

City of Sydney Draft Neighbourhood Parking Policy

The Glebe Society's Submission/ Response



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We refer to the Draft Neighbourhood Parking Policy recently published by the City of Sydney. We understand that the policy is intended as a basis for discussion on the different options for managing competing demands for parking within the City of Sydney.

The Glebe Society appreciates the opportunity to comment on the Draft Policy as it impacts on Glebe and Forest Lodge.

Principles for Parking Management

In general we believe that the parking controls now applying in Glebe and Forest Lodge and the system of parking permits, strike a reasonable balance between discouraging commuter parking in our area while allowing residents, visitors and business to access street parking.

Discouraging commuter parking, which is one of the key principles of the City of Sydney's policy, is nevertheless an on-going issue in our area. As outlined below, commuter parking and parking pressures in general are likely to become an increasing problem in parts of Glebe and Forest Lodge. This is a situation that we think the City of Sydney will need to monitor.

In our view, the proposed principles for parking management as outlined in the City's policy are reasonable.

We set out below the questions raised by the City of Sydney and our responses relevant to Glebe and Forest Lodge.

Managing Street Parking

- *What time limits are appropriate in residential neighbourhoods in Glebe and Forest Lodge?*

Where time limits are considered appropriate, 2 hour time limits should apply as a general rule. Longer time limits are less likely to deter commuter and long term parking.

- *When should parking controls start and finish on residential streets?*

8:00am and 6:00pm respectively, and 8:00am and 10:00pm in streets adjacent to retail areas, restaurants and hotels.

- *Should time limits apply on weekends in residential areas?*

No, except in streets adjacent to retail areas, restaurants and hotels.

Should time limits be different on weekends or in the evenings? In which areas?

Time limits should apply in weekends and evenings on streets adjacent to retail areas, restaurants and hotels between 8:00am and 10pm as outlined above.

- *What time limits are best suited to retail streets?*

2 hours as a general rule.

- *What time limits are best suited to areas with restaurants and cafes?*

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4 hours as a general rule

- *Are there areas which don't need any time limits? If so, where?*

Not all of the streets in Glebe and Forest Lodge are subject to time limits. While there is no proven need for time limits, we think this situation is desirable and should remain. In our view time limits should only be imposed where the City in consultation with local residents and businesses clearly establishes their need based on current and proven parking pressures.

Increasing Parking Pressure in Glebe and Forest Lodge

In the near future, some streets in Glebe and Forest Lodge are likely to come under increasing parking pressure. The housing development at Harold Park and proposed housing developments in Bay and Cowper Streets will attract visitor street parking and possibly resident parking. The new ferry services from Glebe Point and Johnsons Street that are being considered by the State Government will attract commuter parking in the surrounding streets. There is also likely to be increased parking pressure around the foreshore parks in Glebe particularly at the weekends.

The City in consultation with local residents and businesses will need to monitor the streets surrounding to these pressure points to determine whether time limits or tighter time limits are needed at a future date.

15-Minute Free Parking

We support the proposal to trial 15-minute free parking tickets. We think 15-minute free parking should be adopted on Glebe Point Road, from Wigram Road to Parramatta Road. On St Johns Road, between Glebe St & Glebe Point Road and Mt Vernon St and Glebe Point Road. On Ross Street, from Bridge Road to St Johns Road. These areas experience a high turnover of vehicles accessing bank and retail facilities. 15-minute free parking would be convenient for residents and would not undermine the policy of discouraging commuter parking.

Managing Compliance

- *What action should be taken when illegal parking is common?*

Increased surveillance of hot spots with penalties issued for offences.

- *Is ticket parking desirable when compliance is a problem?*

Only in selected retail and commercial areas where compliance is a significant problem.

Mobility Parking

- *Should the national guidelines be adopted? If so, what other measures may be needed to prevent legitimate users being affected?*

Yes and monitoring to ensure compliance with parking restrictions applicable to non-Mobility Permit Holders

- *Is it reasonable to restrict dedicated mobility parking to holders of blue permits?*

Yes

- *How can we ensure mobility parking spaces are removed if they're no longer needed?*

By monitoring use, and where long periods of no legitimate use become apparent, their removal may be warranted. Use by date to be registered with City of Sydney and RMS.

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Residential Parking Permits

- *What is a reasonable number of resident permits for a household?*

2 permits per household

- *Should the City limit the number of resident permits to one in some areas? If so, where?*

Given that the Glebe precinct has a low ratio of resident permits to available car spaces (0.3) we do not consider that any limitation is needed for Glebe and Forest Lodge residents.

- *Should resident permits be issued to borrowed vehicles? If so, what safeguards are needed to prevent abuse?*

We think that issuing visitor permits is the preferred way of dealing with borrowed vehicles. Issuing resident permits to borrowed vehicles is likely to lead to abuse that would be difficult to control.

Visitor Parking Permits

- *Do current time limits already cater for visitors? If not, should they be changed?*

2 hour time limits apply in most residential streets in Glebe and Forest Lodge. We think this caters for visitors in many situation and we see no need for change.

- *Should all neighbourhoods have some 4P parking? Or areas with no restrictions?*
- *Should time limits be different on weekends or in the evenings? In which areas?*

We have responded to these questions in the above section on Managing Street Parking.

- *Are visitor permits needed? If so, how many should be issued?*

Visitor permits are needed in Glebe and Forest Lodge. We support the proposed new system of visitor permits as outlined in the policy.

- *Are visitor permits suitable for all neighbourhoods? If not, which ones are they suitable for?*

Visitor permits are suitable for all parts of Glebe and Forest Lodge.

- *Should more visitor permits be available for car-free households that sometimes borrow or hire a vehicle?*

No, we think the numbers of visitor permits proposed is adequate.

- *Are one-day permits preferable to one-year permits? In which areas?*

Yes, we think one-day permits are preferable for all parts of Glebe and Forest Lodge.

- *How should the City prevent the sale of visitor permits to commuters?*

We see this as a difficult problem. We think that prosecuting and imposing penalties where these sales are detected would assist in limiting this practice.

- *Should be there limits on how many permits can be purchased at one time?*

We think the numbers proposed are reasonable.

- *How should the City treat vehicles borrowed or hired by residents?*

Visitor permits are appropriate for these vehicles. In particular, we think that visitor permits are an appropriate way to deal with car share arrangements (e.g. GoGet). We believe the City's Parking Policy should facilitate the use of car share arrangements as their effect is to

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reduce private motor vehicle ownership.

- *Should fewer visitor permits be issued in areas with high resident parking demand?*

Yes we think this will assist in the abuse of visitor permits. In Glebe and Forest Lodge, compared to some inner city precincts, the demand for resident parking is not sufficiently high to restrict the issue of visitor permits.

Business Parking Permits

We support this policy.

- *Are business permits needed, or should parking be the responsibility of a business?*

Business permits are needed where businesses do not have on-site parking. Business permits are currently available in Glebe and Forest Lodge. We believe the system works well in our area.

- *Is parking demand too high to allow business permits in some areas? If so, where?*

In Glebe and Forest Lodge we believe the parking demand is not sufficiently high to prevent business permits.

- *What type of vehicles should be eligible? Only goods carrying vehicles?*

Only goods carrying vehicles should be eligible.

- *Would 2P parking controls cater for business vehicles which are driven often?*

2P parking controls will not always cater for these vehicles where they may need to be parked for longer periods.

Care Worker Permits

We support the proposals regarding Care Worker Permits as outlined in the Policy.

Transitional Arrangements

- *Is the two years a fair time period for transitional permits?*

Yes

Parking Precincts

The proposed changes to parking precincts have no direct impact on Glebe and Forest Lodge. However we support the proposal to create larger precincts as outlined in the policy.

Other Considerations

- Glebe laneways require attention with restricted parking limits
- Unhitched trailers and boats cause long term obstruction on some streets. Require removal and penalty.
- Currently, cars displaying Parking Permits designated **Area G** have legal permission to park in side streets where a 2 hour limit is imposed. Request retention of this principle. Not valid on Glebe Point Road.
- Glebe Point Road 6:00pm – 10:00pm 4 hour time with half rate fee to support cafes and restaurants.

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