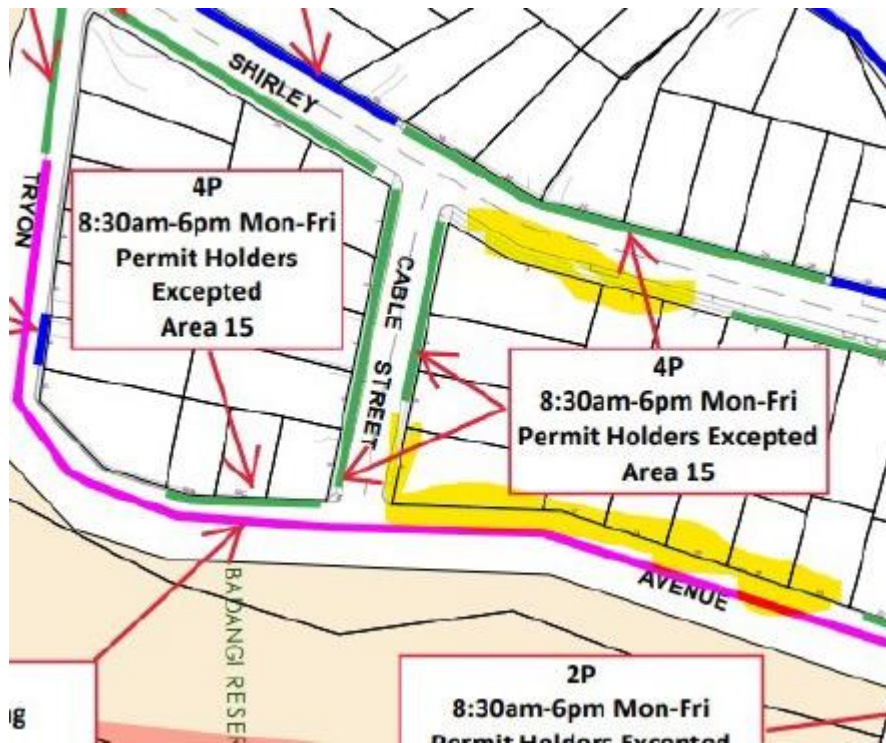
Is Area 15 on the agenda for a Council and/or Traffic Committee meeting soon? If not, I would like to **request the item be placed on the Traffic Committee agenda** in the New Year and this e-mail considered. Please let me know. I would like to attend to make representations. I would also appreciate an **explanation of the rationale behind the changes and how the changes were developed, what consultation** etc. Particularly in light of Roads and Maritime and Transport for NSW's mandate to increase use of sustainable transport. Please acknowledge receipt of this e-mail.

Thank you for your response and for recording my objection. I was not notified of the forthcoming changes as I live outside the North Sydney Council area, but I commute from there each day. I therefore was not able to participate in the survey. Please consider expanding surveys and consultation to surrounding council areas, such as Lane Cove. There are many lower north shore residents who commute to work from North Sydney council area. Transport for NSW and the Traffic Committee should be taking a Sydney-wide approach to ensuring residents can access public transport and parking options. This is not just a local council matter. When will the review occur exactly? Can you please ensure my representations and suggestions for improvement are considered at that time? What does the review involve? How will the results be notified?

Shirley Road

More/Longer restriction

- Hello North Sydney Council Officer, Just wish to provide some feedback with regards to the parking change in Area 15, as listed out in the below link: https://www.northsydney.nsw.gov.au/Transport/Parking/Transport_Strategy/Approved_Traffic_Parking_Changes/Area_15 Since the changes we notice unrestricted spot near our area has become a commuter's favourite, frequently occupying the unrestricted spot from early morning to late evening; Residents nearby also prefers to park their vehicle at the unrestricted spot during other time. This has caused some inconvenience at our end, we noticed significant deterioration to the cleanliness of the street, as the street sweeper vehicle are unable to perform their task. Tradesman and other visitor are unable to park their vehicle nearby. May I suggest at the 6 months review, considering having the 4 hours parking limit applied to the area marked in Yellow (see attached) and be consistent with the rest of the area. Thank you.



Objection

- Thank you for your Notice of Parking Changes in the Wollstonecraft Area - Parking Area 15. We are very appreciative of Council working to improve the situation in our neighbourhood - thank you. However, we do have concerns regarding the parking changes in the proximity of our property in Shirley Road Wollstonecraft where our family has been long term residents. We note that the parking outside my Father's property has been left as untimed/unrestricted parking. We are concerned that these spots will be parked out heavily on a permanent basis. We believe they will be a target for people with boats/trailers/campervans/no off street parking etc to park there on a continuous/permanent basis. My Father, Bruce, is an elderly man with people coming and going regularly to assist in caring for him and we are concerned that the parking immediately outside our home will not be available. We look forward to hearing back from you regarding this matter.
- (Outside survey area) I am writing in regards to notification on street parking changes for the south end of Shirley Road Wollstonecraft, including other street within proximity to the train station. As a resident of Shirley Road myself, I strongly object to these parking changes. I can only see the reasoning for this implementation as an excuse by council to increase revenue via parking infringements. People these days are already struggling with life responsibilities as it is, and council feels the need to make commuters lives that little more difficult. I am a commuter myself, and within walking distance of Wollstonecraft station. I feel for those that have to drive to a train station just to park a car and get to work. Please state NSC's reasoning for rezoning of the Wollstonecraft street parking. Has there been prior consultation with residents of the Wollstonecraft area for parking rezoning.

- I am writing in relation to an application for residential parking permit (the "Application") which I lodged with the council on 26 November 2019. A copy of the Application is attached to this letter.

In the Application I:

1. confirmed I live in Shirley Road,
2. confirmed I own 3 cars that are housed at this address, (being the cars used by myself and my family members who reside here),
3. confirmed we have one off-street parking space for 1 of the cars (being the garage on our property), and
4. sought permits to park the other 2 cars on the street.

An employee of the council telephoned me on receiving the Application and said that because there is a driveway on our property this would also be considered to be off-street parking, and I could write to the Council and make an objection to this approach. This letter is my objection to my driveway being considered to be off-street parking. The driveway to my property is very steep. we have multiple people who come to our property who bring heavy equipment with them to do their work at the property including house cleaners and pool cleaners and gardeners.

They use the driveway to provide access to the house and garden and if a car was parked on the driveway would be unable to carry their equipment up the steep incline. In addition, the driveway cannot be used as a parking space because it provides the only access point for tradesmen to gain access to the rear of the property which has a pool, garden and other facilities that need to be maintained. In addition, my elderly parents (both in their 80s) visit the property and need to be able to drive up the driveway to access the house. They are not able to walk up the steep incline. The whole purpose of the introduction of restricted parking in Shirley Road was to provide on-street parking for the residents. Prior to the restrictions being introduced, we were able to park our 3 cars on the street outside our house all day if we wished to. However, now since the restrictions were introduced, we as residents cannot park our cars on the street outside or near our house at all - this is a ridiculous outcome, and totally defeats the purpose for which the restrictions were introduced. I also note that there is abundant space in Shirley Rd to park cars - I have attached a photo of Shirley Rd at 1.37pm on Friday 2g November showing the availability of abundant on-street parking. when we as residents were asked to vote on the proposal to introduce parking restrictions in Shirley Rd we did so on the basis that it was proposed for the purpose of making it easier for residents to park their cars on the street. We were not advised by Council that we would be restricted in our access to on-street parking due to features of our property such as a driveway, or that we would have less or no access at all to on street parking. Nor were we advised that we would need to pay for on-street parking, which was previously free of charge. Please confirm receipt of this letter and advise me of the process for my objection to be reviewed and considered.

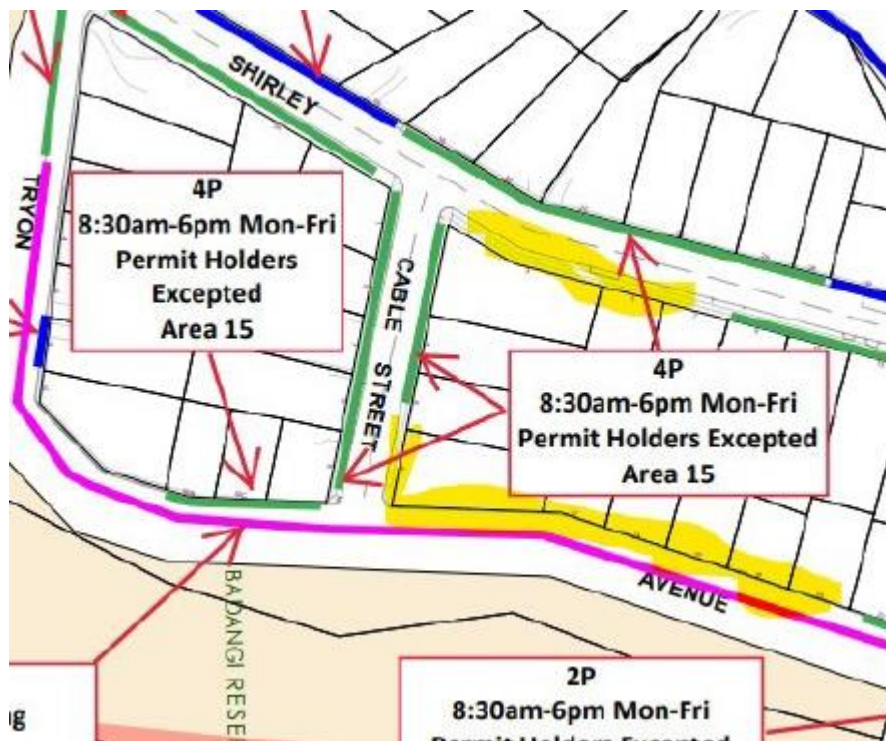
- Christie Street, ST LEONARDS (Outside survey area) Please remove the sudden parking restrictions around Wollstonecraft Station. There is no reason why the whole of Shirley Rd and surrounding streets need to have restrictions implemented in a 10 minute radius around the station. If you take a walk there on a weekday, you will find it's a ghost street. There are hardly any cars parked there anymore, showing the restrictions are useless - no one makes use of a 4 hour weekday parking besides the occasional tradesperson. Every resident has a double garage 20m driveway anyway. There is now nowhere to park and commute from Wollstonecraft station besides the one tiny "carpark". It will now encourage people to drive to different further stations to find parking, adding to the horrendous peak hour traffic and car pollution. I would

propose some strategic spots of restricted parking for tradespeople and the rest to be unrestricted. At the very least, restrictions should be removed from streets 10 minutes away from the station as half the street was empty before the restrictions anyway. Now these remote enormously wide streets are COMPLETELY EMPTY.

Tryon Avenue

More/Longer restriction

- Hello North Sydney Council Officer, Just wish to provide some feedback with regards to the parking change in Area 15, as listed out in the below link: https://www.northsydney.nsw.gov.au/Transport_Parking/Transport_Strategy/Approved_Traffic_Parking_Changes/Area_15 Since the changes we notice unrestricted spot near our area has become a commuter's favourite, frequently occupying the unrestricted spot from early morning to late evening; Residents nearby also prefers to park their vehicle at the unrestricted spot during other time. This has caused some inconvenience at our end, we noticed significant deterioration to the cleanliness of the street, as the street sweeper vehicle are unable to perform their task. Tradesman and other visitor are unable to park their vehicle nearby. May I suggest at the 6 months review, considering having the 4 hours parking limit applied to the area marked in Yellow (see attached) and be consistent with the rest of the area. Thank you.



- I am not sure what planning, strategy, or consultation went into the recent deployment of parking restriction signs around Wollstonecraft. 1. It seems like our house in Tryon Ave- is about the only section of the lower Shirley Rd/Berry Island area that you have not put signs- such that everyone is parking in front of our house where we have never had people before. 2. The no stopping signs on the opposite side of our house are located where no one has ever ever parked, and is an eye sore right along the beautiful bush. 3. There is a new 2 hour zone on the bush side of Tryon Ave where people turn from the steep down hill of Shirley Rd- again this is actually where no one would normally park.

We would ask you to consider- given where you have come- including the front of our house in Tryon Ave in parking restrictions- to stop it being the long term car park of people pushed down the hill from your new signs above.

- I write as a resident and ratepayer of Tryon Avenue Wollstonecraft. I wish to express concern at some of the proposed parking changes in Area 15. I would be the first to agree that action needed to be taken and I commend the council for this initiative. The problem is getting worse by the day.

My specific concern is the implementation of a no standing zone in Tryon Avenue, (not Tryon Street as referred to in your advice.) Whilst it is relatively narrow I have never experienced any problems with cars parked in Tryon Avenue in the last 30 years. There is no through traffic and the garbage trucks and occasional removal vans seem to manage easily. Whilst I will not be impacted greatly, other residents will as it will force people to try to park at the end of Tryon Avenue. The buildings of Greenwood Close (# 24) are very large town houses of 4 to 5 bedrooms and consequently have a large number of residents and cars. This plan will only exacerbate the problem experienced by residents.

Please abolish the idea of "no standing" in Tryon Ave but by all means restrict parking to one or at best two hours as this will dissuade the rail commuters from parking in Tryon Avenue. Residents with permits should then be free to park close to their homes without impeding traffic. I would imagine you have had a number of correspondences in relation to this. Almost all of my neighbours think its ill-considered and ill thought out.

Objection

- Hello - I live in Tryon Ave, Wollstonecraft and am writing to complain about the new tranches of restricted parking you've put in on the peninsula. I suspect the changes have been made to thwart non-residents who drive to the station to commute from clogging our streets with parking, but I find that quite unconscionable and extremely NIMBY. We residents do not need on-street parking (or at least not as much as you've now created), and I believe that if I am lucky enough to live near a train station one of the things that I must accept is that people will want to park and commute via the station. I accept we may have needed a bit more restricted parking to accommodate locals who can't park off-street, but you've gone way too far with a blanket coverage of 2 and 4 hour parking on the whole peninsula. It must be discouraging people from using public transport. The streets are now largely deserted of parked cars, which while nice for locals is not a civic-minded move on the part of the council.

Submissions received from Outside LGA

Wollstonecraft Station/Commuters issues

Local Member for North Shore

- Just wanted to bring to your attention some community discussion about the timed parking coming to Wollstonecraft near the station. There are some concerns particularly about visitors to Tresillian. Are there any permit options for them to give short term permits to mums using their services so they can park for longer?

- I have just found out about changes to parking on Shirley Road and surrounds. I'm beyond outraged that a so-called sustainability focussed council is implementing restrictions that will make it pretty much impossible for people like myself to catch public transport. All for the benefit of the locals that hate people parking on THEIR road. These noisy locals have large properties with driveways and garages that they are loathe to use, preferring street parking instead to prevent commuters parking on THEIR street. I live in Riverview. I cannot conceive how I can drop my child to Guthrie Childcare Centre on Shirley Road and get to the City, without adding an extra 1.5 hours to our already long day. Can you please advise:
 1. what community consultation process was undertaken in the lead up to this change and specifically, what consultation was done with staff and families from Guthrie Childcare Centre that are directly impacted by this change
 2. what is the rationale for the change
 3. what alternative commuter car parking will North Sydney Council provide to promote public transport
 4. will residents of Shirley Road still be able to park their car on the street, taking up limited parking spaces
 5. what is North Sydney Council's position on climate change and specifically, public transport
 6. will council be providing alternative, multi-storey commuter carparking at Wollstonecraft and Waverton stations to accommodate the broader needs of the general public that are seeking public transport?
 7. how do you propose I get my 3 year old from Riverview to Wollstonecraft and myself to the City without a horrendous amount of backtracking. Riverview is not serviced by public transport to Wollstonecraft.
 8. how will the other 50 or so families and staff of Guthrie Childcare Centre park to get about their business of going to work and earning an income. Bearing in mind these are young children with limited capacity to walk long distances.
 9. why is the only reason I found out about this from a hand written poster stuck to a noticeboard AFTER the fact?

I appreciate a prompt response to the above as these restrictions are going to have a significant impact on my family life.

- To North Sydney Council,
I wish to discuss the recent change in parking conditions around Wollstonecraft Station (AREA 15, ZONE C). I am a train commuter who requires parking in the area and the recent changes to 2-4 hour restricted parking in the streets around the station has made it very difficult for me to secure a safe parking spot for my daily commute into the city. As a female a parking spot that is safe and close to the station is a priority especially after-dark. Another issue compounding the parking situation is that the actual Commuter Car Park near the station is being used by many residents as a permanent and overnight parking area further reducing the number of spots where genuine commuters can safely park. In the past 12 months I have had to report 2 abandon cars left in the car park to be removed to free up spaces. And there are also commercial vehicle's being left in the car park overnight. So it appears that the commuter car park is not being monitored either by council or Sydney Transport. Whilst I understand the need for resident car parking I believe the new restrictions extend too far in the surrounding streets and do not take into consideration the needs of genuine commuters. I am a working mother who is juggling before and after school pick ups and commuting into the city by train is the most convenient and safest public transport option. I do not want to resort to driving into the city further adding to traffic congestion, but if public

transport is not made readily accessible myself and other commuters may not have any other options but to drive. It would be much appreciated, by myself and other genuine commuters, if you could please reconsider the parking restrictions along Shirley Road, Milray Avenue, Telopea St and Belmont Avenue. And in conjunction with Sydney Transport help to resolve the issues of long term/overnight parking in the Commuter Car Park by residents and business owners. If there is the option for genuine commuters to obtain a parking permit that would be a very helpful alternative. If you wish to further discuss this matter directly please don't hesitate to contact me by phone or email. I look forward to your response.

- I was horrified to discover, when I dropped my kids off this morning to Greenwich Public School and Guthrie Day Care, that close to the entire lower part of Wollstonecraft has been updated with 2 and 4-hour parking limits. The new arrangement leaves a handful of spots on Shirley Road (right at the bottom, near Berry Island) and Telopea Street which continue to have no parking time limit. I am unclear as to why the council has chosen to implement these limits. While this area of Wollstonecraft had its fair share of drivers parking in the area for their business day, there were always spots available, with a short walk. The existing 2 hour spots seemed to provide the appropriate amount of parking for residents to allow their guests to park. In fact, having parked in the area for a couple of years, I think I could reasonably confirm that there was no problem with a shortage of parking for either commuters or guests of local residents. That has definitely changed today. In my case, I live in St Ives, and my two young children attend Greenwich Public School and Guthrie Day Care. Their mother lives on Milray Avenue in Wollstonecraft. As part of our shared parenting arrangement, our kids spend some week nights with me and some nights with their mum. On the days they are with us, I drop them off at school and daycare, and then park and take a train to the city where I work. This also allows me to pick them up after school. For this arrangement to work well for the kids and for me, working in with school start times and my need to be at work on time, parking in Wollstonecraft was crucial. I feel my need to park in the area is a genuine one - I definitely wasn't opportunistically occupying a parking spot having travelled from another suburb, with no reason to be in Wollstonecraft. As I mentioned previously, in the years I have been doing this, I have never noticed excessive parking in the area. The time limited spots have provided for locals who need on-street parking for their visitors, and the unlimited spots have provided for commuters. There are always spaces available for both categories of driver - with a little walk to the station. sure it will have a significant impact on plenty of people who have a need to park in the area. It will even impact families who want to go to Berry Island during the week, as the few remaining all-day spots in the area are all concentrated around that area. I hope Council is willing to reconsider the decision when it becomes clear that the impact on commuters is not a positive one. In my case, I would also like to enquire as to whether a permit is available to allow parking in the area, given that my kids live in the area and that parking in the locality enables me to drop them to and from school. I look forward to hearing from you regarding my concerns.
- I am writing to express my concern about the recent parking changes around Wollstonecraft train station. Aside from the tiny commuter car park there is now nowhere that is available for parking for a full day. This makes the use of Wollstonecraft train to travel to the city an almost impossible option. Please review this decision and make some street parking available. My address is Lane Cove.

- Hi NSC - The recent decision to install "4 Hour" parking restrictions along streets near Wollstonecraft Station, especially on Shirley Road, is a great disappointment, and causes great hardship to regular train users who rely on the train travel to CBDs like Sydney, North Sydney and Chatswood. I have relied on train transport for many years, and the closest, most accessible station has been Wollstonecraft. It seems very odd for NSC to introduce such restrictive parking in a residential area where the majority of local residences have onsite garages/parking, and many train users are either locals or "park and ride" (like me). The current Sydney Train "car park" is extremely limited, not easily accessible, and not safe or secure. **As soon as possible, I would like to know from NSC (re new 4 Hour parking restriction near Wollstonecraft Station):**
 1. why the "4 Hour" parking restriction was introduced
 2. was the new "4 Hour" parking restriction communicated (eg email, flyer) to local rate payers, and local train users?
 1. were any community consultations undertaken with train users and locals?
 2. was Sydney Trains/NSW Transport contacted/consulted?
 3. can NSC Council reverse/modify the decision on 4 hour restrictions?
 4. can a special parking permit be offered to "park and ride" train users?
- Overnight, North Sydney Council removed all day parking from Area 15, comprising virtually all the commuter parking for Wollstonecraft station. The tiny commuter carpark is full before 7am, Now there is no parking within kilometres. As Epping Rd buses are now over full and unreliable, and stop at Lang Park in the city, a long distance from my work, I was forced to drive to the station. Now I can't do that. Every house on affected streets has off-street parking, there are no shops so this resident amenity denies access to public transport for many people. I would like you to intervene with North Sydney Council to reinstate access to parking for the train line.
- Hi, opp # 50 Milray Avenue, Wollstonecraft is a 4hr "both way" arrow new parking sign. I parked 1km down the road & only when I was walking to the station did I see it, as there was no other signs near where I parked. How can a sign have no limits? 1. is there an end point to the 4hr on milray? 2. where will that be? Can i be fined for parking 900m away from a sign? 3. i realise residents have complained, but if the trains are for all, and people choose to buy near a train station, how do commuter from adjoining suburbs go to work all day, when there is now no all day parking? Don't my taxes cover the billion-dollar rail network & i have a right to use, access? but without somewhere to park & no bus. What's the point?

My point is. The train system is a whole of NSW asset. Worth billions of dollars. It was built

before these residents moved in? What right does north Sydney council, or these rate payers have who chose to live & move to an area with a SHARED whole of NSW billion-dollar train system to discriminate, restrict access & use of the train system for their exclusive purposes

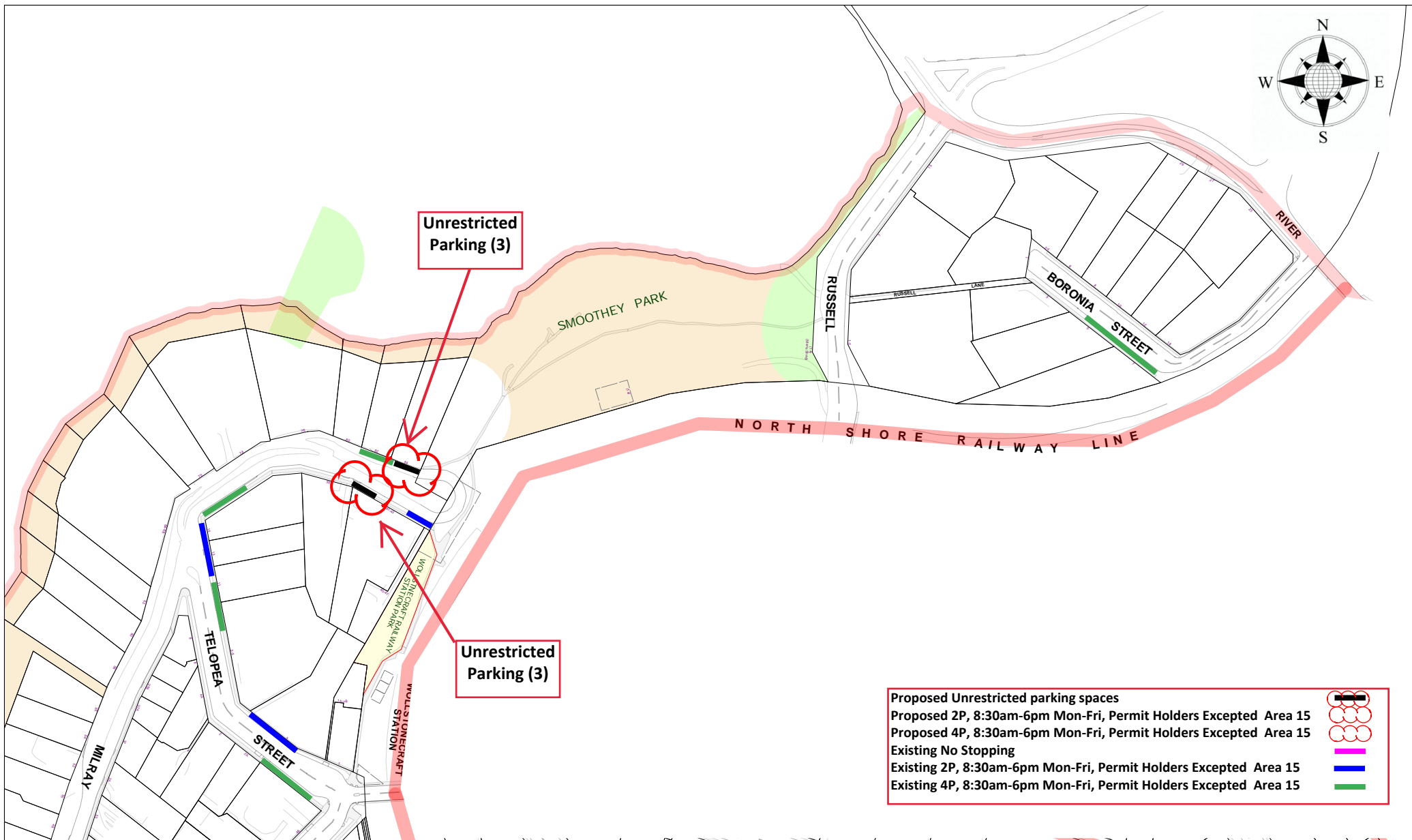
Why does north Sydney council override the NSW governments transport strategy or my right as an adjacent suburb to access the train system. Why further damage our environment, by forcing cars on the road, waste a public asset to people whom want to retrospectively change what they bought into? Where is the sensible management by North Sydney Council to be responsible to NSW taxpayers & adjacent suburbs? please escalate this to your Council GM please I have raised this with the premier of NSW, who is the member for the adjacent suburb







- I am writing to voice my objection to timed parking south of Wollstonecraft station. Currently, this parking is used by staff and parents of Tresillian and Guthrie, many who work long hours and rely on all day parking. Others at Tresillian need nearby parking in case they need to go home at short notice. Parents need parking while their children are at daycare. Parking is plentiful and reliable. What solution do you have in mind for all the displaced cars once this is introduced? I look forward to your timely response, as no start date has been given.
- I'd like to express my concern about the recently notified changes to parking near Wollstonecraft station. The new parking restriction will directly impact my family as our son attends Guthrie childcare (not for profit childcare on Shirley Rd) 3 days a week and we currently park on Shirley St and take the train to work after drop off returning via train at 4pm to collect him. We do not live within walking distance or near another train stop. We also know that some of the care workers drive from long distances and will also be negatively affected by this. We strongly hope it will not result in staff changes. Grateful if you could advise further on this matter and whether there is the possibility to reconsider.
- I have noticed that the council have made the street parking zones around Wollstonecraft station 2hr and 4hr zones. This is of massive disturbance to a lot of people. I had to park all the way down near Berry Island today. I have a bad leg and back so this is very difficult for me to walk this far. There is already not enough parking around the station and now there is far far less. The commuter carpark fills up by 6-6:30 am so it is impossible to get a park in there for the majority of commuters. Please give me an explanation as to why this action was taken other than to make a lot of people's lives more difficult/make money from parking fines.

Guthrie Childcare Centre

- My son currently attends Guthrie Childcare Centre. I work in the city and live in Cremorne. Parking is generally not easy to get at Wollstonecraft but I can get all day parking there and go to work. Obviously I'm not a resident and can't get a parking permit. There should be some special arrangement for people who are clients of day care centres. It is hard enough as a working parent without the added time required to then travel somewhere else for parking and again at the end of the day before picking up your child. The same applies to employees of day care centres who generally come from fair distances and should be able to park for their day of work. I hope you can come up with a creative solution.
- I'm told parking changes are planned that, in my view, will make it virtually impossible to safely drop off or pick up my toddler from Guthrie Child Care Centre (part of Tresillian Early Parenting Centre) on 25 Shirley Road in Wollstonecraft. I hope this is a misunderstanding on my part as it seems a reckless proposal by North Sydney Council if so. If I'm not misinformed, I urge this proposal be reconsidered with a view to the safety of children and parents/carers. Thank you for considering my feedback.

Map of Parking Changes Area 15 - North of Telopea Street



- Proposed Unrestricted parking spaces 
- Proposed 2P, 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15 
- Proposed 4P, 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15 
- Existing No Stopping 
- Existing 2P, 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15 
- Existing 4P, 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15 



North Sydney Council

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**TRAFFIC COMMITTEE MEETING
20 MARCH 2020**