

## Item 4.5 - Traffic - 22/3/19

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

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To the General Manager

Attach: Nil

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**SUBJECT:** (4.5) Resident Parking Area 30 - Neutral Bay West – Parking Restrictions Review

**AUTHOR:** Report of Traffic Operations Officer, Maria Coyne

### **DESCRIPTION/SUBJECT MATTER:**

At the North Sydney Traffic Committee meeting held on 4 May 2018, the Traffic Committee considered the survey results of a community consultation for Resident Parking Area 30 – Neutral Bay West. At the meeting the following recommendations were made and subsequently adopted by Council:

- 1. THAT Council adopt the attached parking restriction recommendations for the western side of Neutral Bay Parking Area 30.*
- 2. THAT Council notify the residents before installing the parking restriction changes*
- 3. THAT the new parking restrictions be reviewed six (6) months after the date of installation*

The new signs were installed on 14 August 2018. Therefore, the new signage is now due for review.

### **RECOMMENDATION:**

- 1. THAT** the information concerning the six-month review of parking changes in Resident Parking Area 30 - Neutral Bay West be received.
- 2. THAT** the parking restrictions installed in Resident Parking Area 30 - Neutral Bay West on 14 August 2018 remain.
- 3. THAT** it be noted that additional parking changes proposed for Spruson Street and Phillips Street, Neutral Bay are dealt with separately through Item 4.4 of the 523<sup>rd</sup> Traffic Committee meeting.
- 4. THAT** it be noted that additional trial parking changes proposed for Montpelier Street, Neutral Bay to address trailer parking are dealt with separately through Item 4.6 of the 523<sup>rd</sup> Traffic Committee meeting.

**Relates to ECM No:** 7444084

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

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

**Precinct and Ward:** Neutral, Victoria

**Impact on Bicycles:** Nil

**Impact on Pedestrians:** Nil

**Impact on Parking:** No further changes are proposed to the current parking restrictions

## **DETAIL**

At the North Sydney Traffic Committee meeting held on 4 May 2018, the Traffic Committee considered the survey results of the community consultation for Resident Parking Area 30 – Neutral Bay West. At the meeting the following recommendations were made and subsequently adopted by Council:

1. ***THAT** Council adopt the attached parking restriction recommendations for the western side of Neutral Bay Parking Area 30*
2. ***THAT** Council notify the residents before installing the parking restriction changes*
3. ***THAT** the new parking restrictions be reviewed six (6) months after the date of installation.*

The new signs were installed on 14 August 2018. Therefore, the new signage is now due for a review.

After the installation of the new signs Council received 24 submissions from 13 respondents. The majority of the submissions received were from people who were not satisfied with the loss of the unrestricted parking.

Council only received one submissions from a resident in Holdsworth Street who was happy with the new restrictions.

When advised of this pending review many of respondents requested that their submissions be included in this report.

## **Submissions Received**

Comments have been grouped by emerging themes.

### **Support New Parking Restrictions**

- A strange thing has been happening recently in our street.  
Low and behold! There is parking available during the day.  
Hallelujah! Hope it continues!  
Thankyou NSC

### **Oppose New Parking Restrictions and Want Unrestricted Parking Returned**

- I request you would include the following points when you prepare your report for the Traffic Committee, following expiration of the trial period.

1. I note that there has been an extension of 2 Hour parking restrictions in Spruson Street, which I support given the number of residences in this street and the high demand for the limited parking spaces in this street. Council, should I believe note that since the introduction of these parking restrictions there are now ample parking spaces on Spruson Street to service the residences of Spruson Street.
2. There is a bus stop in Spruson Street and as a local I have noticed many commuters drive and park their car near the bus stop and then catch the city bound bus. The extension of the 2 Hour restricted parking area has resulted in more demand by these commuters on the reduced unrestricted parking areas.
3. The area in Montpelier Street between Holdsworth Street and the bus stop before Rawson Street where Council recently introduced 2 hour parking restrictions is not contiguous with any residences, one side of Montpelier Street in this area faces Forsyth Park the other side a rock face several metres high. In other words there are no residences contiguous to this part of Montpelier Street and I submit the parking restrictions do not clearly benefit any local residences. I have driven past this area during the restricted parking hours on many recent occasions and have seen very vehicles parked in this area. I attached a copy of a photo taken on one such occasion and you will note that only one car is parked.
4. I believe the resident to which you referred would not unexpectedly will elicit the response that was achieved on the NIMBY principle. I suggest as a local government authority Council must not only consider local residences concerns but it must also take into account wider community issues.
5. I support Council's actions in extending the parking restrictions in Spruson Street, but believe on the points raised above the restrictions should be removed from Montpelier Street.

Additional comments from the same respondent.

- Further to previous correspondence I confirm I have been regularly driving down Montpellier Street to get to my home in Ben Boyd Road. Attached is a photo I took at lunch time today of Montpellier Street looking from the bus stop near Holdsworth Street. As you will note there are no cars parked in this section of Montpellier Street, which is now a 2 hour restricted parking area. My observations are the street is normally clear of any cars or perhaps 2 – 4 vehicles are sometimes parked in this area. All of the unrestricted parking areas are however always fully parked out. The photo of the white car appears to have been dumped in this unrestricted parking area and is attached for your information.

The point I would submit, following on from earlier correspondence is that there are no residences in this area of Montpellier Street and the resident restrictions are therefore redundant. Quite simply no resident is going to park their car in this area and walk some 500 meters or so to their house, when there are ample resident parking spaces in Spruson Street and the other the other nearby streets.

I request you include my submissions in relation to the parking restrictions on Montpellier Street between Holdsworth and Spruson Streets, when you prepare your report for Council following the current trial period.

Thank you for considering my submissions.

- I would like to comment on the recent changes to street parking restrictions in Resident Parking Area 30.

Council has designated several additional areas with a 2 hour parking restriction on weekdays, which is good for residents. But I am concerned that particular locations have been unnecessarily restricted, which is likely to push commuters even further into residential areas and thereby affect residents further east.

Two key examples where the new 2 hour restriction is not fronting to a residential area, but rather fronts an existing park/reserve:

**Montpelier Street:**

From Council's website: *"On the eastern side of Montpelier Street the 17 unrestricted parking spaces opposite Forsyth Park will be changed to 2-hour parking 8:30am to 6:00pm Monday to Friday, Permit Holders Excepted Area 30"*

The above area is opposite Forsyth Park but it is at the base of a rock cutting and residents from streets above do not park here - they have their own street above for parking (Holdsworth St).

**Rawson Street:**

From Council's website: *"On the western side of Rawson Street the 22 unrestricted parking spaces in front of Willow Tree Park will be changed to 2-hour parking 8:30am to 6:00pm Monday to Friday, Permit Holders Excepted Area 30"*

I went for a walk to these streets this week - see below for photos, which shows that no-one (not residents or their visitors) is now using these areas.

I request that Council please remove the 2 hour restrictions in these areas. Otherwise almost 40 commuter cars are getting pushed further into the residential areas unnecessarily.

A better way to manage these areas is to prohibit the parking of boats and trailers unless they have a resident's permit.

Additional comments from the same respondent –

- I have reviewed the report for the Area 30 Resident Parking Survey and in particular Table Q1D (the question regarding the parking in Montpelier Street). I have also read the written responses, both those in favour and those opposed to parking restrictions.

I note the following:

- the survey questions did not distinguish between different parts of each street.
- 100% of the respondents from Montpelier St (10) indicated they wanted restrictions in Montpelier St.
- However, as shown in orange on the attached map, the only residential properties on Montpelier St are located north of the Spruson St intersection.
- Residents of Montpelier St do not park in the section of Montpelier St beside the rock cutting (shown in blue in attached map). I believe the recently placed 2hr restriction in this location is unfounded.
- According to the written responses, the problems on Montpelier St are associated with people parking to access the Child Care (at the northern end), or for events, or using the sports fields on weekends.
- Otherwise, the majority of the comments refer to trailers, boats, trucks and vehicles parked long-term. Council would be better to implement restrictions that prohibit parking more for more than 12 hrs.

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Aside from Montpelier St residents themselves, the adjacent streets that could potentially use the section of Montpelier St beside the cutting are Eaton St (to the west), Rawson St to the south, Holdsworth St or Spruson St.

- 47% (almost half of respondents) of Eaton St residents supported Unrestricted parking in Montpelier St or didn't answer.
- 50% of respondents from Rawson St supported Unrestricted parking in Montpelier St or didn't answer. Plus the single highest score was 5 for Unrestricted parking.
- 50% of respondents from Holdsworth St supported Unrestricted parking in Montpelier St or didn't answer.
- 63% of respondents from Spruson St supported Unrestricted parking in Montpelier St or didn't answer.

So I believe that the survey results don't provide any overwhelming justification for implementing the 2 hr restriction in Montpelier St at the rock cutting.

As per my earlier email, I think that restricting these 17 spaces to 2 hrs will unnecessarily push commuters further into the residential streets, having a negative impact on residents. I'm surprised you haven't had similar feedback from other residents, but I guess they never park in this location and are none-the-wiser of what has happened.

Appreciate if you can please also incorporate the above comments into the next review of the parking restrictions, or otherwise take earlier action to revert this area to Unrestricted parking in light of the above factors.

- I frequently use the areas around Forsyth Park for parking, and am unhappy with the recent rezoning of parking times in the area. My specific concern is parking on Rawson Street and Montpelier Street, where parking has been changed from unlimited to 2P. I have noticed that almost nobody can park in these areas anymore, and have attached photos below to show what I mean. I think that the areas should be changed back to unlimited to help the people in this area who clearly use the parking, where residents obviously do not. I have seen many people ticketed already (almost immediately after the rezoning) which also seems unfair.

Additional comment from same respondent.

- Thanks very much for your detailed response, you've helped me understand the factors at play in the decision to change the parking restrictions. I am glad to hear that my comments will be included in the review report. I also understand the difficulty of balancing the interests of different stakeholders in such a high traffic area, and wish you all the best for achieving an equitable outcome.

I write to request a written rationale for the changes in parking (zoned areas) to Rawson Street, Montpelier Street and Eaton Street, all of Neutral Bay. I have been using these streets to park a few days a week for over five years. On the other days I use public transport.

I don't live in the area and in order to maintain my regular schedule (exercise, children pick up and drop off) I use these streets to park my car for the day.

Recently most of the all day parks were rezoned and now are only two hour parks. The vast majority of the two hour parks are left empty all day and a large portion of the all day parks on Montpelier Street are occupied by boats and trailers.

I am finding it impossible on most days to park (every though I arrive before 7 am) and it means I am unable to maintain my regular schedule. Public transport leaves me unable to exercise in the morning and I have children to pick up after work.

I look forward to hearing from you and would greatly appreciate that you reconsider the extensive changes to parking on these streets.

Additional comments from same respondent.

- I understand the rationale for the changes in parking. I do, however, ask that you review the number of all day works available. Since the changes have taken effect I have driven those roads 4 or so times a week and find that a huge portion of the 2 hour parks on Montpelier go unused. I have a feeling this may be due to residents not applying for parking permits and also due to the high volume of boats and trailers stored here.

I looked forward to the review in March.

### **Parking Permits/Parking Areas**

- I am a resident of [Darley Street, Neutral Bay](#). My house is on the North East edge of Area 1 resident parking, near the corner of Rawson Street.

It is very hard to find parking spots in Darley Street as most residents don't have off-street parking. We also accommodate cars from the block of flats down the lane way beside Warringah Park. So there are many more resident cars than spaces. It's hard to find a space even with a resident sticker.

Recently large areas of Rawson Street and Montpelier Street had their zone changed from no restrictions to Area 30.

Last week ([Friday morning](#)) I walked along Eaton Street, Montpelier street and Rawson street and there were literally over 100 vacant parking spaces. This has been the case since the signs went up for Area 30. On the West side of Rawson Street between Darley Street and Eaton street there was only one car parked all day.

The extra resident parking obviously wasn't needed for Area 30 but is desperately needed for Area 1.

I notice 2 spaces at the intersection of Darley and Rawson say "Area 1-30" so this dual Area is obviously a possibility.

My request is that at least part of the West side of Rawson street, from Darley Street to the North, be changed to "Area 1-30". This should be relatively easy and cheap to achieve, with a minor change to the sign.

I have attached photos taken on Friday 7 September. They show 1. & 2. Rawson St. facing North from the corner of Darley st. 3. Rawson St. facing South from Eaton St. 4. Darley street (almost full. By 4.30 or [5 pm](#). Darley street is always full)

I would appreciate your consideration of this issue. Currently we often have to park a long way from our house. I know it's good exercise, but with heavy supermarket bags it's not much fun. It's annoying when there are plenty of vacant spaces nearby, but not Area 1.

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Additional comments from the same respondent.

- Thank you for your prompt reply to my enquiry regarding Resident parking in Areas 1 and 30.

I understand all your points, and understand that Rawson street north of Darley st. is technically in Area 30

I know that (as you point out) quite often there are vacant spaces in Rawson street South of Darley street, beside the park. But once we have turned into Darley street to look for a space it's actually very hard to get back to any of those spaces. It either involves an illegal U turn in Rawson street, or going round the block, which takes quite a while.

I know it's not council policy to make any areas dual parking zones, but it would really make sense. It's frustrating to see all those spaces just round our corner, and not be allowed to park there.

Another issue in is the 4 hour spaces on the south side of Darley St. They are often used by North Sydney workers, not residents. I think it would make sense to reduce the number of those spaces, or move them to the top of Darley street near Alfred Street, where there are fewer houses. Or even swap those 4 hour spaces for the 1 hour spaces beside Warringa Park in Rawson street.

Thank you so much for taking the trouble to reply, and I hope that my comments will be taken into account in the next review.

#### **Comments on Boat and Trailer Parking**

- I am writing to draw your attention to the unacceptable usage of parking space in our Montpelier Street, Neutral Bay.

These three boat trailers are using up space which has been allocated at least for the purposes of Forsyth Park visitors. Or even, for myself as a resident who lives across the road. Or, for the parents of children in the pre-school.

I pay every year for authority to park my second car on the street and I find it galling to know that these trailer owners neither pay nor probably even live in this street or council area. Furthermore, the period of time over which they can park seems to be limitless.

When I look at the website I see this job description of parking patrollers:

#### **“Patrols**

Council's Rangers and Parking Officers have the authority to ensure all timed signage is adhered to and that motorists do not stop or park in prohibited areas.

Illegal parking can cause delays, queueing, inconvenience other motorists, and can pose a significant safety risk for both motorists and pedestrians.

Parking Officers and Rangers monitor parking between the hours of 5.30am and Midnight, Monday to Sunday.

These hours of operation reflect the hours displayed on the parking control signs in the North Sydney local government area.

Parking Officers aim to:

- Visit every street in the local government area at least three times a week.
- Patrol the commercial districts daily.
- Patrol all schools on a daily basis during the school terms.”

So, why are these trailers allowed to tie up residential and park visitors parking facilities, causing parking delays, double parking dangers when drivers drop off and pick up their passengers using Forsyth Park facilities, inconvenience to residents in the street who cannot park near their homes, despite paying for parking permits.

At the top of Montpelier, there is a carpenter and handyman service, who uses at least five parking spaces as he is running a ‘commercial’ business from a residence in Montpelier Street. I walked home to-day and in the gutter outside his house and garage workshop, there are nails spread all along the gutter. With the next heavy rain, I guess these spilled nails go into the gutters, if not onto the road to the detriment of motorists and their car tyres. I consider his practice to be detrimental to the safety of residents and extremely inconvenient for the residents plus the Forsyth Park visitors who are compelled to park further and further away from Forsyth Park.

It seems to me that the current zoning and signage is not in the safety or convenience interests of the rate paying residents of Montpelier Street, nor fair to the residents who pay annually for permission to park their second car, nor a justification of the expense incurred by North Sydney Council to develop Forsyth Park’s facilities in the playground, on the grassy grounds, the lighting, renewed accessible pathways etc.

- I am writing to protest about the Councils policy when it comes to Parking Permits.

Our Unit has 4 bedrooms but because we have paid considerably more money for the unit than most other residents in the street, **we are penalised because we have 2 on site parking spaces**. We would normally be entitled to 3 permits but under your current policy, we can only get 1.

We have that allocated permit but it means we still have 1 car that has to run the gauntlet of the ranger and most of the time, in a 2 hour space.

One main reason for being in 2 hour spaces, is **the extraordinary number of tradesman’s, boat and general trailers that have residents permits and/or occupy unrestricted spaces without moving for months on end**.

Surely this situation is grossly unfair. We have eased the pressure of the on street parking by having a 2 car garage, our entitlement is less than other residents. **For example, a 3 bedroom townhouse without any off street parking can get a full allocation of 3 permits. This is just not right!**

The other issue being that our 2 garaged cars and the 1 on the street, **do not get the benefit of being able to park in the surrounding streets** like other residents. **Therefore, we are penalised even further.**

Surely to be fair, **we should have permits for all cars**. The garaged vehicles would still be off Montpelier Street but would be able to enjoy the benefits as other residents (with less self-provided facilities) in the surrounding area and we would not have to constantly worry about 1 of the cars being booked.



**Your current policy just doesn't make sense and rewards those who put a greater burden on parking in the area than people who have provided some parking themselves.**

Additional comments from the same respondent

- I still think it is grossly unfair that we are penalised for assisting council by providing some off-street parking.

The other issue I have is, how can your policy provide “equitable access to on-street parking” when you allow boat trailers to park on a virtually permanent basis in the unrestricted areas. Montpelier Street also has a large number of tradesman’s trailer parked in the street. One tradesman (who is also a resident) has up to 4 work trailers parked in the street and in the unrestricted zones if he can get a park there.

Apart from stopping other residents being able to park, it makes the street look like a permanent building site.

I’m just after a little fairness and equity.

### Other

Council also received a number of requests for additional parking restrictions in Spruson Street as the new parking restrictions had pushed the commuter parkers down the street into the unrestricted area. This issue was included in another survey of the residents of Spruson Street to introduce angle parking which is dealt with in another report to this meeting.

### Discussion

Since the introduction of the new parking restrictions Council has received no complaints from residents about not being able to park close to their properties.

The majority of the comments included in this report were received shortly after the new parking restrictions were installed. There have been no new complaints about the restrictions in the past 3 months.

*Table 1 Provision of resident parking permits and Permit Holder Excepted (PHE) spaces within the review area*

Street Name	Area 30 (West)		Area 30/31	Area 31		Area 1		Total	
	No. Permits	No. PHE Spaces	No. PHE Spaces	No. Permits	No. PHE Spaces	No. Permits	No. PHE Spaces	No. Permits	No. PHE Spaces
Colindia Avenue	3	0	0	1	0			4	0
Eaton Street	11	34						11	34
Holdsworth Road	0	7						0	7
Holdsworth Street	28	45	15	0	0			28	60
Montpelier Street	14	34						14	34
Nook Avenue	14	21						14	21
Phillips Lane	0	4						0	4
Phillips Street				1	3			1	3
Rawson Street	15	39				6	19	21	58
Spruson Street	16	44						16	44
Darley Street						15	47	15	47
<b>Totals</b>	<b>101</b>	<b>228</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>21</b>	<b>66</b>	<b>124</b>	<b>312</b>

A comparison of the current number of permits issued and the number of permit holders excepted spaces for the streets subject to the review are provided in Table 1. On average, there are 2.5 permit holder excepted spaces for every permit issued within the study area which is considered acceptable. This ratio does not take into account visitor parking permits.

Therefore, it is recommended that the new parking restrictions remain.

It should be noted that Council has recently undertaken further consultation with regard to parking changes in Spruson Street and Phillips Street which is the subject of a separate report (4.4 of 523<sup>rd</sup> Traffic Committee), and trial parking restrictions are proposed for Montpelier Street to address concerns about trailer parking which is also the subject of a separate report (4.6 of 523<sup>rd</sup> Traffic Committee).