

5.5. New Car Share Applications- Consultation Outcomes

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ATTACHMENTS:

1. Attachment A Community Engagement Strategy - New Car Share Applications ECM 9056530 [5.5.1 - 5 pages]
2. Attachment B Motorbike and Scooter Parking Strategy and Action Plan [5.5.2 - 19 pages]

PURPOSE:

This report recommends one parking space in Angelo Street, Blue Street, Denison Street, North Sydney, Dind Street, Milsons Point, and Oxley Street, Crows Nest be converted to dedicated car share spaces. The application is informed by data provided by the operator that demand for car share is increasing and surplus demand exists at the sites, and consultation outcomes with the community.

EXECUTIVE SUMMARY:

The Car Share provider GoGet has proposed five dedicated car share spaces in Angelo Street, Blue Street, Denison Street, North Sydney, Dind Street, Milsons Point, and Oxley Street, Crows Nest. In October 2022, GoGet submitted applications for the locations, which included three months usage data and memberships within a 250-meter radius of each location.

In addition, GoGet has completed its Annual Survey and the result for North Sydney revealed a steep decrease in car ownership after residents joined. The survey found that 30% of members had given up a car entirely since joining GoGet, combined with customers that already did not have a car, this results in 63% of North Sydney members no longer owning a car. These members reported that joining carshare enabled them to defer the purchase of a car.

This report recommends the proposed dedicated parking spaces in Angelo Street, Denison Street, North Sydney, Dind Street, Milsons Point, and Oxley Street, Crows Nest be converted to dedicated car share spaces in line with the data provided by the operator that surplus demand exists at the sites and consultation outcomes with the community.

FINANCIAL IMPLICATIONS:

There will be no financial implications to Council.

RECOMMENDATION:

1. THAT the consideration of the new car share spaces in Angelo Street, Blue Street, Denison Street, North Sydney, Dind Street, Milsons Point, and Oxley Street, Crows Nest be approved by the Council.

LINK TO COMMUNITY STRATEGIC PLAN

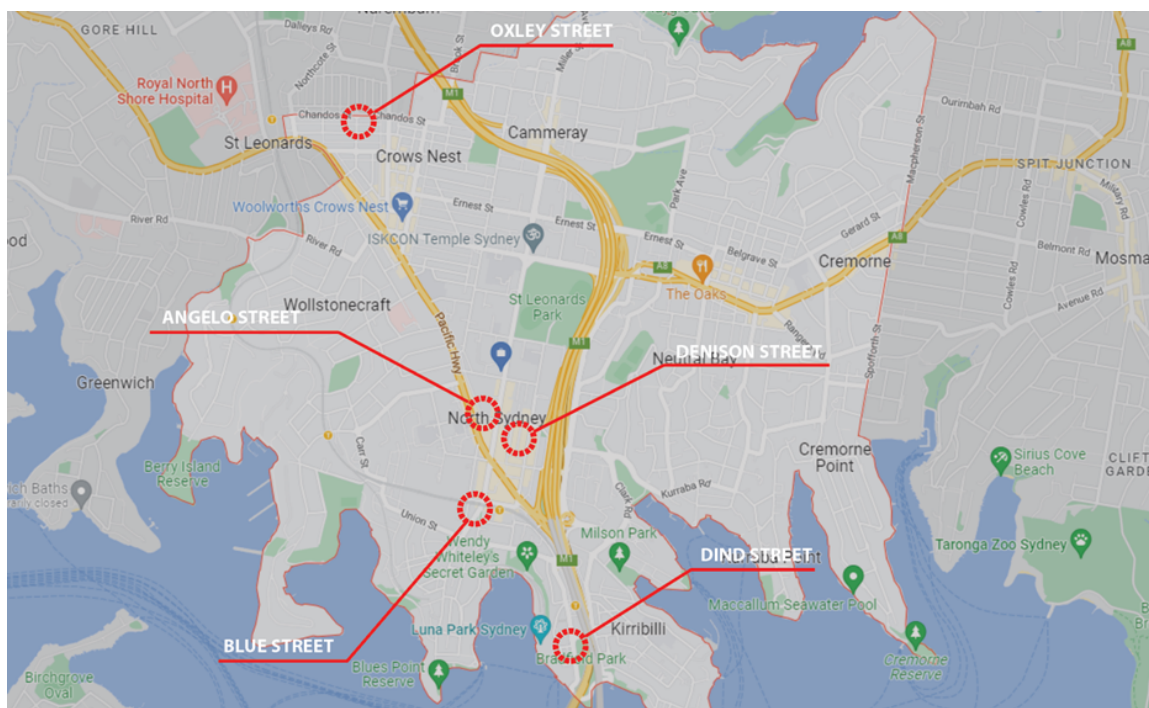
The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
 - 2.3 Prioritise sustainable and active transport
 - 2.4 Efficient traffic mobility and parking
- 3. Our Innovative City
 - 3.2 North Sydney is smart and innovative

BACKGROUND

The North Sydney Community Strategic Plan North Sydney Vision 2040 ('CSP') sets a target to increase the number of car share membership in the North Sydney LGA. The expanded provision of on-road dedicated car share spaces in appropriate locations is required to achieve this target.

In line with the CSP, this report recommends the proposed dedicated parking spaces in Angelo Street, Blue Street, Denison Street, North Sydney, Dind Street, Milsons Point, and Oxley Street, Crows Nest be converted to dedicated car share spaces in line with the data provided by the operator that surplus demand exists at the sites and consultation outcomes with the community.



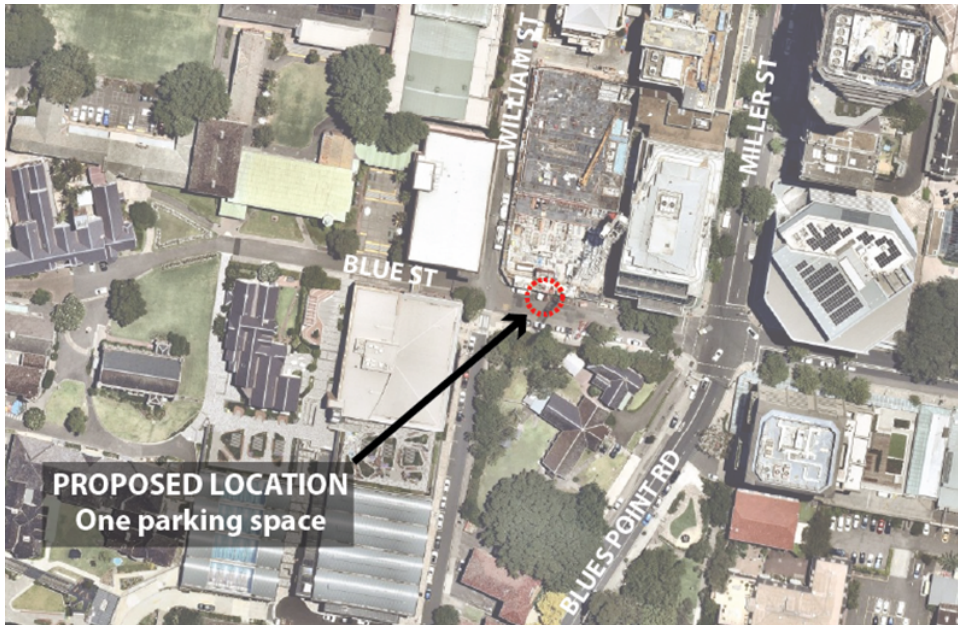
Map 1. Proposed dedicated car share locations



Map 2. Proposed dedicated car share location Dind Street, Milsons Point



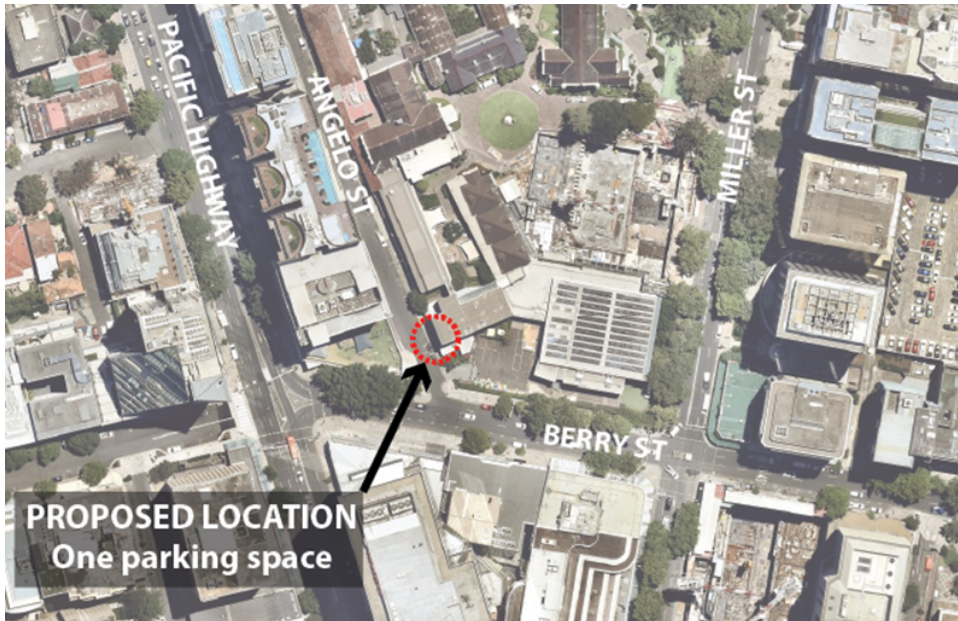
Map 3. Proposed dedicated car share location Oxley Street, Crows Nest



Map 4. Proposed dedicated car share location Blue Street, North Sydney



Map 5. Proposed dedicated car share location Denison Street, North Sydney



Map 6. Proposed dedicated car share location Angelo Street, North Sydney

Car Share schemes provide several potential benefits to scheme members and the broader community as they can:

- Enable residents to have car free households
- Encourage walking, cycling and greater use of public transport
- Increase parking capacity, as one car/space can cater for many residents
- Ease traffic congestion by reducing traffic 'cruising' for parking
- Improve cost of living through reduced dependency on car ownership
- Clean the air and reduce carbon emissions through less car kilometers travelled

CONSULTATION REQUIREMENTS

Community consultation has been undertaken as outlined in the New Car Share Application – Community Engagement Strategy (refer to attachment A)

Relates to ECM No: 9052406, 9052849, 9052833, 9052890, 9052863

Standard or Guideline Used: New Car Share Application – Community Engagement Strategy, North Sydney Car Share Policy, RMS TTD 2018/001

Signs & Lines Priority: 2

Precinct and Ward: Lavender Bay precinct, Central Business District precinct, Stanton precinct, Holtermann precinct. Cammeraygal Ward, St Leonards Ward."[Precinct], [Ward]"

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: The recommendation results in the conversion of five (5) parking spaces to dedicated car share spaces.

DETAIL

Consultation

Operators seeking to install a new vehicle space are first required to submit an application to Council that contains information relevant to the criteria set out in the North Sydney Car Share Policy, and a justification for the installation of the space. Applications are subject to a fee.

The application process includes the following steps:

The steps involved include:

1. Application - the Car Share Provider applies to Council for a new car share parking location. Council Traffic & Transport Operation staff assess the application, and if they do not conflict with the North Sydney Car Share Policy, TfNSW car share guidelines, or any other of Council's Policies, a sign is installed seeking community feedback on the proposal.
2. Community Consultation - the community is provided opportunity to comment on the proposed car share location. The consultation period is 14 days and personally addressed letters are mailed to residents and businesses within 100 metres of each location, and signage installed at the site.



Image 1. Example of signage installed at proposed car share parking location

3. Traffic Committee - the application and outcomes from the community consultation are taken to the North Sydney Traffic Committee for consideration.
4. Installation - if approved, signage indicating the changes to parking are exhibited for 14 days after which car share parking signage is installed.



Image 2. Example of signage installed at approved car share parking location

Consultation on the proposed three dedicated car share spaces in Angelo Street, Blue Street, Denison Street, North Sydney, Dind Street, Milsons Point, and Oxley Street, Crows Nest was conducted in November 2022. as outlined in the New Car Share Application – Community Engagement Strategy (refer to Attachment A for further details).

The spaces proposed do not conflict with any key technical standards or guidelines. Submissions indicated medium to high support for Blue, Denison, Oxley and Angelo Street, and for Dind Street there were significantly more people opposing the dedicated bay than supported. The main concern was the loss of parking.

Contrary to submission concerns, car share has been shown to reduce the strain on parking. In a recent annual survey of GoGet, customers in North Sydney reported a steep decrease in car ownership after residents joined. The survey found that 30% of members had given up a car entirely since joining GoGet, combined with customers that already did not own a car, this results in 63% of North Sydney members no longer owning a car. These members reported that joining cars share enabled them to defer the purchase of a car.

GoGet has provided further local data on the positive impact car share has on parking specific to each location. This is outlined in the submissions report.

Feedback Summary

Feedback on applications received for car share parking locations in Angelo Street, Blue Street, Denison Street, North Sydney, Dind Street, Milsons Point, and Oxley Street, Crows Nest closed 14 November 2022. In accordance with Council's Car Share Policy, before finalising assessment of each application, community feedback is sought on the proposed car share locations via notification of each proposal.

Angelo Street

A total of 6 submissions were received for the dedicated Car Share on Angelo Street. Of these submissions, 4 (67%) submissions supported the location. Convenience and improved access for older adults were the main themes.

Of the 2 (33%) submissions that opposed the location, preference for motorbike parking and noise pollution were the main themes.

The submission that raised noise pollution as a problem had mistaken Car Share as a Taxi Rank.

A response (by theme) to the submissions opposing the location is provided below:

No.	Issues	Response
1	Motorbike Parking	This submission requested that the proposed Car Share Bay be used for Motorbike parking. There are currently 37 motorbike parking spaces within 150 metres of the proposed site, including 8 motorbike parking spaces immediately adjacent to the proposed site. Council does encourage residents to nominate potentially redundant No Parking and No Stopping zones for investigation through the feedback form on Council's website Further information regarding Motorbike Parking is available in the Motorbike and Scooter Parking Strategy and Action Plan (Attachment B)
1	Noise complaint	This submission mistook the Car Share location as a Taxi/Ride Share rank. Concern was raised about the noise made by customers late at night waiting for a ride share. Noise from Car Share members would be minimal, particularly late at night. Majority of Car Share bookings are made during the day.

Blue Street

A total of 3 submissions were received for the dedicated Car Share on Blue Street. Of these submissions, 2 (66%) submissions that supported the location, reducing car ownership was the main theme.

Of the 1 (33%) submission that supported the location, interference with a construction site was the main concern.

A response to the submitter that did not support the location is provided below:

No.	Issues	Response
1	Interference with Construction site	There is currently a construction site on the corner of William Street and Blue Street, North Sydney. The proposed Car Share parking would not interfere with any work zones and parking is still available at the proposed Car Share site. In consultation with GoGet, it has been decided to recommend approving the dedicated bay however wait until restoration of the pavement by the developer is complete before installation. This is planned for February-March 2023.

Denison Street

A total of 5 submissions were received for the dedicated Car Share on Denison Street. Of these submissions, 4 (80%) submissions supported the proposal. Convenience and affordability were the main themes.

Of the 1 (20%) submission that opposed the location, parking and equity were the main themes.

A response (by theme) to the submissions opposing the location is provided below:

No.	Issues	Response
1	Parking	<p>Council understand that parking is a concern for residents and difficulty locating parking can cause issues with access. On-street parking is a finite resource and additional on-street parking is rarely possible. This means Council must use this resource more efficiently and Car Share is one tool that can free up on-street parking. Car Share can have significant benefits for residents in alleviating parking capacity issues.</p> <p>For the Denison Street application, GoGet provided 3 consecutive months data for the nearest GoGet Bay, Walker Street North Sydney. The Walker Street data included</p> <ul style="list-style-type: none"> • June – 33 trips, 7-hour average per day, 226 hours total • July – 31 trips, 11-hour average per day, 353 hours total • August – 34 trips, 8-hour average per day, 254 hours total <p>In June 2020, GoGet data suggested that 801 metres of on-street parking has been saved in North Sydney due to the carshare induced deferral of vehicle purchases, which would have otherwise been parked on local streets.</p>
1	Equity	<p>Equitable access is a major consideration for Council with any change to parking.</p> <p>Providing dedicated bays for Car Share is important as they represent parking for a large section of the community. There are 822 GoGet members within 250 metres (or approximately 3 minutes' walk) of the Denison Street parking bay. Council must weigh up the benefit between free access to residents, tourists and visitors, and dedicated access to potentially 822 residents.</p> <p>Overall, the net benefit would suggest dedicated bays improve the experience for members (generally residents not visitors) and therefore encourages use. This then leads to reduced need for private vehicles and more on-street parking.</p>

Dind Street

A total of 11 submissions were received for the dedicated Car Share on Dind Street. Of these submissions, 4 (36%) submissions supported the proposal. Reducing car ownership, environmental sustainability and reducing strain on parking were the main themes.

Of the 7 (64%) submissions that opposed the location, parking and noise pollution were the main themes.

A response (by theme) to the submissions opposing the location is provided below:

No.	Issues	Response
6	Parking	<p>Council understand that parking is a concern for residents and difficulty locating parking can cause issues with access. On-street parking is a finite resource and additional on-street parking is rarely possible. This means Council must use this resource more efficiently and Car Share is one tool that can free up on-street parking. Car Share can have significant benefits for residents in alleviating parking capacity issues. For the Dind Street application, GoGet provided 3 consecutive months data for the nearest GoGet Bay, Milsons Point - Dind Street near Alfred Street South. The data included</p> <ul style="list-style-type: none"> • June – 37 trips, 6-hour average per day, 181 hours total • July – 31 trips, 4-hour average per day, 131 hours total • August – 34 trips, 4-hour average per day, 146 hours total <p>In June 2020, GoGet data suggested that 298 metres of on-street parking has been saved in Milsons Point due to the carshare induced deferral of vehicle purchases, which would have otherwise been parked on local streets.</p>
1	Noise pollution	<p>This submission mistook the Car Share location as a Taxi/Ride Share rank. Concern was raised about the noise made by customers late at night waiting for a ride share.</p> <p>Noise from Car Share members would be minimal, particularly late at night. Majority of Car Share bookings are made during the day.</p>

Oxley Street

A total of 2 submissions were received for the dedicated Car Share on Angelo Street.

Of these submissions, 2 (100%) submissions supported the location. Density, environmental sustainability, and affordability were the main themes.

No response is required due to unanimous support.

COMMUNITY ENGAGEMENT STRATEGY



New Car Share Applications

Prepared June 2022

Amended September 2022

Councils are required under the *Local Government Act 1993* to inform the community of issues that potentially affect their way of life. North Sydney Council is committed both in principle and in practice, to engaging on matters affecting the North Sydney community.

The purpose of this project-specific Community Engagement Strategy is to outline the ways stakeholders can be involved in the decision-making process. Community engagement opportunities will be provided across a range of 'engagement' levels.

1. Introduction

Council is committed to engaging the community to ensure adequate opportunity is provided for feedback on proposed car share locations. Council supports car share schemes as they are identified in the *North Sydney Community Plan* and the *North Sydney Transport Strategy (2018)* to encourage sustainable transport. Car share schemes provide potential benefits to the community, not just scheme members as they can:

- reduce the level of private vehicle ownership
- reduce pressure on parking, as one car/space can cater for many residents
- reduce traffic congestion caused by traffic 'cruising' to find parking.

Car share schemes also provide a transport option for residents and community members who don't or can't own their own car.

1.1 Council's Community Engagement Protocol

This strategy has been prepared in accordance with Council's *Community Engagement Protocol*. The Protocol is used to determine the level of 'level(s) of impact' applicable to this project/decision (proposal). This proposal has been determined as:

LEVEL OF IMPACT	LEVEL OF ENGAGEMENT
Low/Local	Inform and Consult

1.2 Relevant Legislation, Policies and Plans

This Engagement Strategy is informed by the following Council policies and plans:

- Car Share Policy
- Community Strategic Plan
- Compliance and Enforcement Policy
- Parking Management and Enforcement Policy
- Resident Parking Permit Policy

New Car Share Applications Community Engagement Strategy

Council used the framework shown below in Table 1.1 to select the most appropriate level(s) of engagement for this proposal to ensure an appropriate range of engagement levels and methods were offered:

LEVEL	DESCRIPTION
Inform	Providing balanced and objective information to help the community understand problems, alternatives, opportunities and/or solutions
Consult	Obtain public feedback on alternatives and/or decisions
Involve	Work directly with the community throughout the process to ensure that public concerns and aspirations are consistently understood and considered
Collaborate	Partner with the public in each aspect of the decision including the development of alternatives and identification of the preferred solution

Table 1.1 Derived from the IAP2 Public Participation Spectrum

2. Background

Council's *Car Share Policy* was introduced in August 2005. In August 2013, Council adopted a new process for notifying the community of proposed car share installation prior to the matter being referred to the North Sydney Traffic Committee. The Policy was amended in September 2022 to include the requirement that once the application fee is received, that Council notifies the community of the proposed location. The period for providing feedback on each proposed location is a minimum of two (2) weeks i.e. no less than 14 days.

Initially, Council's Traffic & Transport Operations Department assess the appropriateness of a proposed car share location. If the location is deemed appropriate, a temporary sign is placed next to the proposed location indicating that the location is being considered for a car share parking space. Notification letters are distributed to residents and businesses within a 100m radius and opportunities for feedback are provided through letter, email and online form hosted via the Your Say North Sydney webpage.

The signs are installed at each location for a minimum of two (2) weeks. An example of the sign is provided below.



New Car Share Applications Community Engagement Strategy

3. Community Engagement Strategy

3.1 Who are our community stakeholders?

The Engagement Strategy identifies the following groups to engage with in the local community:

- residents
- businesses
- related car share provider (applicant).

3.2 Key Communication Messages

Per application received:

- Car share benefits the community as it can reduce the level of private vehicle ownership, reduce pressure on parking as one car/space can cater for many residents, and reduce traffic congestion caused by traffic 'cruising' to find parking. Car share schemes also provide a transport option for residents and community members who don't or can't own their own car.
- The community will be notified of each new car share application, giving a minimum of 14 days to provide feedback on the proposal.
- All feedback received will be collated and analysed and used to inform the recommendation. A recommendation to proceed (or not) with the car share location will be reported to the Traffic Committee. Approval of a car share location occurs after the Traffic Committee has approved the location and minutes of the Traffic Committee meeting have been reported to Council.
- The car share provider will be informed whether their application has been successful, and an invoice issued for the signage fee.
- Signage indicating the parking changes will be installed for a minimum 14 days before the car share signage is installed.

3.3 Assessment and Notification Process

The following table outlines the assessment process per application. Stakeholder engagement will occur as noted at Step 2.

STEP	DESCRIPTION
1. Car Share Provider Application	<p>A car share provider applies to Council via the Sustainable Transport Project Coordinator.</p> <p>Applications for new car share spaces must demonstrate that there are multiple potential users in the immediate area, and that there are no existing alternatives that service this demand.</p>

New Car Share Applications Community Engagement Strategy

STEP	DESCRIPTION
2. Community Consultation	<p>An invoice is issued to the car share provider to pay the application fee as outlined in Council's annual Fees & Charges Schedule.</p> <p>Once the application fee is received, Council notifies stakeholders and seeks feedback on the appropriateness of the proposed location. The feedback is not voting as such, but it will assist in determining support for the proposed car share locations.</p> <p>The feedback period will be for a minimum of two (2) weeks (i.e. 14 days).</p> <p>Signage is erected at the site outlining the proposal to install car share parking, and letters are sent to residents and businesses within a 100m radius of the site.</p> <p>Feedback can be provided via:</p> <ul style="list-style-type: none"> • email to yoursay@northsydney.nsw.gov.au (include reference to location) • letter posted to North Sydney Council, PO Box 12, North Sydney NSW 2059 (include reference to location) • online feedback form via the Your Say North Sydney site <p>Council's Sustainable Transport Project Coordinator is available via phone call, however formal submissions must be made through the above methods.</p> <p>After the notification period has ended, submissions are collated and assessed, and submissions summary is prepared.</p>
3. Traffic Committee Approval	<p>If the site is deemed appropriate for car share, a recommendation to install the car share space is reported to the next available North Sydney Traffic Committee.</p> <p>The Traffic Committee may:</p> <ul style="list-style-type: none"> • approve the car share application and proceed with installation • request further consultation to assess the need for the car share location; or • reject the car share application. <p>Submitters will be informed of the outcome. A temporary sign will also be erected onsite a minimum of 14 days prior to the change in restriction, advising that the parking restrictions at this location will change and the signage will be replaced, indicating that this space will be reserved for car share parking.</p>
4. Signage Fee	<p>If the car share location is approved, the car share provider will be informed and issued with an invoice for the installation of signage. After payment is received, Council's Sustainable Transport Project Coordinator submits a Signage and Lines Instruction form to Council's Works Engineering</p>

New Car Share Applications Community Engagement Strategy

STEP	DESCRIPTION
	Department.
5. Signage	The temporary signage at Step 3 will be replaced with the permanent new sign stating the new restriction.

The following methods will be used to notify and seek feedback on each proposal. Not listed in priority order.

METHOD	ENGAGEMENT LEVEL	PURPOSE
'Have Your Say' Web Page	Inform	Inform the community of the proposed car share location and provide ease of access to all information regarding the proposal. Includes FAQs.
Letterbox Drop/Direct Letter	Inform	Distributed to properties (residents and businesses) within a 100m radius of each application informing of the proposal and opportunity to provide feedback
Onsite Signage	Inform	Inform the general community of the proposed car share location and opportunity to provide feedback
eNewsletters - Council eNews, Business eNews, Precinct eNews	Inform	Inform subscribers of the proposed car share location and opportunity to provide feedback
Submissions	Consult	Free form feedback accepted by email or posted letter as well as via online form.

4. Opportunity Cost/Rationale

Engaging the community in this proposal may entail financial costs to Council to achieve a high-quality engagement process. If the process is robust, community ownership of the decisions made will ensure efficient outcomes. Insufficient or poor-quality engagement can result in poor long-term decisions requiring further resources to rectify. The aim of a high-quality community engagement process is to make sustainable decisions. The engagement process will help Council staff and/or Councillors to understand the related recommendations rationale.

5. Further Information

For further information contact Council's Max White, Sustainable Transport Project Coordinator, Traffic & Transport Operations Department:

Phone: 9936 8100
 Email: yoursay@northsydney.nsw.gov.au
 Website: www.northsydney.nsw.gov.au

MOTORBIKE & SCOOTER PARKING STRATEGY & ACTION PLAN

NORTH SYDNEY COUNCIL



March 2019

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Key Objectives

The North Sydney Council Transport Strategy (2017) aims to reduce the negative social, environmental and economic impacts that private vehicle usage has on the community.

While walking, cycling and public transport trips have a significantly greater benefit for the community, use of motorbikes and scooters by North Sydney residents, commuters and businesses is increasing, and is one alternative to the single occupancy motor vehicle which can help to reduce parking demand and offset some of the negative impacts. This strategy has been developed to review the current motorbike parking network and identify opportunities to continue to support motorbikes and scooters as an alternative form of travel.

The objectives of this strategy are to:

- Offset the number of single occupant car trips to North Sydney with motorbike trips
- Increase opportunities for motorbike parking through more efficient use of the available kerb space
- Increase the quantity of dedicated motorbike parking spaces over the next 10 years, particularly in and around the North Sydney CBD

Motorbike Registrations in the North Sydney LGA

Motorbikes and scooters comprise 4.2% of all vehicles registered in the North Sydney LGA¹. This is comparable to other North Shore and inner Sydney Council areas, and is within the median range (Figure 1).

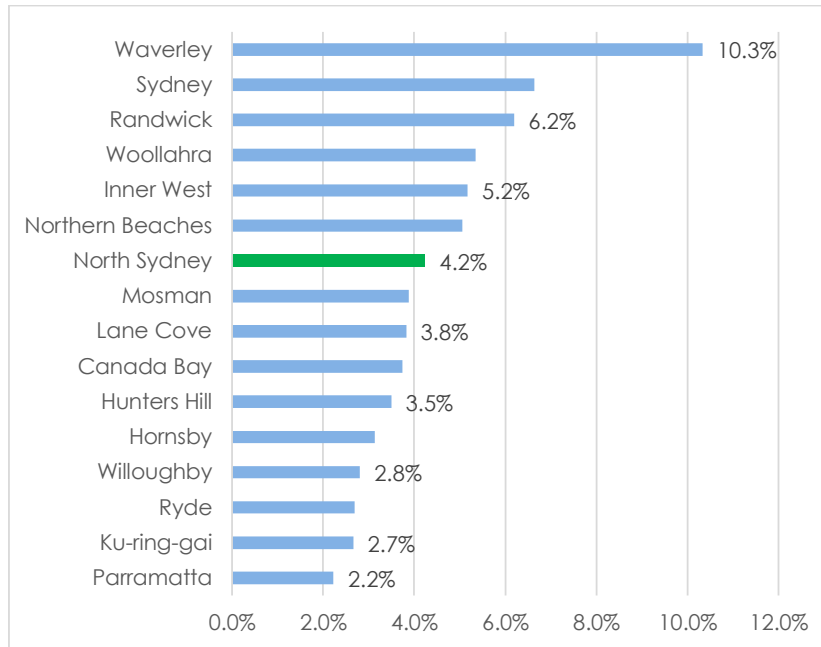


Figure 1 Proportion of motorbikes/scooters to total vehicle registrations based on LGA (2018)

¹ RMS Registration Statistics as at 30 June 2018

There has been a steady yearly increase in the proportion of motorbikes and scooters to total vehicle registrations in the North Sydney LGA since 2000 as shown in Figure 2.

Localities in the North Sydney LGA with the highest proportion of registered motorbikes and scooters are Cremorne, Cremorne Point, Neutral Bay and Kurraba Point, with 5.0% of registered vehicles in these areas being motorbikes or scooters (Figure 3).

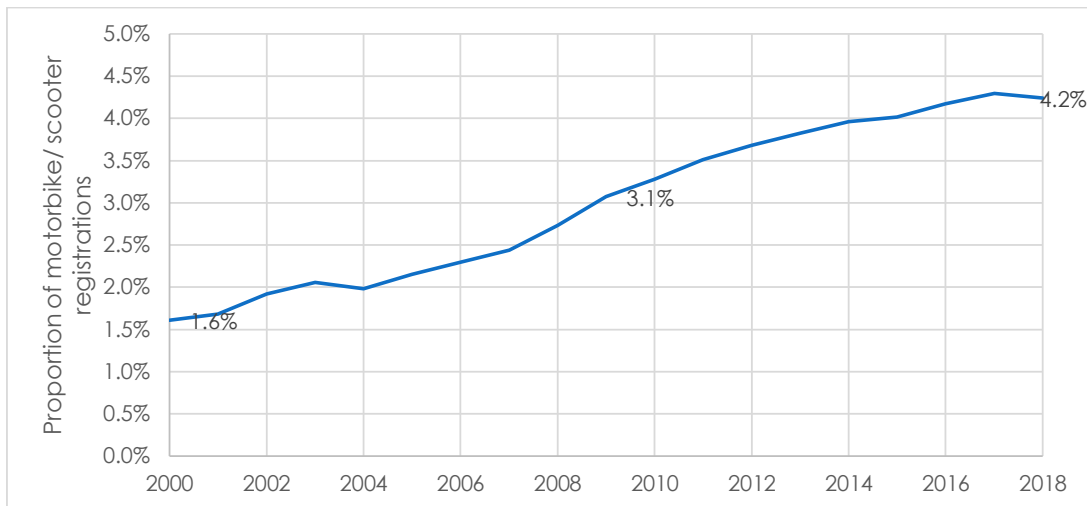


Figure 2 Motorbike/scooter registration trends in North Sydney LGA

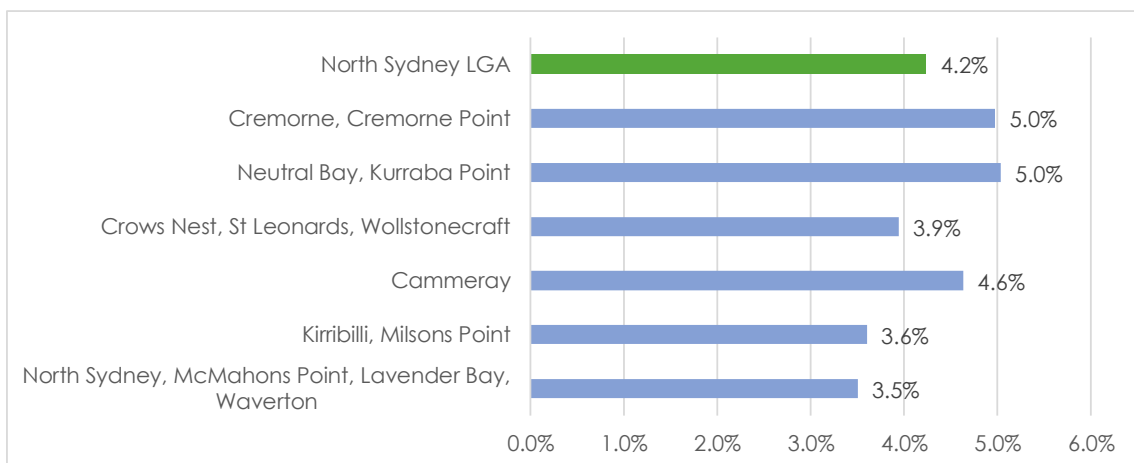


Figure 3 Proportion of motorbikes/scooters to total vehicle registrations based on locality (2018)

Journeys to Work by Motorbike & Scooter

Motorbikes and scooter journeys make up 1.0% of all transport modes for journeys to workplaces in the North Sydney LGA, and 0.6% of all journeys to a workplace within the North Sydney LGA that originate from within the LGA are made by motorbike or scooter. While 14% of all journeys to workplaces within North Sydney LGA (all transport modes) originate from within the North Sydney LGA, only 8% of all motorbike and scooter journeys to a workplace within the North Sydney LGA originate from within the North Sydney LGA. The remaining 92% of motorbike/ scooter journeys originate from outside the LGA, with the majority of journeys originating from the North Shore (25%); Northern Beaches (17%) and East Sydney (14%) (Figure 4).²

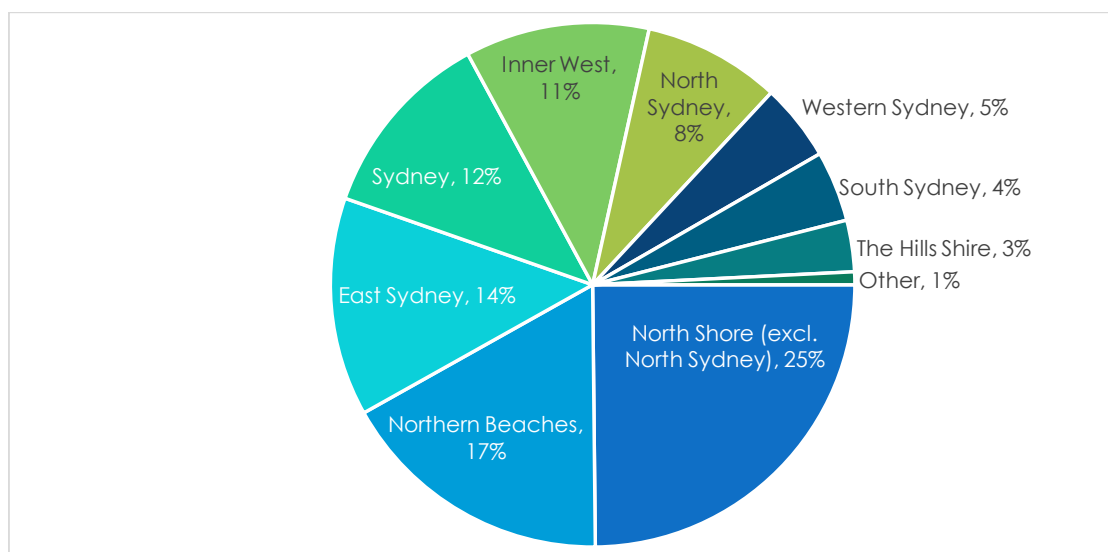


Figure 4 Origins of motorbike/scooter journeys to North Sydney LGA (2011)

² Transport for NSW Journey to Work Data (2011)

Each day, this equates to approximately 757 commuters travelling by motorbike or scooter to the North Sydney Council area, including 693 travelling from outside the LGA. As shown in Figure 5, the vast majority of motorbike and scooter commuters travel to destinations near the North Sydney CBD. Elsewhere, there is a moderate concentration of motorbike and scooter users in Milsons Point, Crows Nest/ St Leonards, Waverton and Neutral Bay/ Cremorne.

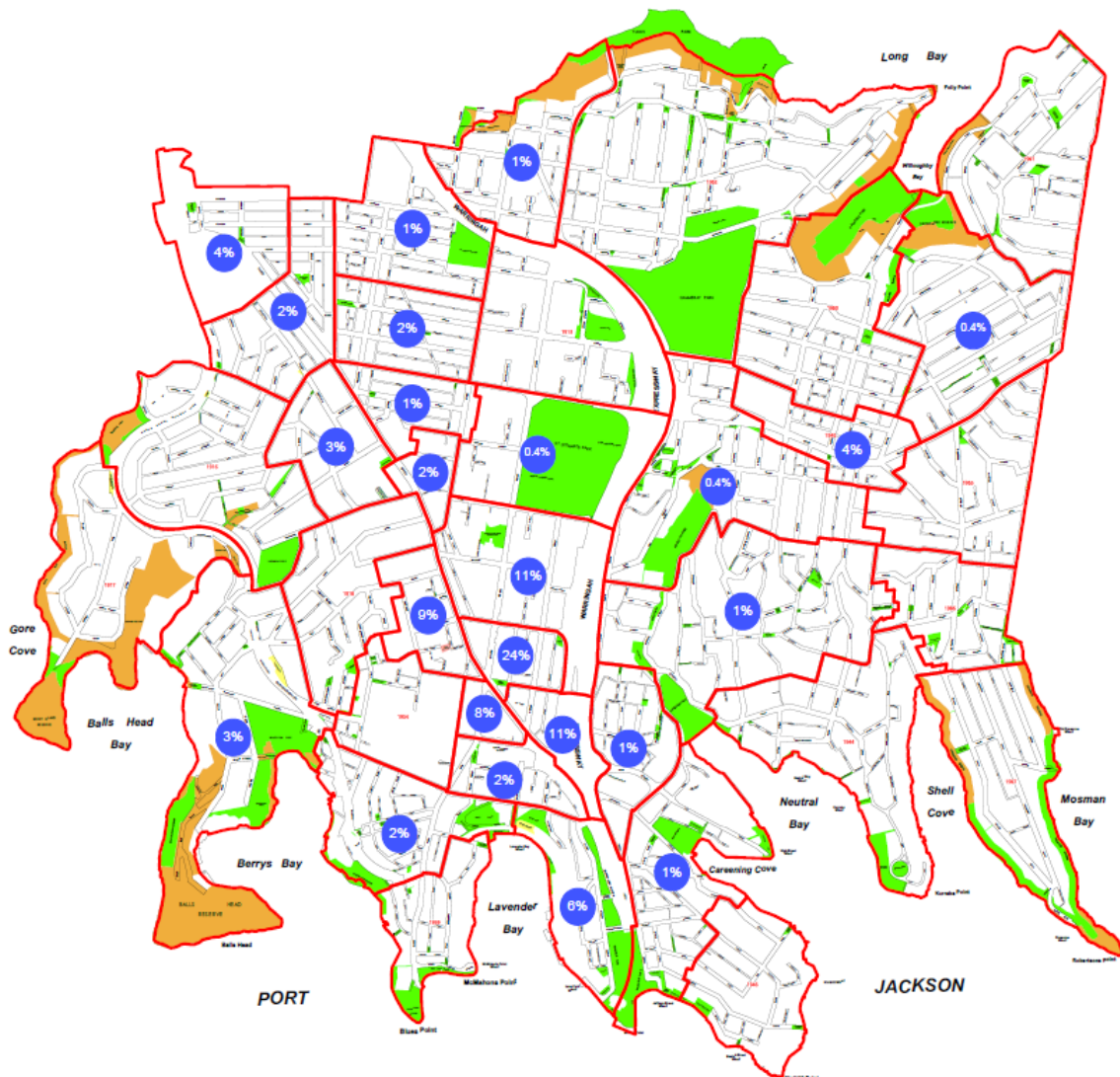


Figure 5 Journey to work destinations for motorbike and scooter commuters (2011)

LATM Consultation 2016

During community engagement for the Local Area Traffic Management (LATM) Action Plan in 2016, a total of 16 submissions referred to motorbike parking were received, with 2 to 3 requests in each of the seven LATM zones. 5 submissions were concerned with noise from motorbikes.

Existing Motorbike Parking Network

In August 2009 there were 214 motorbike parking spaces in the North Sydney LGA. As at September 2018, there are a total of 522 dedicated motorbike parking spaces throughout the North Sydney LGA.

Table 1 On-street motorbike parking supply and demand (September 2018)

Locality	No. motorbike spaces	Average Occupancy	Turnover (4 hours)
North Sydney CBD	280	75%	13%
St Leonards/Crows Nest	87	56%	25%
Cremorne/ Neutral Bay	74	26%	19%
Kirribilli/ Milsons Point	64	52%	7%
Other Areas	17	-	-
Total	522	64%	14%

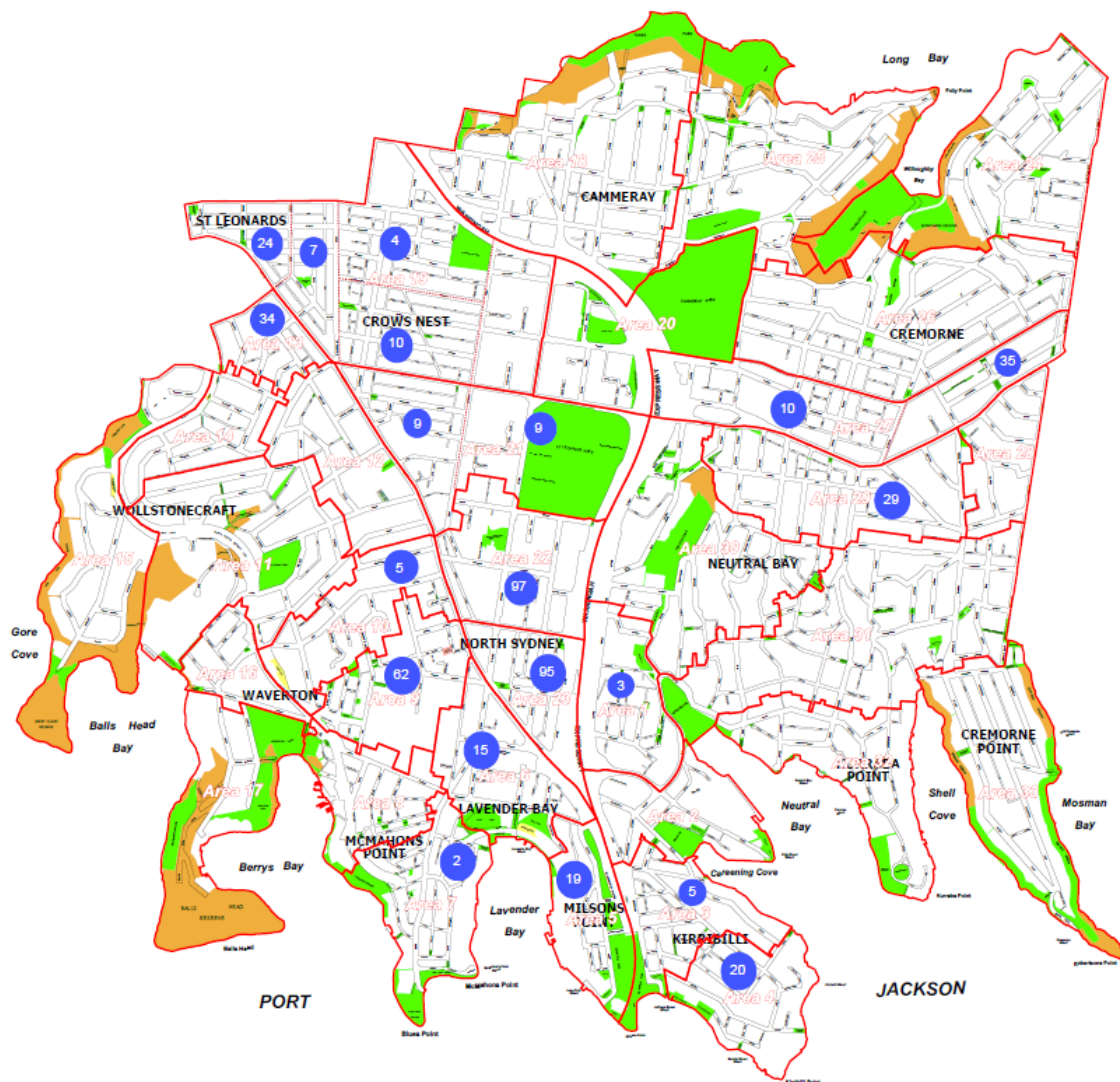


Figure 6 Existing dedicated motorbike parking network (2018)

Motorbike Parking Demand

Demand for motorbike parking generally consists of long-term (commuters, residents, local businesses) and short-term parking (couriers and visitors). The majority (86%) of motorbikes observed parking in North Sydney are parked for longer than 4 hours. Therefore, the greatest demand for dedicated motorbike parking is for long-term (all day) parking.

The greatest demand for motorbike parking is within the North Sydney CBD. Of the 280 spaces in the CBD, 29 spaces are unavailable during clearway times and therefore may not be desirable for long-term commuter parking. Figure 6 shows the relative supply, occupancy and turnover for motorbike parking, excluding those in clearways, in the CBD according to resident parking area boundaries. Generally, there is a higher demand for motorbike parking in areas close to the CBD centre.

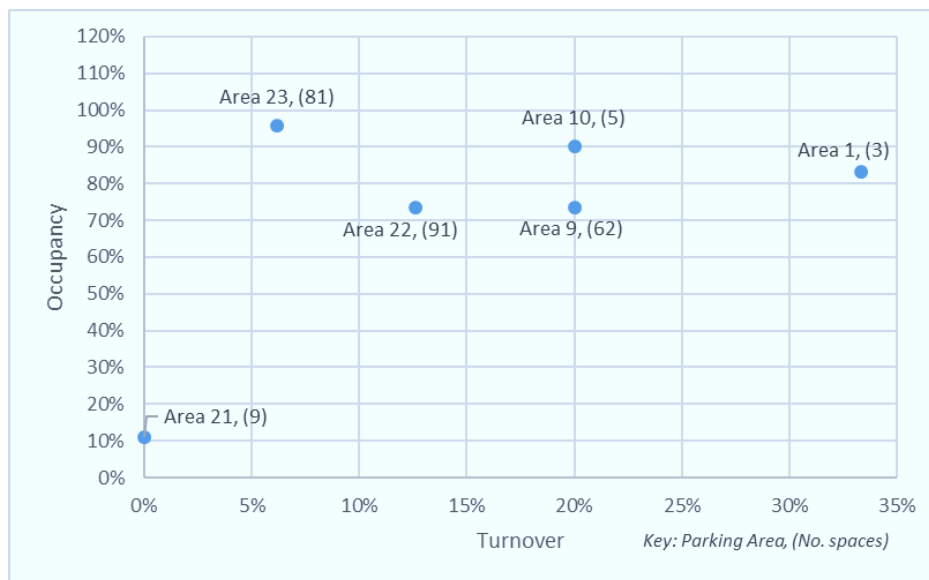


Figure 7 North Sydney CBD motorbike parking supply & demand (September 2018)

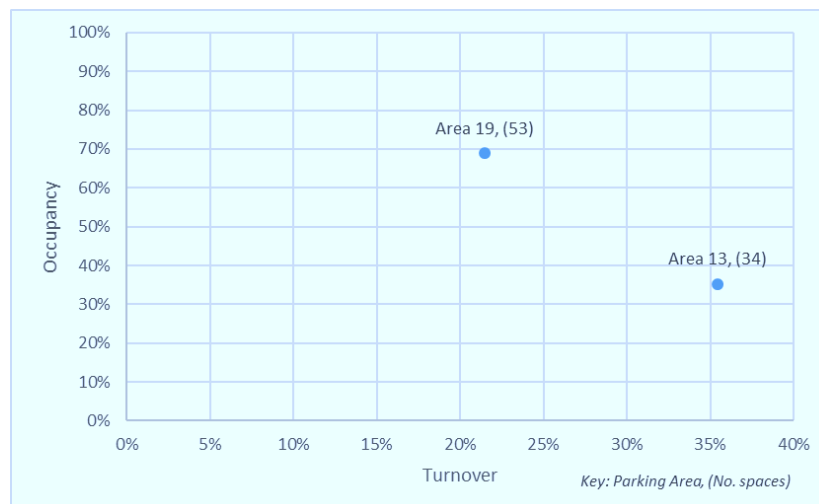


Figure 8 St Leonards & Crows Nest motorbike parking supply & demand (September 2018)

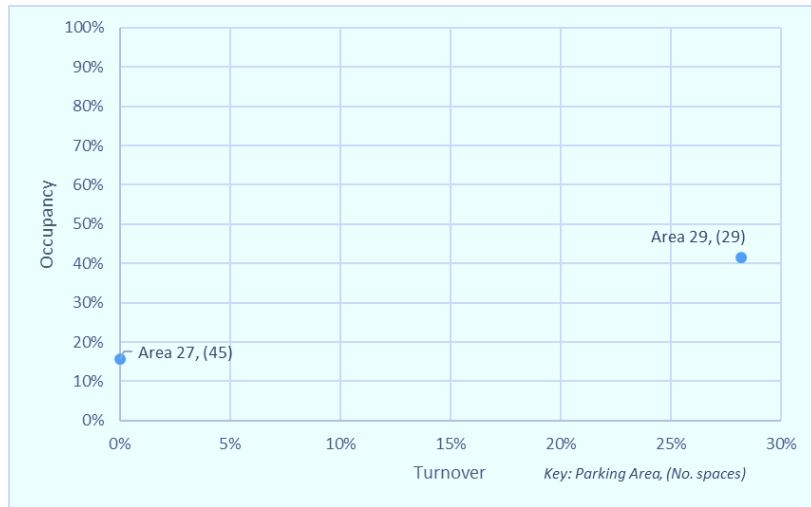


Figure 9 Neutral Bay/ Cremorne motorbike parking supply & demand (September 2018)

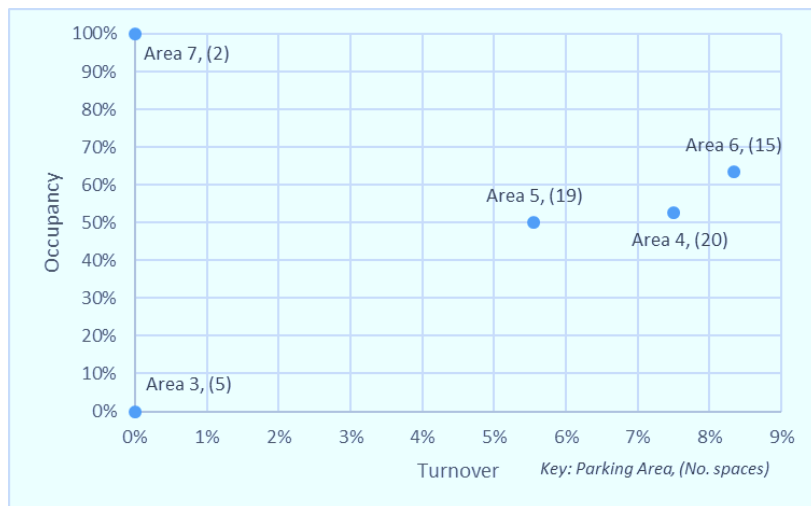


Figure 10 Kirribilli/Milsons Point motorbike parking supply & demand (September 2018)

Resident Parking Permits

Eligible residents can apply for a resident parking permit for their motorbike or scooter under the Resident Parking Scheme. Eligibility requirements for motorbikes and scooters are the same as for other vehicles. To prevent damage, Council recommends using a holder similar to a motorbike registration holder to display the permit. As the vehicle registration number is listed on the permit, the permit is only valid for the specified motorbike or scooter and therefore risk of theft or misuse is low.

Council does not currently have a separate fee for motorbike parking permits, although motorbikes and scooters occupy a smaller footprint compared to standard vehicles. It is therefore recommended that Council introduce a new parking permit fee for motorbikes and scooters at a smaller proportion of the standard permit fee.

Unmetered Parking Areas

Council doesn't generally mark parking bays in unmetered parking areas. Therefore, motorbikes and scooters can conveniently park in these areas and, as with other vehicles, are required to comply with the sign-posted time restrictions. In some of these areas Council has installed motorbike parking where the road space is too small for a car to park, such as in between driveways, in response to requests for more motorbike parking or to resolve parking compliance issues.

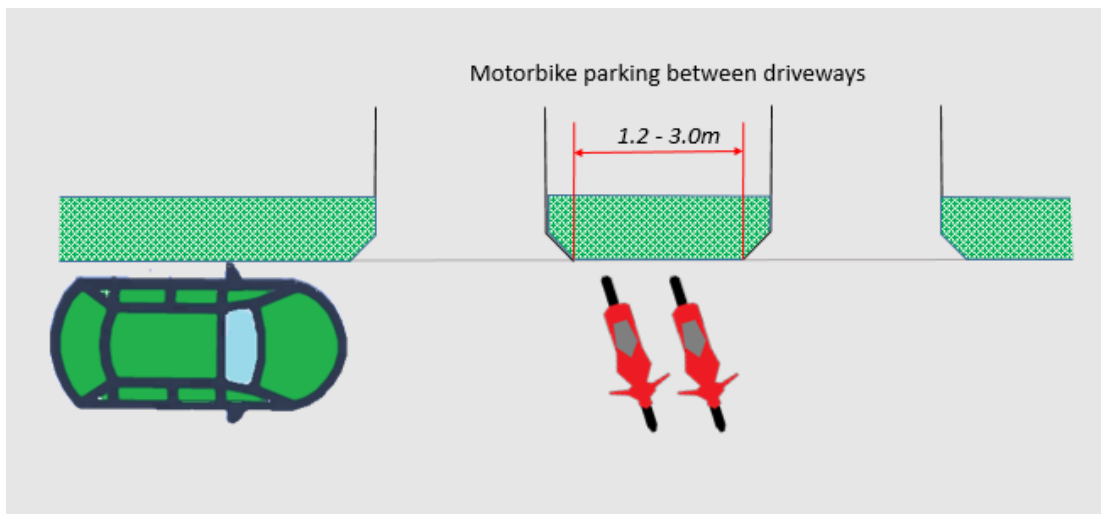


Figure 11 Motorbike parking between driveways

Metered Parking Areas

North Sydney Council operates metered parking in areas where there is a need to encourage parking turnover to support the parking demand. Council uses Pay-and-Go meters which are pay by space and require the marking of individual bays, which are typically a minimum of 5.4-6.0 metres long.

While the City of Sydney allows free parking for motorbikes in ticket parking areas, provided that riders observe the time restrictions, such a scheme is not feasible in North Sydney Council due to the different operation of the parking meters. One of the benefits of North Sydney Council's parking meters is that they are ticketless and therefore the risk of tickets blowing away or being stolen from motorbikes is eliminated. Instead, bays are marked and the vehicle occupying the bay is required to pay the relevant fee. When marking parking bays at the standard minimum lengths, often there is a small amount of road space left over at the end. This small space as a matter of course is now dedicated to free, untimed motorbike parking.

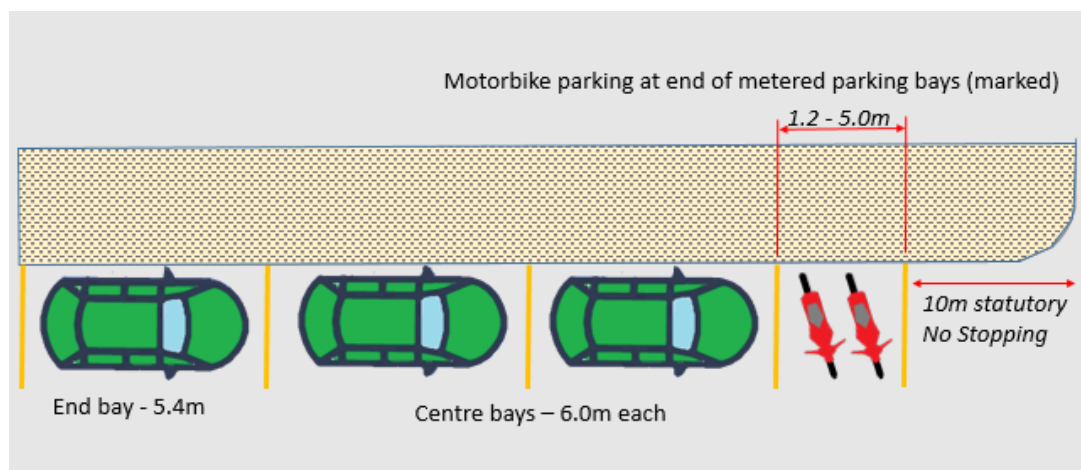


Figure 12 Motorbike parking bays adjacent to metered parking bays

Sometimes motorbike riders will park at the end of a bay to leave room for another car to park in the space, or multiple motorbikes will occupy a single bay. While this is usually done with good intentions, other motorists can have difficulty manoeuvring in and out of spaces due to the smaller available space. Under the NSW Road Rules (2014), in metered parking areas, a driver must not park in a metered parking space while any other vehicle is parked in the space, or in such a manner that any part of the vehicle lies over the markings for the space.



Figure 13 Motorbike parked at the end of a metered parking space

Council has installed parking sensors in the middle of metered parking bays which are integrated with the parking meters to improve turnover and parking management. Should motorbike riders wish to park in an empty metered parking bay, it is recommended that the motorbike is parked in the centre of the bay directly over the sensor, to prevent other vehicles from triggering the sensor and clearing the payment.

Footpath Parking

Motorbikes and scooters are not permitted to park on the footpath under the NSW Road Rules (2014). Footpath parking should not be encouraged as it can impact on access for pedestrians due to the restricted width of many footpaths in North Sydney, and reduces the amenity of the streetscape due to clutter. Notwithstanding, there are a number of locations within the North Sydney CBD where motorbikes are observed parked in open areas adjacent to buildings, many of which are on private property. The continued expansion of the motorbike parking network and providing more publicly accessible information about formal motorbike parking locations may assist to alleviate this issue.

Off-street Motorbike Parking

Council requires a minimum provision of 1 motorbike parking space per 10 car spaces in all new mixed use and non-residential developments under the North Sydney Development Control Plan (2013). This represents 9% of the parking provisions for those developments in recognition of the travel mode share of motorbikes. These rates support the motorbike commuters by providing dedicated parking at their place of work, and off-set the on-street motorbike parking demand.

Council owns and operates a number of public carparks. Designated motorbike parking is provided in Alexander Street and Holtermann Street carparks. There is some demand for motorbike parking in Ridge Street carpark, however there are no designated spaces.

Table 2 Off-street motorbike parking supply and demand (September 2018)

Carpark Name	No. of marked spaces for motor cycles	No. motorbikes parked within designated motorbike spaces	No. motorbikes parked within car spaces	No. motorbikes parked within other areas of the carpark (eg. remnant areas adjacent to columns etc.)
Ridge Street Carpark, North Sydney	No Spaces	No Spaces	2	3
Alexander Street Carpark Crows Nest	8	2	0	0
Holtermann Street Carpark, Crows Nest	6	1	0	0

Parking occupancy data indicates that there is a lower utilisation of motorbike parking in Council's off-street parking areas compared to on-street. This is likely attributable to the relative cost of parking. Council does not currently have a separate fee for motorbikes in its off-street carparks. To encourage use of the existing off-street motorbike spaces, Council could consider the introduction of a reduced motorbike parking fee or free motorbike parking at its carparks. In addition, where there is capacity to accommodate motorbikes, Council could consider creation of dedicated motorbike parking bays within all carparks. To ensure minimal impact on car parking supply, these could be in unused areas of the carpark that don't impact on pedestrian or utilities access, but are of adequate size to accommodate one or more motorbikes.

On-street parking opportunities and considerations

Existing No Stopping & No Parking Areas

Council will sometimes install No Stopping restrictions that exceed the statutory No Stopping distances near intersections and pedestrian crossings, or in other locations where there are sight line issues mainly due to parking of large vehicles that obstruct sight lines at critical locations. Due to the lower height of motorbikes, in some locations it may be feasible to restrict the parking to motorbikes only instead of No Stopping restrictions where the zone exceeds the statutory distance.

Council invites members of the public to nominate potentially redundant No Parking and No Stopping zones for investigation through a feedback form on Council's website. Where these locations are identified, Council officers can consider if the zone may be suitable for motorbike parking, if it is not deemed suitable for general parking.

In addition, when Council receives new requests for parking to be removed due to sight issues and the request is supported, consideration can be given to the installation of motorbike parking in lieu of No Stopping or No Parking.

Parking is generally not permitted within the statutory 10 metres from an unsignalised intersection. The RMS may allow parking closer than 10 metres in accordance with their technical direction 2014/005 provided that it does not increase risk to road users. Requests for motorbike parking in such locations submitted to Council will be investigated on a case-by-case basis in accordance with the RMS technical direction.

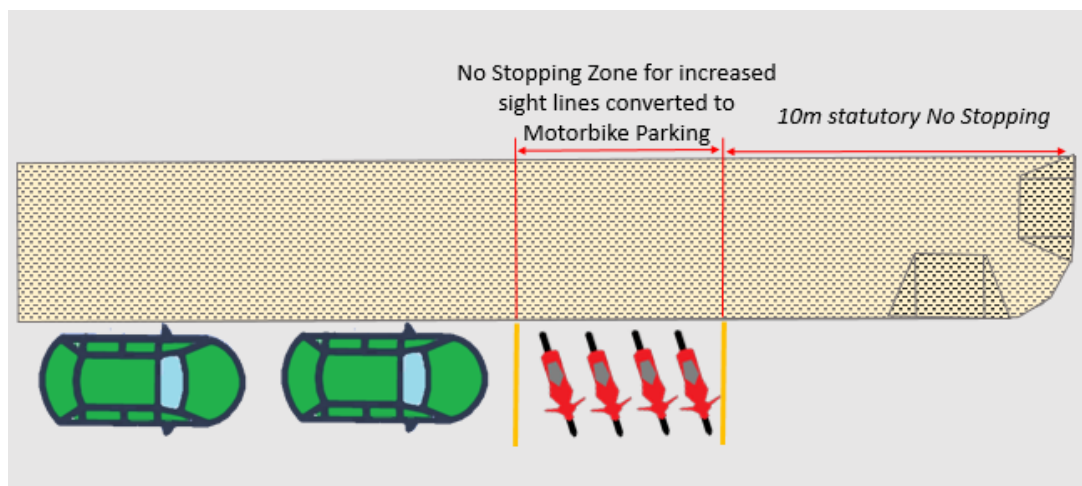


Figure 14 Conversion of No Stopping/ No Parking to Motorbike Parking

Where road widths are between 4.2 metres to 5.1 metres, they are generally not wide enough for a parking lane and travel lane, however may be suitable for motorbike parking if the motorbike is parked parallel to the kerb. Motorbike parking should only be considered in these situations if the cross fall is not too steep and traffic volumes are relatively low to prevent motorbikes from toppling or being knocked over. Motorbike parking areas will need to be delineated to maintain a minimum 3 metre travel lane.

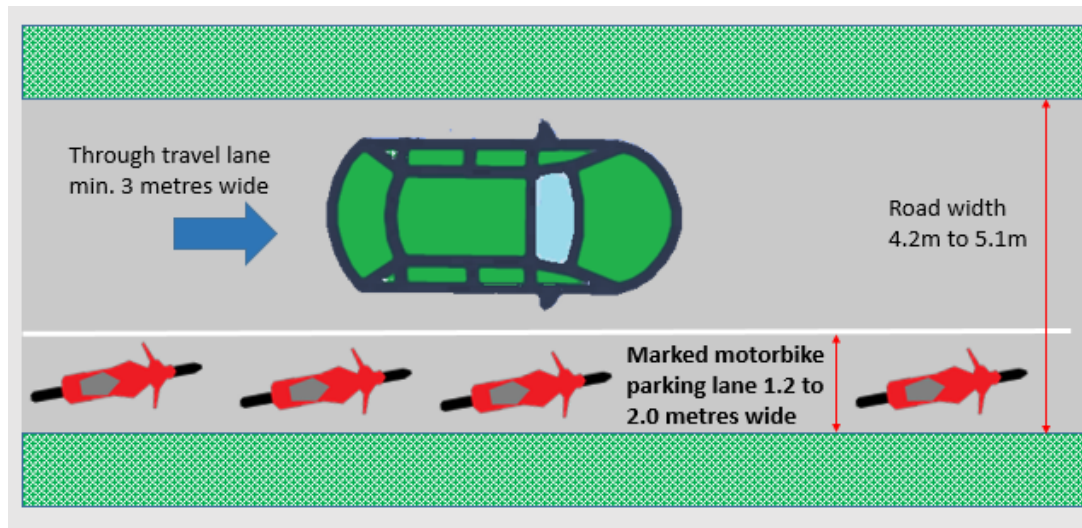


Figure 15 Motorbike parking on narrow roads

Noise

Most objections to installation of motorbike parking in residential areas are related to noise. Some motorbikes may have modified exhaust systems which increase noise pollution. The Australian Design Rule 83/00 states the legal noise limits for vehicles manufactured from 2005. For older vehicles, the Protection of the Environment (Noise Control) Regulation 2017 specifies the prescribed noise levels.

Noise from individual vehicles is regulated by RMS, the police and the EPA. Noisy motor vehicle exhaust can be reported to the EPA.

When installing motorbike parking consideration is given to the demand for motorbike parking, gradient and condition of the road, available kerb space and proximity to residential properties.

Action Plan

The following Action Plan has been developed with the objective of providing more opportunities for motorbike parking in North Sydney to support the existing and growing number of motorbikes and scooters in the area. Figure 16 shows the target dedicated motorbike parking network to be achieved through implementation of this strategy and action plan by 2028.

Table 3 Motorbike parking action plan

Action	Description	Timeframe
1. Motorbike Parking Map	Provide online map of motorbike parking locations	2018/19
2. Resident Motorbike Parking Permits	Introduce a new parking permit fee for motorbikes and scooters at a smaller proportion of the standard permit fee in recognition of the smaller footprint.	2019/20
3. Areas between driveways	Designate areas between driveways that are between 1.2m-3m long as motorbike parking	Ongoing
4. Metered Parking Areas – Marking bays	Designate kerb spaces which are too short for minimum car space length to motorbike parking	Ongoing
5. Metered Parking Areas - Information	Provide online information about requirements and tips for motorbikes parking in metered parking areas	2018/19
6. No Stopping & No Parking Areas	Investigate if potentially redundant No Stopping and No Parking zones can be converted to motorbike parking; or if new requests to remove parking due to sight issues are more suitable for motorbike parking	Ongoing
7. Narrow Roads	Consider motorbike parking on road widths between 4.2m-5.1m where general parking is otherwise not achievable, provided that cross falls are suitable.	Ongoing
8. Off-street parking	Introduction of a reduced parking rate or free parking for motorbikes at Council carparks	2019/20
9. Off-street parking	Creation of dedicated motorbike parking bays at all Council carparks	2019/20
10. North Sydney CBD	Continue to increase the amount of motorbike parking spaces particularly in Areas 23, 10 and 1 and 7; and in surrounding parking areas close to these boundaries (Parking Areas 22, 9 and 6).	Ongoing

Target Motorbike Parking Network (10 Year)

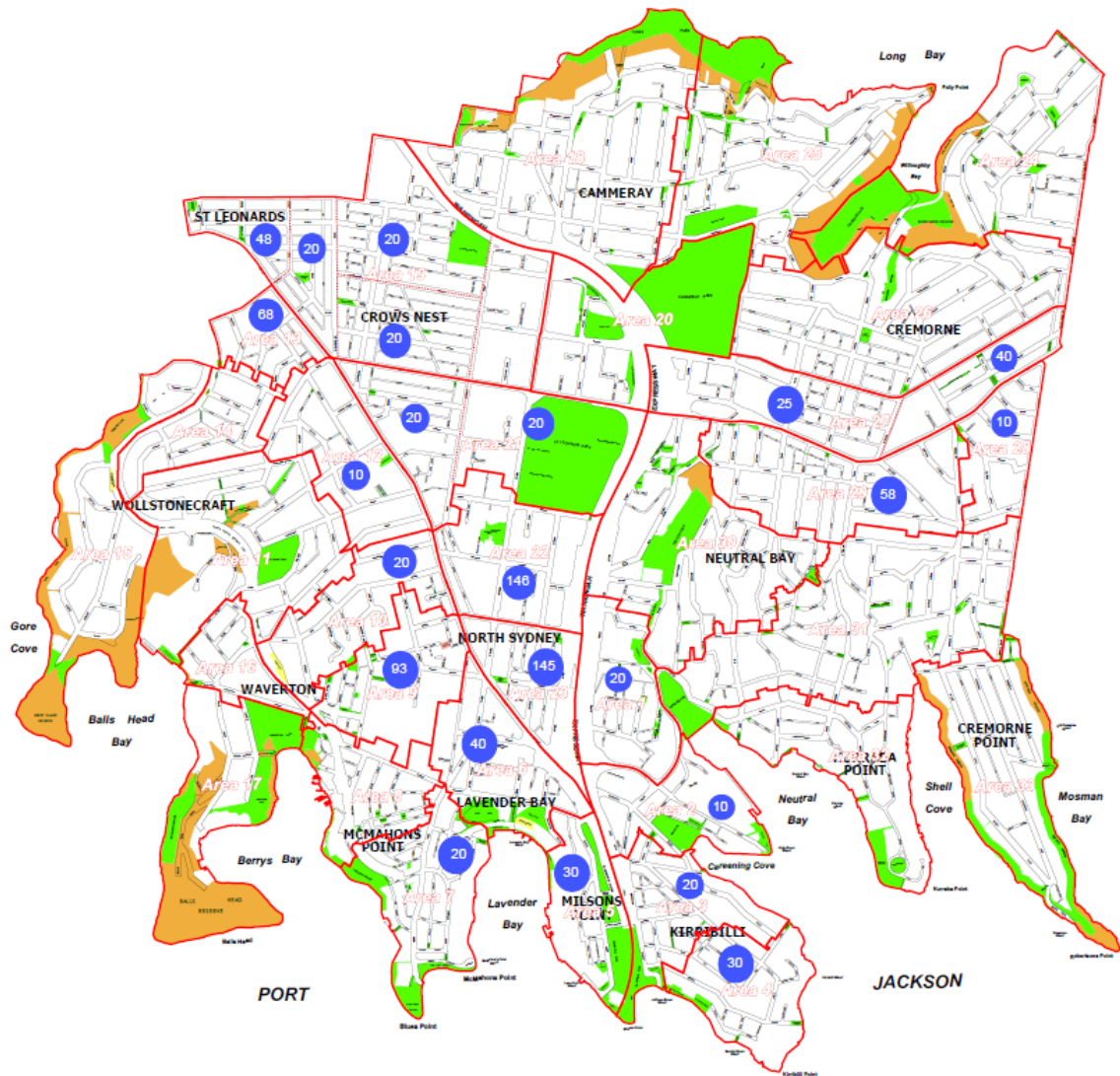


Figure 16 Target motorbike parking network - 2028

Related Strategies and Policies

North Sydney Transport Strategy (2017)

North Sydney Integrated Traffic & Parking Strategy (2015)

North Sydney LATM Action Plans (2017)

North Sydney Resident Parking Permit Policy (2018)

RMS Technical Direction TDT 2004/02

Australian Standard AS2890.5 – On-street parking

Australian Standard AS2890.1 – Off-street car parking