



WARRINGAH
COUNCIL

ATTACHMENT BOOKLET

ORDINARY COUNCIL MEETING

TUESDAY 27 OCTOBER 2015



ITEM 3.1	QUEENSCLIFF PARKING SCHEME - RESULTS OF RESIDENT SURVEY
REPORTING OFFICER	TRAFFIC CONSULTANT
TRIM FILE REF	2015/273923
ATTACHMENTS	1 Queenscliff Resident Parking Scheme Survey Documents 2 Queenscliff Preferred Choice 3 Queenscliff Support by Street 4 Queenscliff Survey Analysis

UBD Ref: 198 B3

REPORT

QUEENSCLIFF RESIDENT PARKING

Background

This report has been prepared to outline the results of recent investigations and surveys on requests to install a Resident Parking Scheme (RPS) in Queenscliff.

The matter of on-street parking availability for residents was considered by Council in 2009 and, following parking surveys and a parking study completed in early 2010, a survey was carried out of the residents of Queenscliff. The survey of residents was designed to assess the acceptance of either a full Resident Parking Scheme, partial Resident Parking Scheme or retaining the existing arrangements. The results of that survey indicated that the majority (67%) of respondents elected to retain the existing arrangements within Queenscliff.

The study also highlighted the on-street parking occupancy at various times of the day and the week. This identified that the highest occupancy of on-street parking occurred at night and during the day on weekends.

Based on the results at that time Council resolved not to implement a Resident Parking Scheme in Queenscliff.

Ongoing discussions between Council officers and a small group of residents have continued for a number of years with some changes implemented to improve parking availability in Queenscliff. Council also carried out an extensive survey of the existing off-street parking provision and the number of on-street parking spaces within Queenscliff.

In 2014 it was further resolved that as part of a proposed public consultation process that a public meeting be held and establish a Working Group of residents and Council officers to consider options and identify matters for inclusion in an area wide resident survey. The Working Group, which consisted of 19 residents of Queenscliff met on two (2) occasions and considered and reviewed a number of options and the range of questions to be included in the resident survey. The Working Group was also consulted on a number of other occasions, by email, requesting comments on the proposed survey questions. The comments were considered in the preparation of the final survey questions. Council's Marketing and Communication Department and an independent research company were also consulted in preparing the final survey.

Introduction

The final survey form together with the covering letter and supporting information was distributed to residents and land owners of Queenscliff (see Attachment 1), between the 22 June and 26 June 2015. Approximately 1,800 surveys were mailed to Queenscliff residents and property owners.

Respondents were given the choice of returning the completed survey via a reply paid envelope or completing the survey on-line through the 'Your Say' page on council's web page.

Respondents were asked to complete all questions and then indicate their overall preference having considered Options 'A' and 'B' for a RPS or retaining the existing measures. In summary the options provided:

- Option 'A' - A RPS that provided a permit(s) to eligible residents based on the number of bedrooms within the dwelling and the number of off-street parking spaces provided for the dwelling. The other consideration for this scheme is that the total number of permits to be issued was not to exceed the number of available on-street parking spaces within the area of the RPS. This is a requirement of the RMS Permit Parking Scheme Guidelines.
- Option 'B' - A RPS that provided up to two (2) permits per dwelling irrespective of the number of bedrooms or off-street parking spaces provided for the dwelling. It was highlighted that this option would need to be agreed to by RMS as it would require a change to the existing mandatory guidelines for an RPS.
- Maintain status quo - This option maintained the current parking arrangements within Queenscliff.

The Queenscliff community was asked to complete all questions. In section 1 respondents were asked to indicate their level of support for Options 'A' and 'B', and in section 2 respondents were asked to select their preferred option A, B or Maintain the Status Quo.

The closing date for the submission of responses to the survey was originally determined as 20 July, which provided for a four week response time. This time period was considered necessary as the July School holidays occurred during this period and this allowed for a week either side of the holiday period. Following representations it was agreed to extend the survey period by one week, to 27 July 2015.

A total of 320 surveys were submitted through the reply paid mail with a further 146 surveys submitted on-line. This provides a total response of 466 surveys which represents a response rate of approximately 27%.

Not all of the respondents answered all question in the survey although the key questions regarding support or on support for the options for Permit Parking Scheme and the choice of preferred options received a response rate of 97%-100%. The questions that related to specific aspects of a Permit Parking Scheme such as time limits received a lesser response rate (89%-92%).

Option A – Conforming Permit Parking Scheme

This option provided for the implementation of a permit parking scheme that complied with the current guidelines published by RMS i.e. the number of permits for each eligible dwelling is determined on the basis of existing off-street parking spaces. The RMS guidelines provide that the maximum number of permits per household is two, with *"the number of permits which may be issued to the household is the difference between the maximum number of permits that can be issued to each household within the RPS and the number of on-site parking spaces available to the household"* (Permit Parking guidelines Version 3.3 – RMS March 2015). As a result of an extensive survey of on-site parking spaces at residences (undertaken in 2012) it was determined that the issuing of up to two permits per household would result in the potential demand for permits (approximately 1100) exceeding the total number of on-street parking spaces available.

Accordingly the number of potential permits was recalculated (as shown in Table 1) on the basis that the total number of permits to be issued would not exceed the total number of estimated on-street parking spaces (approximately 750) in the Queenscliff area.

Table 1 was included in the survey form indicating potential eligibility for a permit under the scheme. This demand for permits was estimated to be approximately 400-500 permits for eligible households.

This proposed RPS scheme would remove long term parking by non-residents from the streets of Queenscliff and provide time restricted parking for non-permit holders. The proposed allocation of permits is outlined in Table 1.

Table 1

1 Bedroom units with no off-street car parking spaces	1 Permit
1 Bedroom units with 1 off-street parking space	No Permit
2-3 Bedroom units, or houses, with no off-street parking spaces	2 Permits
2-3 Bedroom units, or houses, with 1 off-street parking space	1 Permit
2-3 Bedroom units, or houses, with 2 off-street parking spaces	No Permit

The survey results for this option indicated that a majority of respondents (51%) were opposed to this scheme whereas only 46% supported or strongly supported this option.

Option B – Up to Two permits per household.

This option provided that up to two permits per household could be applied for, irrespective of the number of off-street parking spaces available to the resident. This proposal does not comply with the RMS guidelines however, was included as a result of discussions with the Resident Working Group. It was resolved with the Working Group that if this option was favoured by the majority of residents then Council would consider making representations to RMS regarding changing to the RMS guidelines to permit this scheme to operate legally.

While this option would mean that more permits could be issued to residents than the number of on-street parking spaces, it would also potentially remove long term parking by non-residents from the streets of Queenscliff with time restricted parking for non-permit holders.

The survey results for this option indicated that opposition for this option was slightly higher than those who supported the option (47% supporting and 48% opposing).

From the survey responses received, random checks were carried out to verify the residency of respondents and to ensure that only one response per resident was received. It was identified that there were some owners of multiple properties in Queenscliff who had provided more than one response. These repeat responses were removed where identified.

Choice of Preferred Option

In addition to obtaining an indication of support or opposition to both Permit Parking Scheme as described in options A and B, residents were then asked to select their preferred option from one of three options. The three options included one of the two permit schemes or maintaining the current parking arrangements in Queenscliff (see Attachment 2).

The review of the parking surveys responses for Queenscliff indicates that there was not a clear majority of total respondents who favoured one particular option. The results of the survey indicated that:-

- 35% of respondents selected Option A.
- 28% of respondents selected Option B and;
- 37% of respondents selected the option which retained the current parking arrangements.

Of the residents who selected an RPS option the majority of these indicated support for Option A – a RMS compliant scheme.

The highest individual support was for maintaining the existing unrestricted parking arrangements within Queenscliff.

It should be noted that while the results appears to indicate that there is a preference for a RPS the two proposed RPS options are significantly different in application. Option 'B' would only be able to be implemented following agreement from Roads and Maritime Services to alter the mandatory guidelines to allow the issuing of additional permits. For Option 'A', the eligibility for a permit is required to take in to account the number of existing off-street parking spaces available for the dwelling and that the total number of permits is not to exceed the total number of available on-street parking spaces.

It is considered that Option 'B' will not resolve the matter of a shortage of on-street parking spaces in Queenscliff as there is the potential for more permits to be issued than the spaces available.

The issuing of permits to residents who have on-site parking at their properties could result in less use of on-site parking and increase demand for on street parking.

Nevertheless some residents in Queenscliff would like to see a parking management system in the area however there is no clear support for either RPS options

Parking Scheme Options

Residents were also asked to select time of day and days of the week options for the operating hours of a resident parking scheme, should one be implemented. These questions were included and it was explained that should the majority of residents favour an option which implemented a Resident Parking Scheme then what were their preferred options for a parking scheme. This was to determine the views of residents even if they did not favour a RPS.

The time of day options that were given to residents were:

- 6am to 6pm (Day)
- 6pm to 6am (Night)
- All day and night (24 hours)
- Other

The days of the week options were provided as follows:

- 7 days per week
- Monday to Friday
- Saturday/Sunday/Public Holidays
- Other

Residents were also asked to select a preferred length of time of parking restrictions for vehicles not displaying a permit. The options that were provided under this question included:

- 2 Hours
- 4 Hours
- Other

The survey results indicated that, if a resident parking scheme were to be implemented then the majority of respondents would prefer a scheme that operated 24 hours per day and seven days of

the week with the time restricted parking period for non-permit vehicles being 4 hours. A breakdown of the results are provided as shown.

- 6am to 6pm (Day) – 22.8%
- 6pm to 6am (Night) – 20%
- All day and night (24 hours) – 38.8%
- Other – 18.4%

The days of the week options:

- 7 days per week – 61.4%
- Monday to Friday – 12.7%
- Saturday/Sunday/Public Holidays – 15.2%
- Other – 10.8%

Time restrictions for non-permit vehicles

- 2 Hours – 34.2%
- 4 Hours – 47.8%
- Other – 18%

Previous discussions had also raised the possibility of a RPS to be applied to selected streets within Queenscliff. A question was included in the survey for respondents to indicate any streets that they thought should not be included in a RPS. This information could then be used to assess if a partial scheme could be applied. Most comments on this question indicated that all streets should be included.

An assessment of the responses was carried out as part of the review to identify if particular streets favoured one of the options provided. The longer streets of Queenscliff Road and Crown Road were subdivided in to two sections with Queenscliff Road being divided at the intersection with Greycliffe Street, and Crown Road being divided at the intersection with Highview Avenue.

On a street by street basis (see Attachment 3):

- Option 'A' had more support than the other options in Crown Road (East), Dalley Street, Dowling Street, Pavilion Street and Queenscliff Road (West).
- Option 'B' had more support than the other options in Greycliffe Street and Bridge Street, and;
- Maintaining the existing had more support than the other options in Aitken Street, Cavill Street, Highview Avenue, Hill Street, Crown Road (West) and Queenscliff Road (East).

Considering the overall survey results and the above street information this does not provide the opportunity to implement a partial RPS dividing Queenscliff into east and west areas. Consequently the implementation of a partial scheme will not be further considered.

Assessment

The results of the survey have indicated that the option that received the most support from respondents was to maintain the existing parking restrictions in Queenscliff.

The second highest number of respondents selected Option A for a Resident Parking Scheme which complied with the current RMS Guidelines. The non-compliant scheme Option B received the lowest level of support.

Analysis of the individual results for each of the two RPS options indicates that Option A received more 'Oppose' votes than 'Support' votes (51% opposed and 46% supported) and Option B received slightly more 'Support' votes (48%) than 'Oppose' votes (47%).

Further analysis of the survey results was carried out by Jetty Research (see Attachment 4), a market research company, in order to provide an independent assessment of the data provided. Some of the elements of the survey analysis included:

- Analysis and comment of the response to Section 2 – Preferred choice.
- Cross analysis of the opposition or support for Options A and B, and the choice of preferred option (e.g. Opposed A, supported B – choice of A, B or Status Quo).
- Identification of the number of responses per street and cross reference to preferred choice.

This analysis did not highlight a strong pattern of the same opinion across the streets that responded. The voting from some streets indicated an even spread of selection with the most response, by street, coming from Queenscliff Road and Crown Road. This would be expected as these are the longest streets in the suburb. These streets were further broken down in an east and west component as indicated above.

The implementation of a RPS in Queenscliff could be considered following the responses to the survey however, as the majority of respondents who selected one of the RPS options chose Option 'A' then it is considered that this should be the scheme that is further considered.

The overall level of choice for Option 'B' means that it was the least accepted of the options provided to the community and won't be considered further in this assessment. This option would not have guaranteed that RMS would have agreed to change the guidelines to allow that scheme to be implemented.

If Option 'A' is to be considered for implementation within Queenscliff the respondents have indicated a preference for a 24/7 scheme however, this has to be considered on the basis of resident amenity for a scheme with an allowable parking period of 4 hours for non-permit vehicles. Those residents who are not eligible for a permit would also be impacted by this. While it might be effective in discouraging non-residents, or residents who have not qualified for a permit leaving vehicles parked in the street at all times it is expected that there are residents who would not be eligible for a permit and would have to find alternative parking if, for some reason, they are unable to use any on-site parking. It should also be considered that the operating time of 6am-6pm received 24% of support.

The feedback for a RPS to operate for 24 hours may be addressed through extending the proposed hours of operation of the scheme e.g. 6am-10pm or 6am-8pm. It is considered that this would have a similar effect as a 24 hour restriction and still restrict the incidence of long term parking occurring on the streets of Queenscliff. It is considered that the operation of any parking restrictions could be applied for the 6am-10pm period to remove long term parkers from leaving vehicles while providing for residents to park overnight.

It is highlighted that the most popular of the three options provided was for the retention of the existing conditions in Queenscliff i.e. to not implement a RPS. If this is to be retained, it is on the basis that the implementation of either of the two RPS options did not receive an overwhelming majority and that there were a significant number of respondents who opposed one or other of the two RPS schemes. As highlighted above, Option 'B' received the least level of support amongst the community and would not be the choice of the community and therefore could not be considered any further.

Cost

When considering the operation of a RPS, the cost of the scheme needs to be assessed. Council staff has indicated previously that the implementation of an RPS should be cost neutral. A RPS requires the development of application forms, the stickers for vehicles, advertising and information

costs to inform residents and the community, the installation of a significant number of signposts throughout the suburb and the additional administration costs in reviewing applications and distribution of stickers to eligible residents.

A strategic estimate for implementation of a RPS has identified that the cost would be approximately \$84,000 with an ongoing annual cost of approximately \$31,000. This would require a contribution of \$168 per permit (for 500 permits) initially and an ongoing annual cost of \$60 per permit. These costs would need to be confirmed prior to the installation of a RPS.

As there is no allocation of funds for implementing or managing a RPS in Queenscliff, should the project be supported it would need to be cost neutral.

The initial capital costs for installation of the signs may be offset by potential funding from Roads and Maritime Services Block grant for traffic signs and lines.

Conclusion

The matter of implementing a Permit Parking Scheme in Queenscliff has been an ongoing matter for a number of years. The survey was developed in consultation with representatives of the community, Council's Marketing and Communications Department and an independent research company.

The main findings of the resident survey indicate

- There is no clear majority support for parking management (options A or B).
- If considering the three individual options, then maintaining the status quo is preferred by more residents of Queenscliff than either of the other two options.
- Options A and B have significantly different characteristics and implications for resident parking. Therefore the survey results for these two options could not be simply added together. The two proposed RPS options are significantly different in application and functionality noting that RPS are designed to give preferential treatment to those residences that have nil or limited access to on-site parking.
- When comparing the two RPS options, A and B, support for a conforming RPS, Option A, was higher than Option B.
- Neither of the two RPS options received a majority of support from the community as their preferred option.
- Should a RPS be considered, the majority of the respondents have indicated that it should apply every day.

Some residents in Queenscliff would like to see a parking management system in the area however there is no clear support for either RPS options. It is considered that further community consultation may need to be carried out to determine if the implementation of Option 'A' RPS would receive support from the majority of Queenscliff residents. This could take the form of a simple question if the residents would support the implementation of a RPS provided on the following basis:

1 Bedroom units with no off-street car parking spaces	1 Permit
1 Bedroom units with 1 off-street parking space	No Permit
2-3 Bedroom units, or houses, with no off-street parking spaces	2 Permits
2-3 Bedroom units, or houses, with 1 off-street parking space	1 Permit
2-3 Bedroom units, or houses, with 2 off-street parking spaces	No Permit

The parking restrictions to be applied in the area would be '4 Hour Parking, Permit Holders Excepted, 6am-10pm'.

The capital cost of implementing a RPS is strategically estimated at \$84,000 (\$168 per permit) with an annual cost of \$31,000 (\$60 per permit).

The alternative to this option is for the retention of the existing parking arrangements in Queenscliff.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the results of the Queenscliff Resident survey on the options to address parking issues in Queenscliff be received.
- B. That the Roads and Maritime Services Representative provide advice on the suitability of Options A and B for resident parking schemes having regard to the RMS requirements and guidelines for permit parking.
- C. That Council
 - 1) Undertakes a further survey of the Queenscliff community into the possible implementation of Option A for a Resident Parking Scheme incorporating the following allocations, restrictions and alternative option:
 - a. Allocation of permits on the following basis:
 - i. 1 Bedroom units with no off-street parking spaces – 1 Permit
 - ii. 2-3 Bedroom units, or houses, with no off-street parking spaces – 2 Permits
 - iii. 2-3 Bedroom units, or houses, with 1 off-street parking space – 1 Permit
 - iv. 4 Hour Parking, Permit Holders Excepted, 6am-10pm seven days .
 - b. That the alternative choice provided to the residents of Queenscliff is for retention of the existing parking arrangements.
 - 2) That no further action is taken in respect to introducing a Resident Parking Scheme in Queenscliff and the current parking arrangements be retained.
- D. That the Queenscliff community be advised of Council's decision

OR

PROCEEDINGS IN BRIEF

The Group Manager advised the Traffic Committee of an email received from Mr Chris Liell-cock to the Traffic Committee report. He advised that the survey was undertaken in consultation with the Queenscliff Working Party. The results of the survey concluded 37% preferred status quo whilst 35% preferred Option A (meets RMS guidelines) and 28% preferred Option B (requires variation to RMS guidelines). It was noted that Option A and Option B were different types of parking management options. For Option 'A', the eligibility for a permit is required to take in to account the number of existing off-street parking spaces available for the dwelling and that the total number of permits is not to exceed the total number of available on-street parking spaces. Option 'B' provides for issuing of up to two permits per household even if the household already has on site parking. This option could only be implemented following agreement from Roads and Maritime Services to

alter the mandatory RMS Guidelines for RPS.

The Traffic and Road Safety Manager noted that the eligibility criteria is a fundamental component of a RPS, which are aimed at giving preferential parking treatment to residents who have no access or limited access to onsite parking at their premises.

The RMS Representative advised that the RMS does not support Option B due to non-compliance with RMS guidelines and particularly in relation to the number of permits exceeding the on street parking supply.

The Chair noted that less than 63% had responded to the survey. Return comments were low with 466 replies from 1800 letters sent to residents and this could be representative of the level of resident concern about parking.

The Premier, The Hon Mike Baird MP representative advised the committee that a review of the Permit Parking Guidelines Version 2.0 (2012) has commenced. Also the roles and discretion of Local Traffic Committees in applying the guidelines will be examined as part of this review. The review is due to be finalised by 31 March 2016. Both Mike Baird MP and Brad Hazzard MP representatives support the recommendation to Council.

The Group Manager referred to the cost of RPS and that if a survey is to be undertaken the ongoing cost of producing and administering permits should be included in the survey. It was agreed that the cost of \$60 for a permit be included in the survey for transparency to the community.

RECOMMENDATION TO COUNCIL

- A. That the results of the Queenscliff Resident survey on the options to address parking issues in Queenscliff be received.
- B. That it be noted that the Roads and Maritime Services (RMS) Representative does not support the implementation of Option B at this stage. Should Council wish to pursue Option B, a formal application to RMS Policy Section is required.
- C. That Council undertakes a further survey of the Queenscliff community into the possible implementation of Option A for a Resident Parking Scheme incorporating the following allocations, restrictions and alternative option:
 - a. Eligibility of permits and parking controls on the following basis:
 - i. Bedroom units with no off-street parking spaces – 1 Permit
 - ii. 2-3 Bedroom units, or houses, with no off-street parking spaces – 2 Permits
 - iii. 2-3 Bedroom units, or houses, with 1 off-street parking space –1 Permit
 - iv. 4 Hour Parking, Permit Holders Excepted, 6am-10pm seven days.
 - v. Annual cost of administering a permit parking scheme will initially be \$60 per permit.
 - b. That the alternative choice provided to the residents of Queenscliff is for retention of the

existing parking arrangements.

- D. That the Queenscliff community be advised of Council's decision.



Queenscliff Resident Parking Scheme Survey – June 2015

This survey is being distributed to Queenscliff residents and owners to gain further input on parking in Queenscliff.

The Resident Working Group, together with Council officers, have developed a number of options including a Resident Parking Scheme (RPS) that meet RMS guidelines and an alternate scheme with possible variations that would require amendment of RMS guidelines. A RPS needs to satisfy Roads and Maritime Services (RMS) requirements, which includes the issuing of permits. It would provide eligible Queenscliff residents with a permit, issued by Council, allowing them to park on the street in the designated areas without restriction. Vehicles without a permit would have time-restricted parking.

It is likely that there would be a charge for each permit to cover ongoing costs of the scheme. This is likely to be \$50-\$100 per year.

Please read the survey and the accompanying information before completing the survey.

The survey can be completed at queenscliffparking2015.questionpro.com or by completing this form and returning in the enclosed reply paid envelope.

Details about you

Please provide your name and Queenscliff address details to validate your response. Only one response per resident is allowed. Your personal information will **not** be made public.

Name: _____ (Mandatory)

Unit No. /Street No. _____ Street _____ (Mandatory)

Provide email if you would like to receive updates _____ (Optional)

Section 1 - Permit Allocation

We need your input on the two options for allocating permits if a RPS is implemented in Queenscliff.

The current RMS guidelines limit the number of permits that Council can issue to the number of on-street parking spaces in the restricted area. Queenscliff has approximately 750 on-street spaces.

Option A: Potential Scheme that meets RMS guidelines (estimated 400-500 permits)

Council has considered the anticipated demand for parking permits and propose the following allocation so that the number of permits issued does not exceed the number of on-street spaces. This allocation meets the RMS guidelines. Only households that meet the eligibility criteria would be entitled to permits.

Permits would be issued depending on the size and the availability of off-street parking for each household (Refer to Table 1.1). It is estimated that approximately 400-500 permits could be issued to eligible households.

Table 1.1

1 Bedroom units with no off-street car parking spaces	1 Permit
1 Bedroom units with 1 off-street parking space	No Permit
2-3 Bedroom units, or houses, with no off-street parking spaces	2 Permits
2-3 Bedroom units, or houses, with 1 off-street parking space	1 Permit
2-3 Bedroom units, or houses, with 2 off-street parking spaces	No Permit

Option A. Please indicate your level of support for a scheme with this method of allocating permits

Strongly oppose

☐

Oppose

☐

No opinion

☐

Support

☐

Strongly support

☐

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Please turn over

Option B. Alternate Scheme: requires variation to RMS guidelines

This alternate scheme suggested by the members of the Resident Working Group would allow residents to obtain one or two parking permits irrespective of the number of off street parking spaces in their household.

There are 1,700 households in Queenscliff and 750 on-street spaces. This means that demand for permits may exceed available on street parking.

Note: If supported by the community, Council will work with RMS to seek changes to its guidelines.

Option B. Please indicate your level of support for a scheme with this method of allocating permits

	Strongly oppose	Oppose	No opinion	Support	Strongly support
Up to two permits per household regardless of number of off street spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Section 2 – Choice of RPS

Taking into account your answers from Section 1, please select your preferred choice:

Option A. Potential scheme that meets RMS guidelines Implement RPS with permit allocation as per table 1.1	<input type="checkbox"/>
Option B. Alternate scheme, requiring variation to RMS guidelines Seek approval from RMS to amend guidelines and implement RPS with permit allocation as in option B. i.e. All households could apply for up to two parking permits.	<input type="checkbox"/>
Maintain Status Quo - Do not implement a RPS	<input type="checkbox"/>

Why did you select your preferred option? _____

Section 3 – Feedback on other elements of RPS

If a RPS is introduced we would like your feedback on the following elements.

1. **Time of Day** - A RPS can be applied for specific time periods in a day. Which of the following times would you prefer restricted parking? (Tick one box only)

8am to 6pm (Day)	6pm to 6am (Night)	All day and night (24 hrs)	Other _____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

2. **Days of the Week** - A RPS can be applied to specific days of the week. Which one of the following options would you prefer? (Tick one box only)

7 days per week	Monday to Friday	Sat/Sun/Public Hols	Other _____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

3. **Parking Restrictions for non-permit vehicles** - Time restrictions would be applied for vehicles without a resident parking permit. Which one of the following time restrictions would you prefer? (Tick one box only)

2 Hours

☐

4 hours

☐

Other _____

4. **Are there any streets, or sections of streets, that you would like to exclude from a RPS? Please detail below:**

5. **Other information:** (Please tick as appropriate):

- a. My household is a

1 BR Unit

☐

2 BR Unit/ house

☐

3 BR Unit/ house

☐

Other _____

- b. Are you?

Renting

☐

Owner occupier

☐

Owner non resident

☐

- c. How many off-street car spaces does your household have now? (see Frequently Asked Question 6 for further information)

None

☐

One

☐

Two

☐

Three or more

☐

6. **Are there any other suggestions or conditions that you would like Council to address with RMS?**

7. **Do you have any other comments relating to a RPS or parking in Queenscliff?**

Thank you for your input

If you have any further queries please contact Roads, Traffic, Waste on 9942 2819.

- Complete the survey online queenscliffparking2015.questionpro.com
- Return the survey in the reply paid envelope

Comments close **20 July 2015**

Ref 2015/153491 EC00570



Resident Parking Schemes (RPS)

An Extract from the Roads and Maritime Services 'Permit Parking Guidelines'



<http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/permitpkgv32.pdf>

Permit parking schemes (PPS) are intended to assist residents who may be disadvantaged by others taking the limited parking space available near their place of residence. Note: Resident Parking Scheme is a Permit Parking Scheme.

Legislation

RMS guidelines on RPS are in accordance with the:

- *Road Transport (General) Act 2013.*
- *Road Transport (General) Regulation 2013.*
- *Road Rules 2008.*

The *Road Transport (General) Regulation 2013* which is created under the *Road Transport (General) Act 2013* prescribes the legal requirements for the issuing of parking permits, including electronic permits and mandates compliance to RMS guidelines.

These guidelines outline aspects of responsibility, planning, eligibility, parking permit design, establishment, operation, enforcement, approval and funding of permit parking schemes.

Objectives

PPSs are intended to:

- improve amenity for particular classes of road users who do not have sufficient off-street parking facilities or unrestricted on-street parking facilities available.
- provide equitable on-street parking space for road users.
- provide parking schemes to cope with extreme demands for parking that would otherwise be placed on the road system.
- provide an appropriate mix of on-street parking spaces in residential streets and in streets close to commercial centres.
- increase public transport usage by converting unrestricted kerbside parking spaces in residential areas and urban areas into restricted parking spaces such as permissive parking spaces or pay parking spaces where appropriate.

Planning

It is important that parking authorities conduct parking studies and undertake appropriate planning before a PPS is introduced. Such planning should include formulation of strategic transport planning policies. In particular, policies are required to cover schemes on a street by- street basis or on a network of streets (area-wide) basis.

Parking authorities must consult with appropriate organisations such as adjoining road and parking authorities, Transport for NSW, RMS and State Emergency Services before establishing a RPS (PPS). This consultation is in respect of any parking or traffic issues arising from the introduction of the RPS.

Resident Parking Permit

Eligibility Criteria

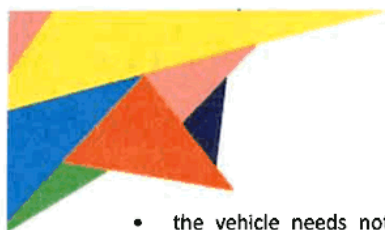
A parking authority must set a list of eligibility criteria before issuing a permit and these should be incorporated in the permit application form.

The following sections indicate the minimum eligibility criteria applicable to permits. Parking authorities may set criteria additional to those in these guidelines.

The following eligibility criteria must be met:

- resident has no on-site parking or limited on-site parking and also has no unrestricted on-street parking available near their residence.
- place of residence could not be reasonably modified to provide onsite parking space(s).
- vehicle is not a truck, bus, tram, trailer (boats and caravans) or tractor.
- applicant establishes residential status within the RPS to the satisfaction of the council, e.g. entry on the electoral roll.
- vehicle is registered in NSW. For exceptions, see Section 12, (of the RMS guidelines) 'Interstate registered vehicles'.

In addition, the following guidance is offered to the parking authority:



Resident Parking Schemes (RPS)



- the vehicle needs not be registered in the name of the applicant but proof is required from the registered owner that the vehicle is normally used by the applicant. This applies to eligible residents who do not own a vehicle but use company, pool or hire cars.
- the number of permits to be issued for an area should not exceed the number of available on-street parking spaces in the area.
- a maximum of one permit per bedroom in a boarding house or two permits per household. However, in exceptional circumstances, the number of permits may be increased. If the number of permits to be issued is more than three, then the approval of the RMS is required.
- when issuing permits to eligible residents who have on-site parking space(s), the number of permits which may be issued to the household is the difference between the maximum number of permits that can be issued to each household within the RPS and the number of on-site parking spaces available to the household.
- PPSs can only be introduced in conjunction with permissive parking schemes or pay parking schemes.
- only parking authorities are authorised by regulation to issue a parking permit.
- every PPS requires display of a permit on or inside the vehicle to obtain exemption from parking restrictions (time and parking fees).
- a permit may be issued for multiple areas at the discretion of the parking authority, e.g. one permit covering residential parking and recreational parking, say at a beach or a park within their area of operations.
- holders of parking permits issued by a parking authority are exempted from the time restrictions or charges when the holders vehicle is parked in a permit parking space

Where the number of requests for permits exceeds the number of available on-street parking spaces, the following criteria must be used.

First the applicant must have no unrestricted on-street parking space(s) in front of their residence or along their kerbside. Second the following priority order would be used to issue permits:

- (1) no on-site parking space.
- (2) one on-site parking space.
- (3) two or more on-site parking spaces.

Note: In this section, *household* is a house, home-unit, flat or an apartment where one person resides alone or a group of persons reside together. A hotel is not considered a household.

Common features

The following are common features of all PPSs:

- there are no areas set aside exclusively for the holders of permits.
- the permit does not give exemption from other parking restrictions and laws in the PPS, these include BUS ZONE, LOADING ZONE, NO STOPPING ZONE, NO PARKING Zone, etc.

Note: this document is an extract from the Roads and Maritime Services 'Permit Parking Guidelines'.

For the full document view:

<http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/permitpkgv32.pdf>



QUEENSCLIFF SURVEY

RESIDENT PARKING SCHEMES (RPS) – FREQUENTLY ASKED QUESTIONS

1. What are the requirements for an RPS?

The basic requirement of a RPS is to allow residents, who do not have off-street parking (see explanation at Q6) to be able to park on the street near their property without restrictions.

2. Why do we need to comply with the Roads and Maritime Services (RMS) guidelines?

State Government legislation (Road Transport (General) Regulation 2013) provides that the RMS Guidelines are mandatory. This is a legal requirement and Warringah Council's position is that it will only implement a system that meets these requirements. See other attachment for summary extract of RMS guidelines.

3. How has the permit allocation in 'Option A' been calculated?

Council staff undertook an assessment of past development applications and approvals to identify the approved number of parking spaces for a sample of unit developments over the past 50 years. This also provided a sample of the number of bedrooms in unit blocks allowing us to calculate the percentage of one, two and three bedroom units across the suburb. This provided an estimate of the potential number of permits that might be required for unit blocks. This was combined with the results of the previous survey for houses to determine a potential number of permits.

These are estimates only. More detailed surveys will be required to determine potential eligibility if the community supports a RPS.

4. How have the permit numbers for 'Option B' been calculated?

The 2011 census identified that there are 1,668 dwellings in Queenscliff. This number has been calculated on the basis each household could apply for up to two permits. One permit for each of the 1,700 households equals 1700 permits. Two permits for each household equals 3,400 permits.

5. Why can't we put a scheme in like Manly?

The Manly scheme is not in accordance with the current RMS guidelines. The Road Transport (General) Regulation 2013 mandates that the RMS Guidelines must be followed in developing a Resident Parking Scheme.

6. How do I work out if I will be eligible for a permit?

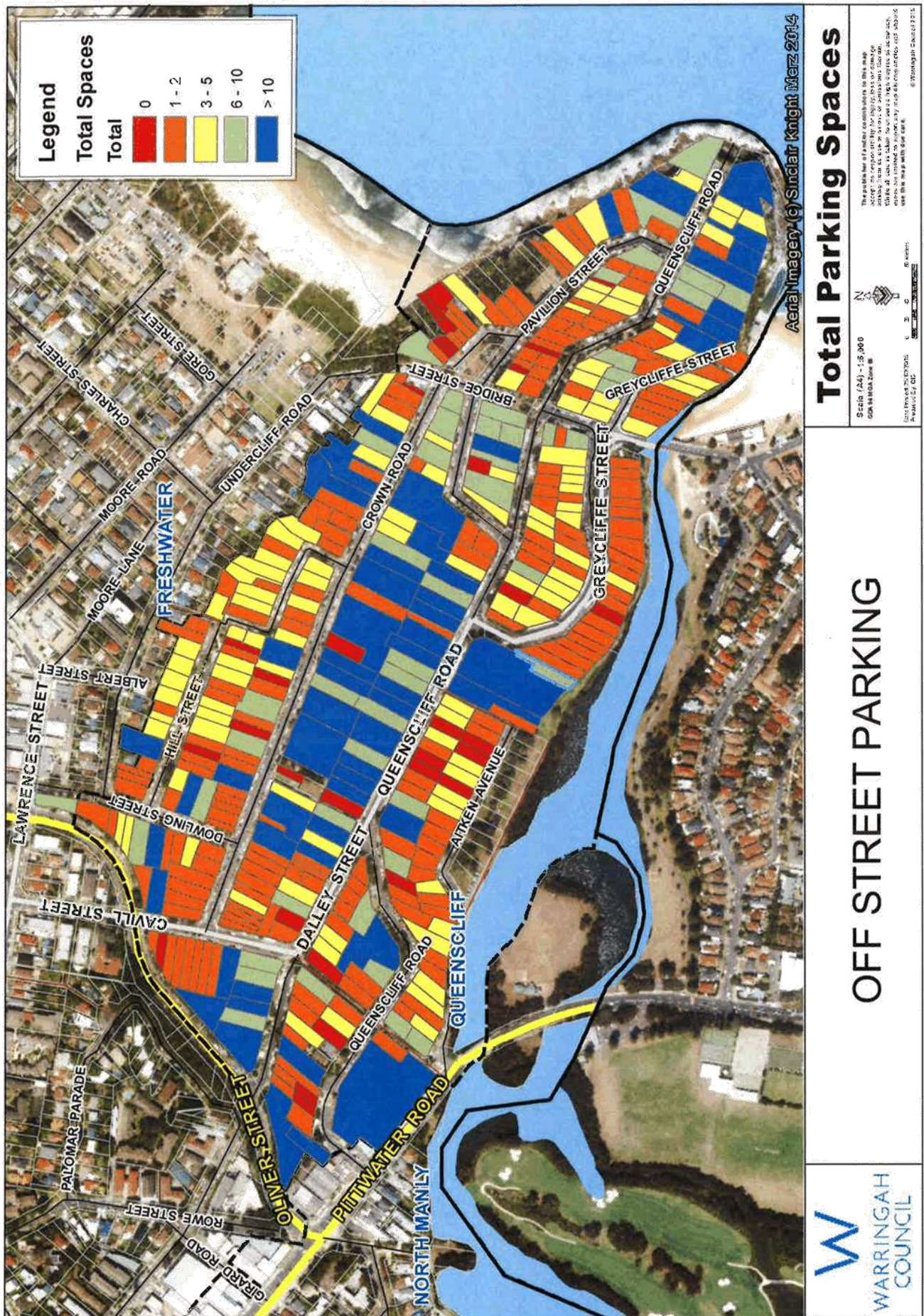
The number of off-street parking spaces is used to determine the number of permits a household is eligible for. The guidelines also include that if your property can be reasonably modified to accommodate vehicle parking, then this would count as a car space(s). For example, if your property does not have a driveway but there is room at the side, rear or front of the property to allow a vehicle to drive off the street and park then that may be assessed as providing the opportunity to have on-site parking. This final assessment would be carried out as part of the application process.

The guidelines identify that the following are considered off street parking spaces, even if you do not use them for parking a vehicle: garages, carports, allocated parking spaces or if you are able to park a vehicle in the driveway or on your property.

7. Does the whole of Queenscliff have to have a RPS?

No. If the responses to the survey identify that only particular streets require an RPS, then consideration will be given to only implementing it in those streets. Residents are asked to identify any streets they think don't need to be included on the scheme. It would be of assistance if residents could also supply reasons why they have identified particular streets not to be included.

8. *Who can purchase a permit?*
Residents can purchase a permit if they meet the eligibility criteria and provide proof of residence within the RPS scheme area.
9. *How much will a permit cost?*
A preliminary estimate is that RPS permits would cost between \$50-\$100 each per year. This is to cover the implementation, ongoing maintenance and administration costs of the scheme.
10. *How do I apply for a permit and what will I need?*
Council would develop an application and renewal form for the RPS permit. You would need to provide some proof of residence within the RPS scheme area. You would also need to provide a registration number of the vehicle to which the permit is to be attached.
11. *Will it be linked to my car?*
Yes. You would need to provide the registration number of the vehicle the RPS permit is to be applied to and this registration number would need to be shown on the permit when fixed to the vehicle. If you change vehicles during the year, you would need to return the permit to Council and a new one would be issued.
12. *Are boats, trailers and trucks included?*
At the present time, trailers, caravans and trucks with a Gross Vehicle Mass (GVM) greater than 4.5 tonne are not eligible for a permit. However, RMS has advised that the guidelines are to be adjusted to allow Councils to determine if trailers, but not trucks, are eligible for a permit.
13. *What would happen if I can't buy a permit?*
Any vehicle you park on the street would be subject to the parking restrictions that apply for vehicles not displaying an appropriate RPS permit.
14. *How would we stop people from buying and selling permits?*
When applying for an RPS permit the resident would be asked to nominate a vehicle registration number. This would be displayed on the RPS permit on the vehicle. Council would maintain a register of the RPS permits and corresponding registration numbers. Each of the RPS permits would be numbered to provide a ready reference for checking that the registration number is correct. Permits would be valid for one year and subject to an annual application.
15. *If I buy a permit would I be guaranteed a parking spot?*
No. While the permit allows you to park unrestricted in the streets within the RPS, other vehicles would be permitted to park in the street in accordance with the time restrictions.
16. *What if I need a tradesman to come to my house or I have guests staying? Would they be able to park on the street?*
Yes. Tradespeople and visitors would still be able to park on the street, although they would be subject to time restrictions during the operating hours of the RPS.





17 June 2015

Owner
Postal 1
Postal 2
POSTAL 3

Our Ref: 2015/153276

Dear Owner/resident in Queenscliff

RE:Queenscliff Resident Parking Survey

Warringah Council is working with the Queenscliff community to address issues with on-street resident parking.

Following previous parking studies, resident surveys and community meetings, a Resident Working Group was set up in 2014 to help examine options and provide feedback.

The Working Group met several times and agreed that implementing time restricted parking in Queenscliff (e.g. 2, 4 or 8 hour parking restrictions), on its own, would provide limited advantages to residents. The agreed alternatives were either a Resident Parking Scheme (RPS) or retaining the existing parking conditions.

The Roads and Maritime Services (RMS) has a number of requirements which must be satisfied if a RPS is to be approved. The Resident Working Group discussed these requirements and would like your feedback via the attached survey.

Council's position is that any RPS must meet the requirements of RMS approved guidelines. More information about RPS, and how they operate, is provided in the attached documents.

In summary, the survey asks you:

- For your feedback on permit allocation (Section 1)
- Your preferences on the options (Section 2).
- For feedback on other elements of an RPS and any other comments or suggestions (Section 3).

Please complete all questions in this survey online at queenscliffparking2015.questionpro.com or by completing the attached document and returning to Council via the enclosed reply paid envelope.

Feedback closes **20 July 2015**.

Background information and previous studies can be viewed on the project page: yoursaywarringah.com.au/Queenscliffparking.



It is anticipated that the overall results of the survey will be reported to the Warringah Traffic Committee on 6 October 2015 and then to Council on 27 October 2015. All comments will be reviewed and a summary of responses will be attached to the Council report. These reports will also be available online.

Yours faithfully

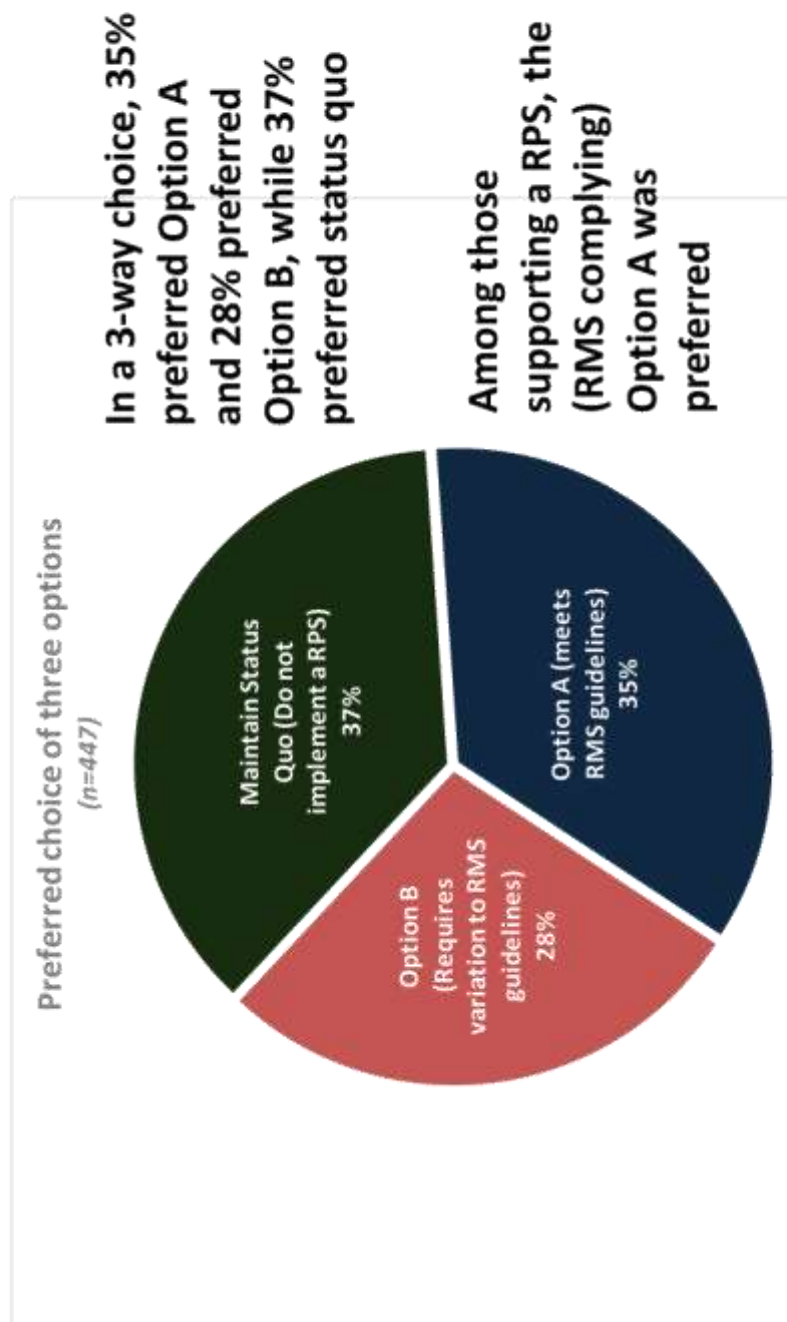
Boris Bolgoff
Group Manager Roads Traffic Waste

Enquiries: RTW Administration – 9942 2819

Attachments:

<ul style="list-style-type: none">• Resident survey	<ul style="list-style-type: none">• RPS information sheet
<ul style="list-style-type: none">• Frequently Asked Questions	<ul style="list-style-type: none">• Map of existing off-street parking

Preferred choice

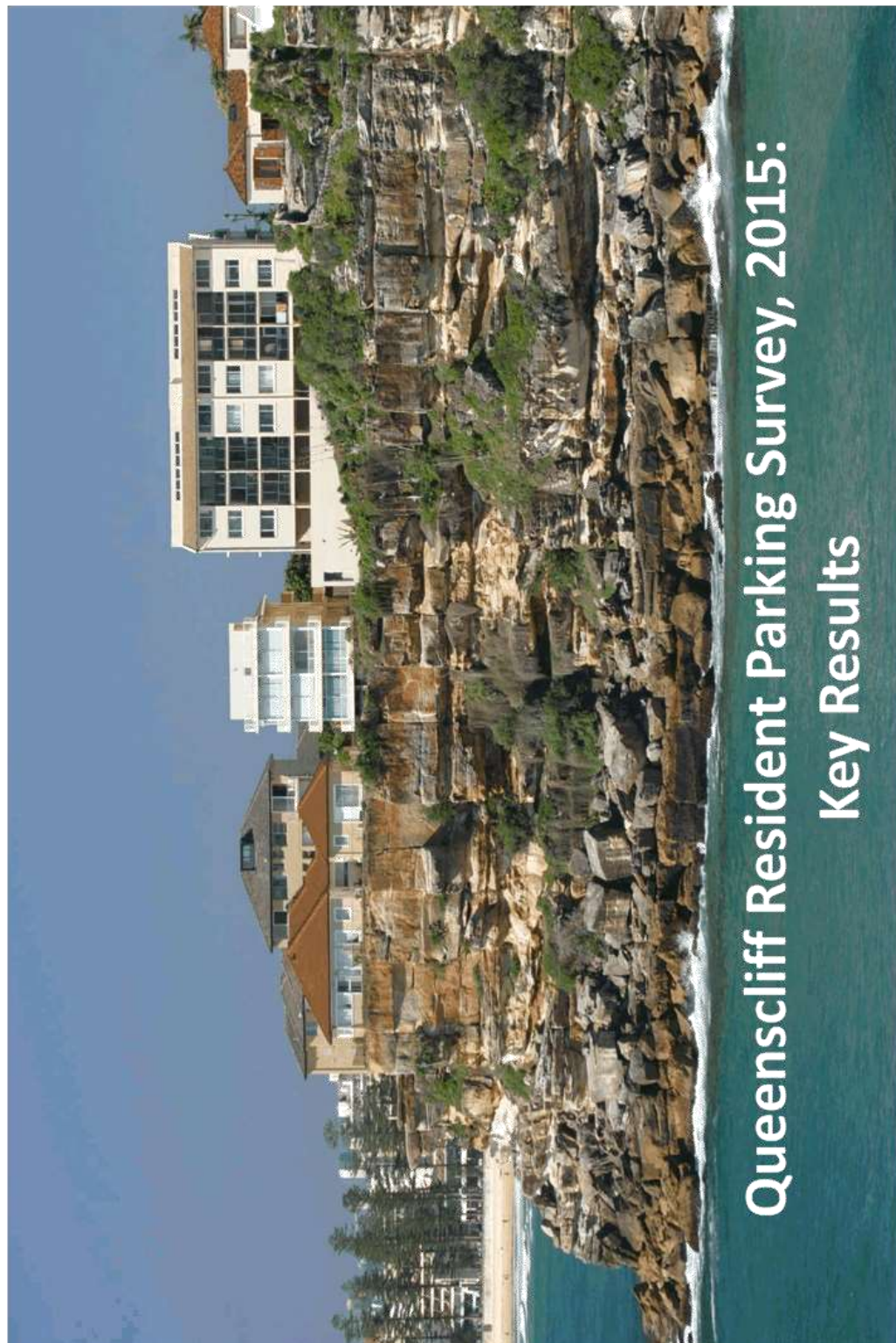


Queenscliff RPS Survey - September 2015

Support (A vs. B vs. status quo)

More likely to prefer Option A More likely to prefer Option B More likely to prefer Status Quo -





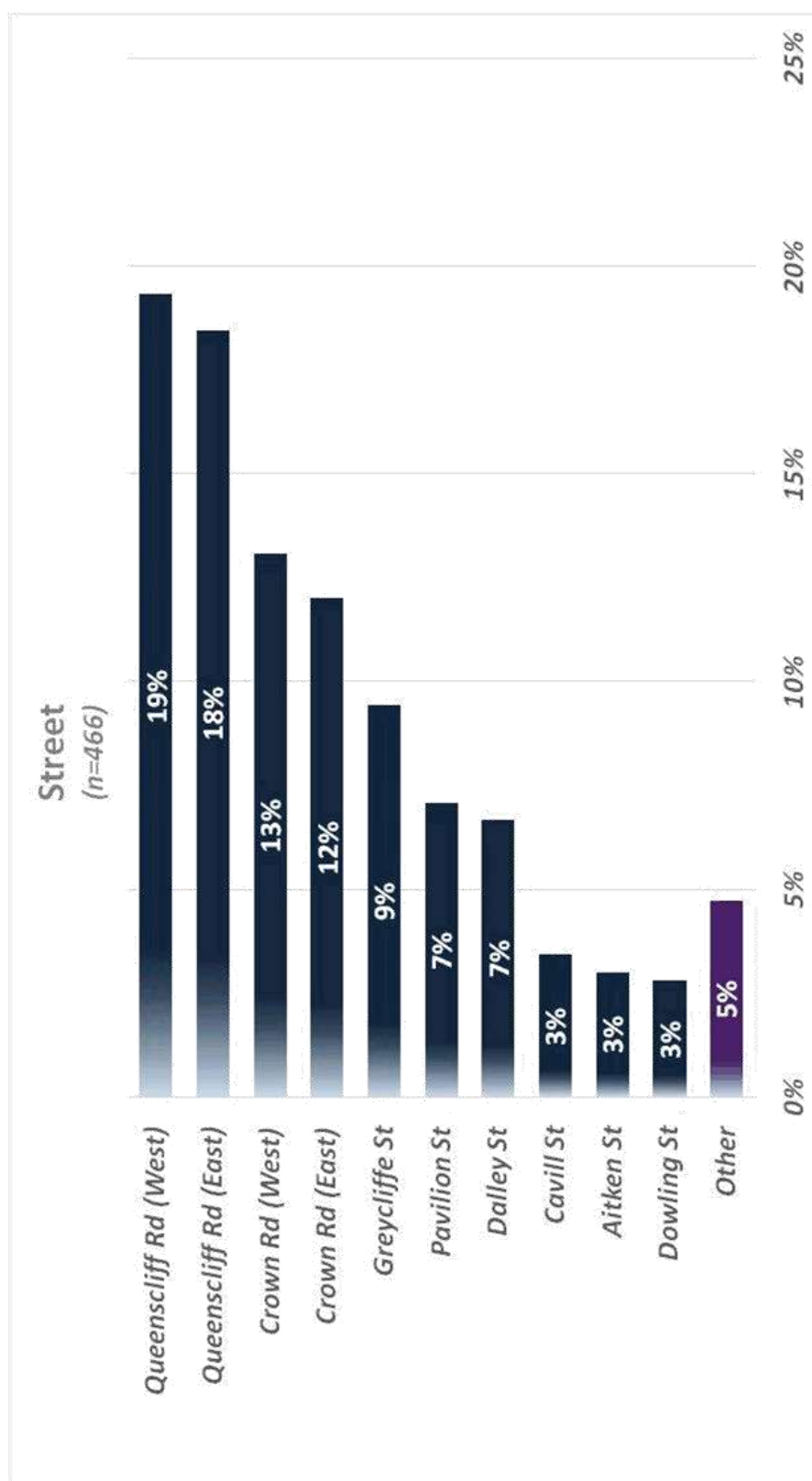
Background

- Residential Parking Scheme (RPS) survey conducted by Warringah Council in June/July 2015
- Paper/online completion
- Only Queenscliff residents able to respond
- Only one response allowed per resident or property owner
- 466 valid/unduplicated responses (of 1,716 residences¹)

Validity

- Survey methodology was self-selecting (opt-in): hence results likely to more reflect the views of those with stronger opinions or greater interest in subject matter
- However sample size (466, or 27%, of 1716 total residences) is relatively high for a survey of this type
- Given the self-selecting nature of the sample, results should be seen more as a 'snapshot' of community opinion rather than being necessarily representative of all residents

Respondents by street

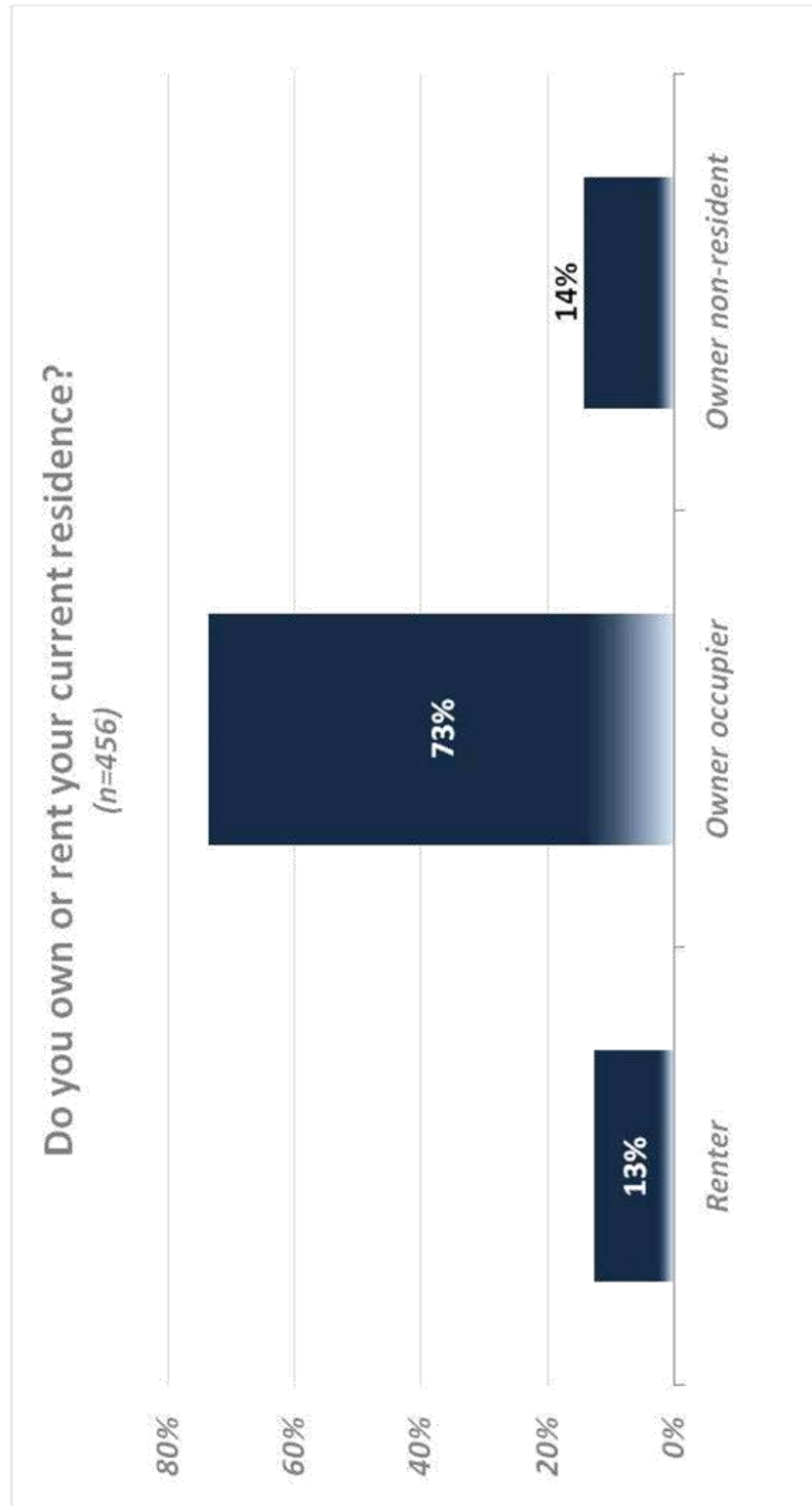


Respondents by bedroom

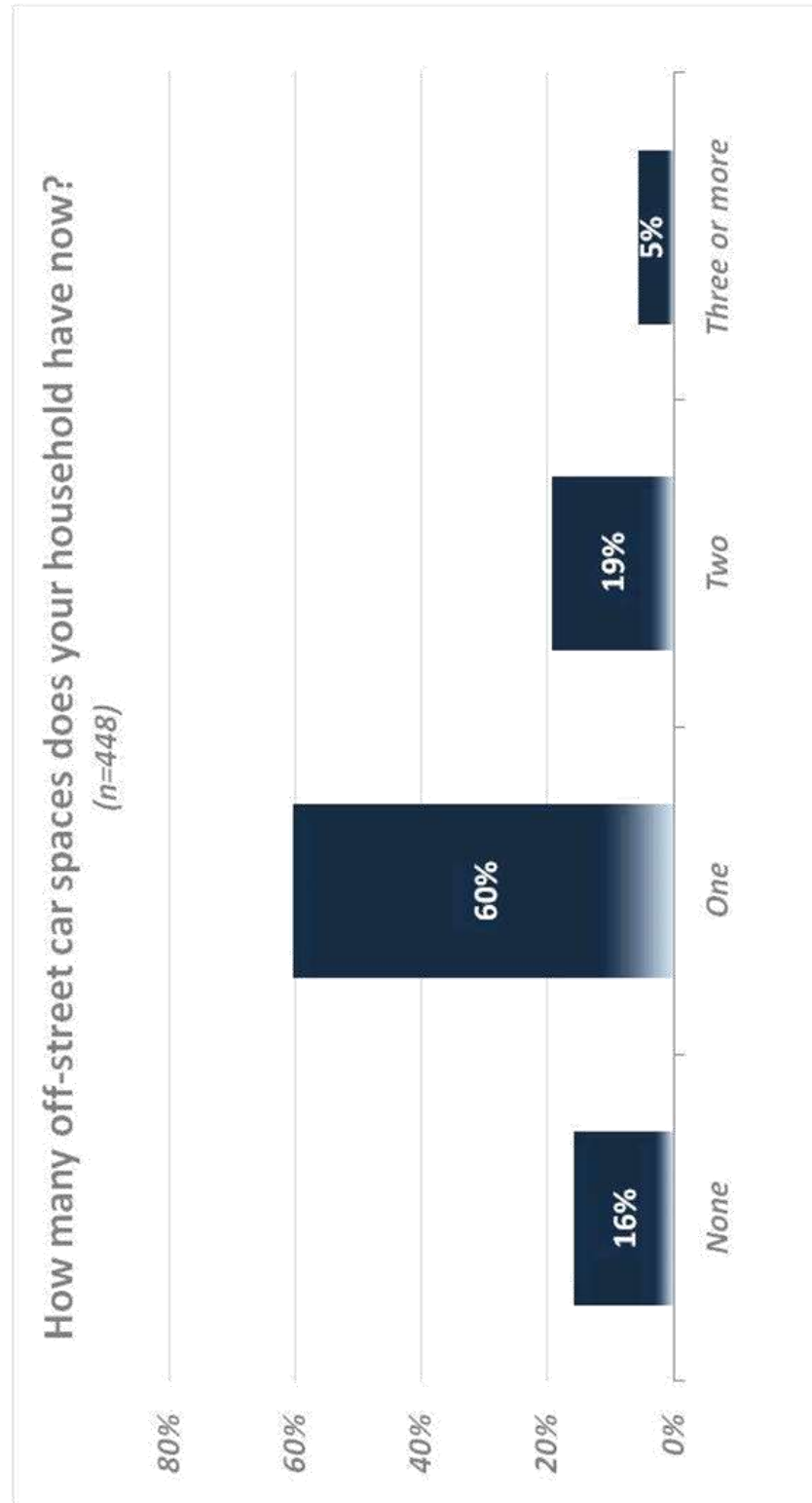


Queenscliff RPS Survey - September 2015

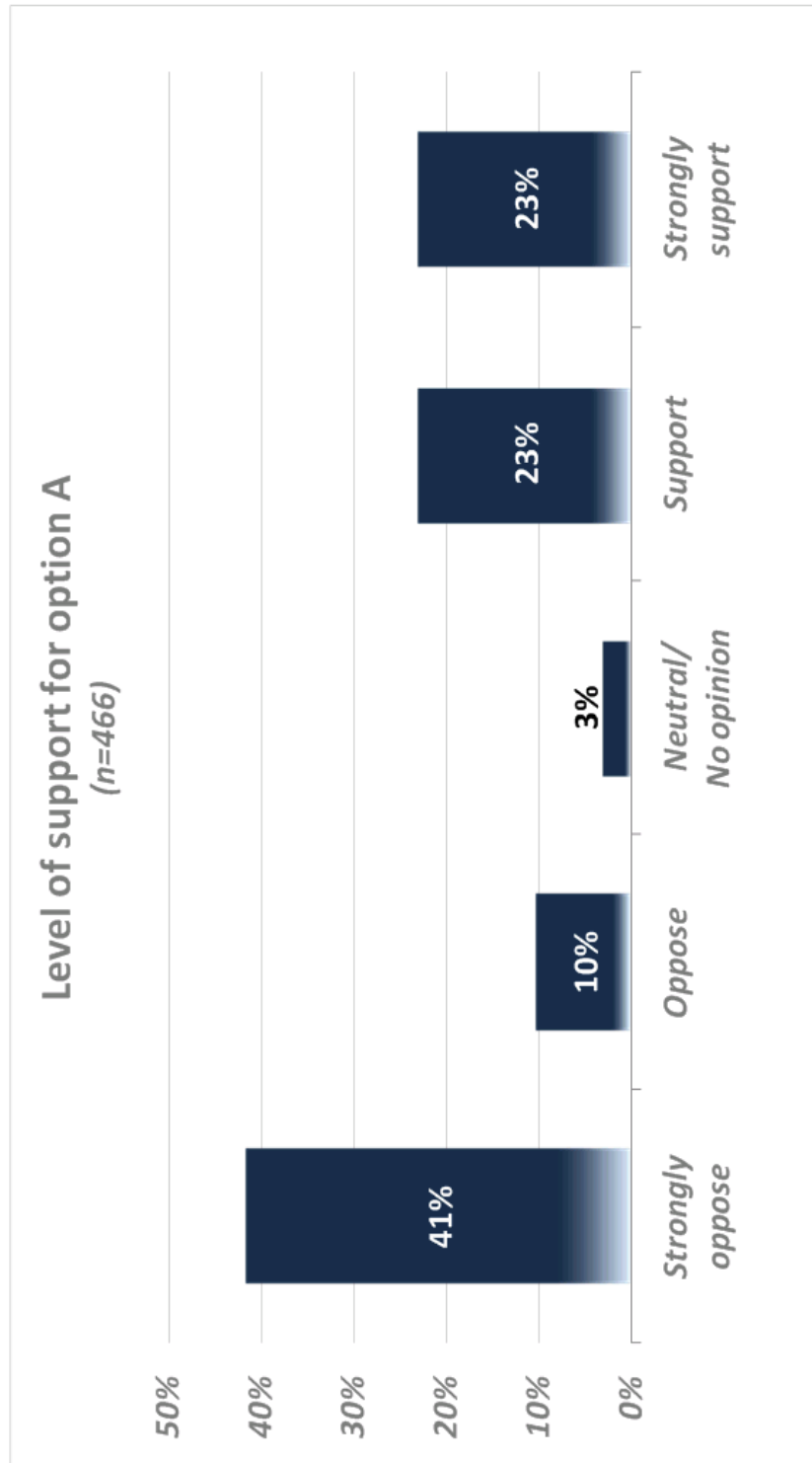
Respondents by own/rent



Respondents by car spaces



Support for Option A (which meets RMS guidelines)

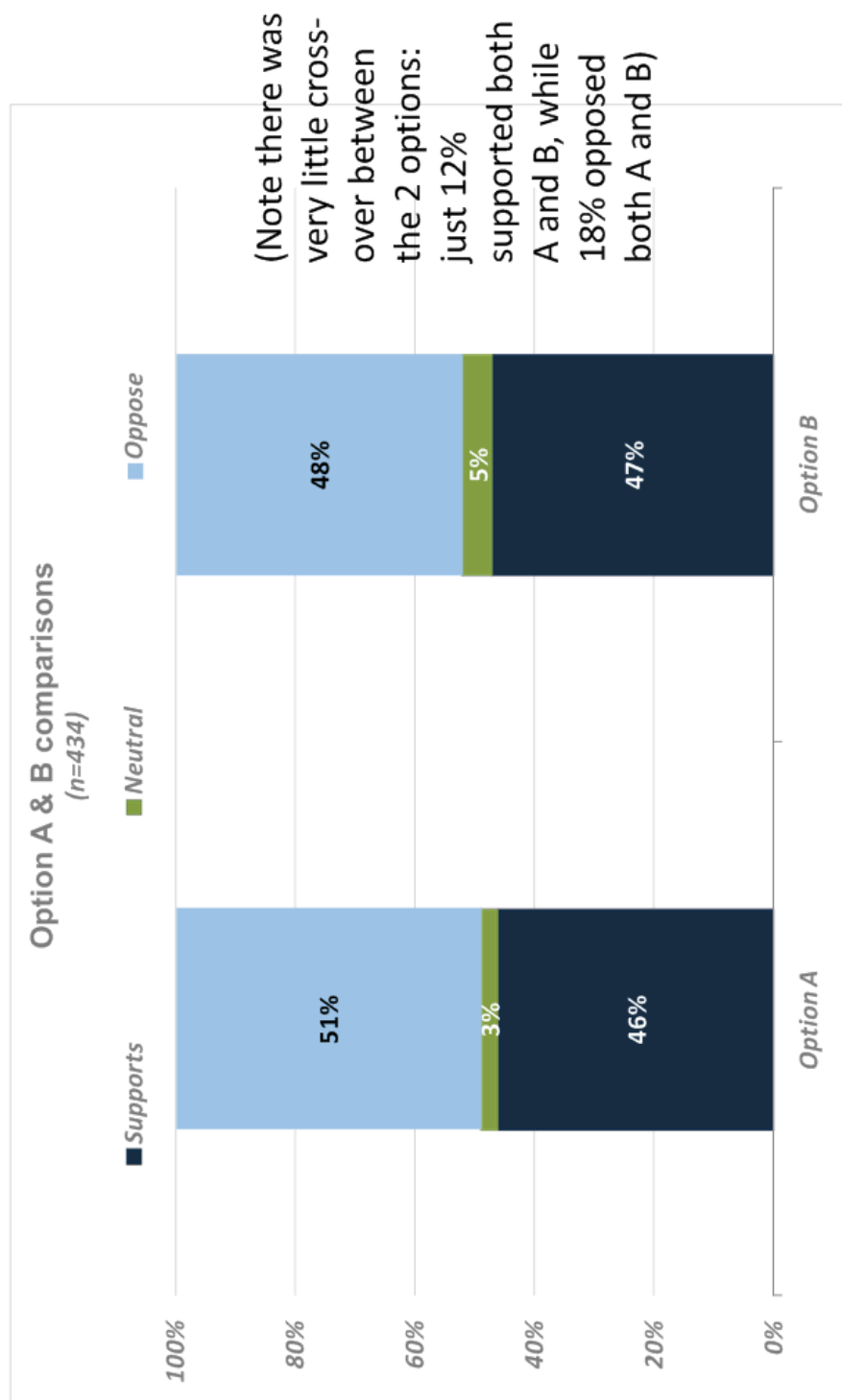


Support for Option B

(which would require variation to RMS guidelines)



Option A and B summary



Support/opposition (A vs. B only) by street

	Option A	Option B
Support strongest in:	Crown Rd (East) Dowling St Queenscliff Rd (West)	Cavill St Greycliffe St
Opposition strongest in:	Aitken St	Crown Rd (West) Dalley St

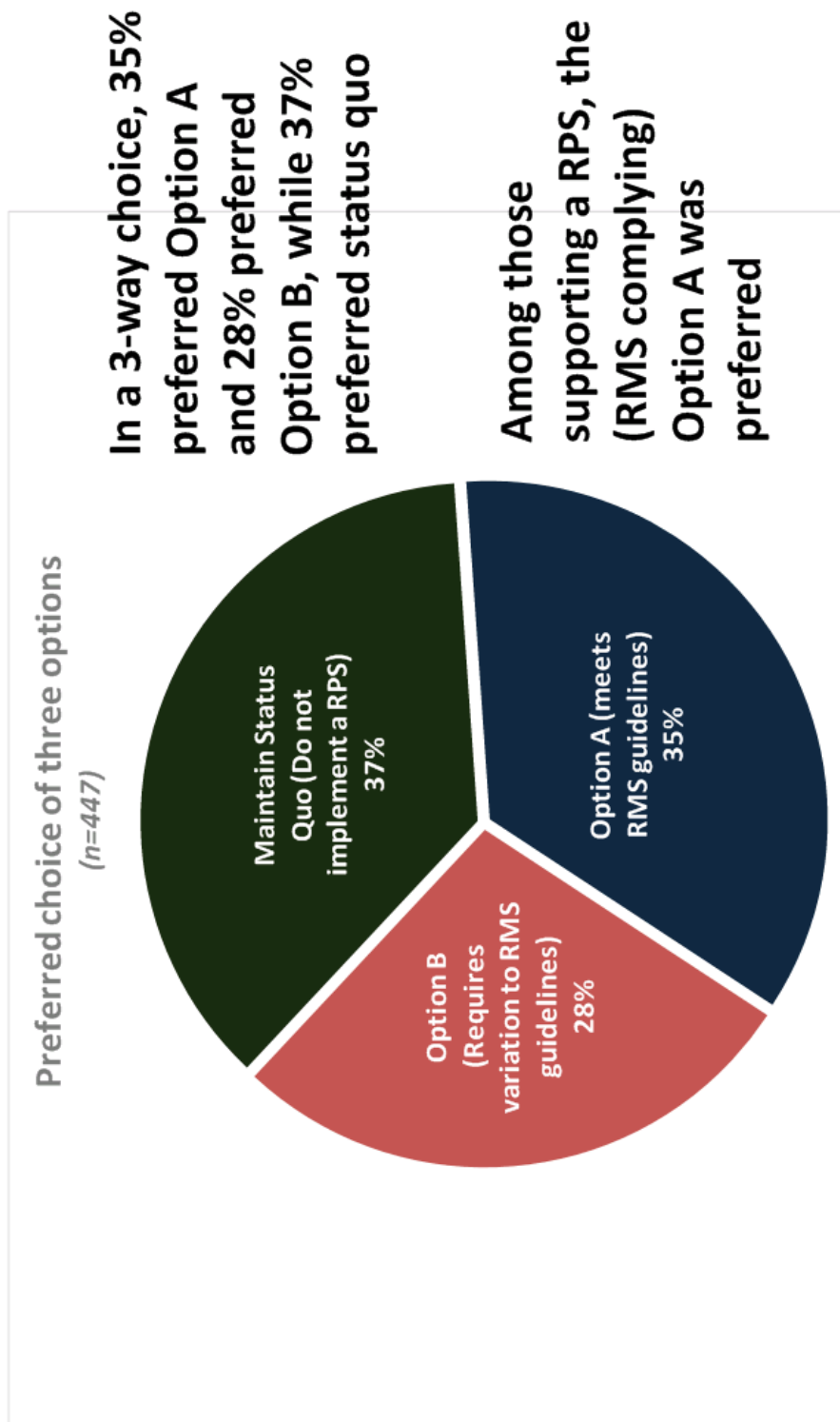


Queenscliff RPS Survey - September 2015

Support/opposition (A vs. B only) by other

	Option A	Option B
Support strongest:	2 B/R units and houses Renters No off-street parking	1 B/R units 2+ off-street spaces
Opposition strongest:	1 B/R units and houses Owners 2+ off-street spaces	No difference b/w owners/renters 2+ B/R houses/units 0 or 1 off-street spaces

Preferred choice



Queenscliff RPS Survey - September 2015

Support (A vs. B vs. status quo) by street

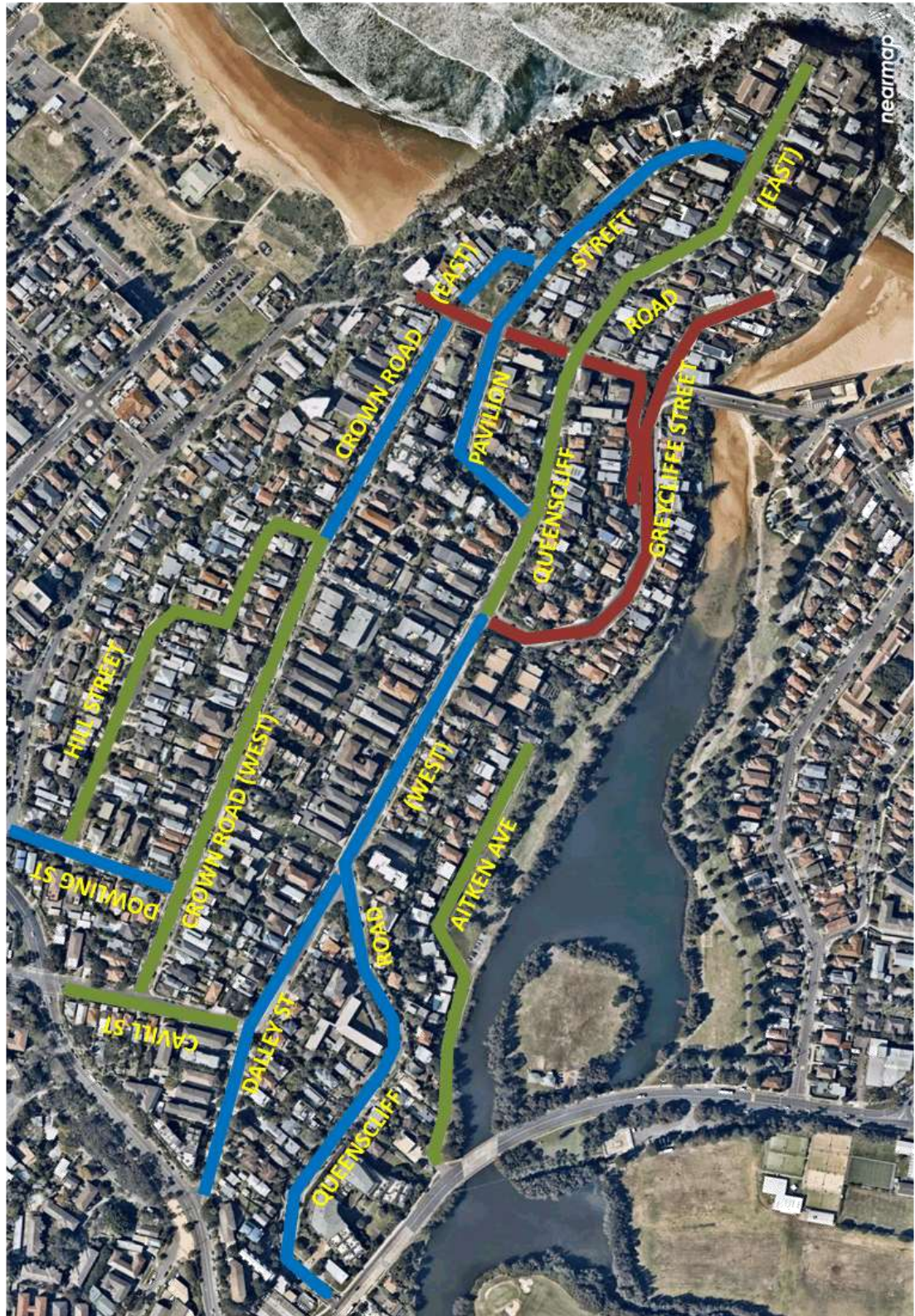
	Option A	Option B	Status Quo
Most support in:	Dalley St Dowling St Queenscliff Rd (West)	Greycliffe St	Aitken St Cavill St Queenscliff Rd (East)
Least support in:	Aitken St Greycliffe St Queen St (East) Cavill St	Dowling St Cavill St	Dalley St Dowling St



Queenscliff RPS Survey - September 2015

Support (A vs. B vs. status quo)

More likely to prefer Option A More likely to prefer Option B More likely to prefer Status Quo -



Support (A vs. B vs. status quo) by other

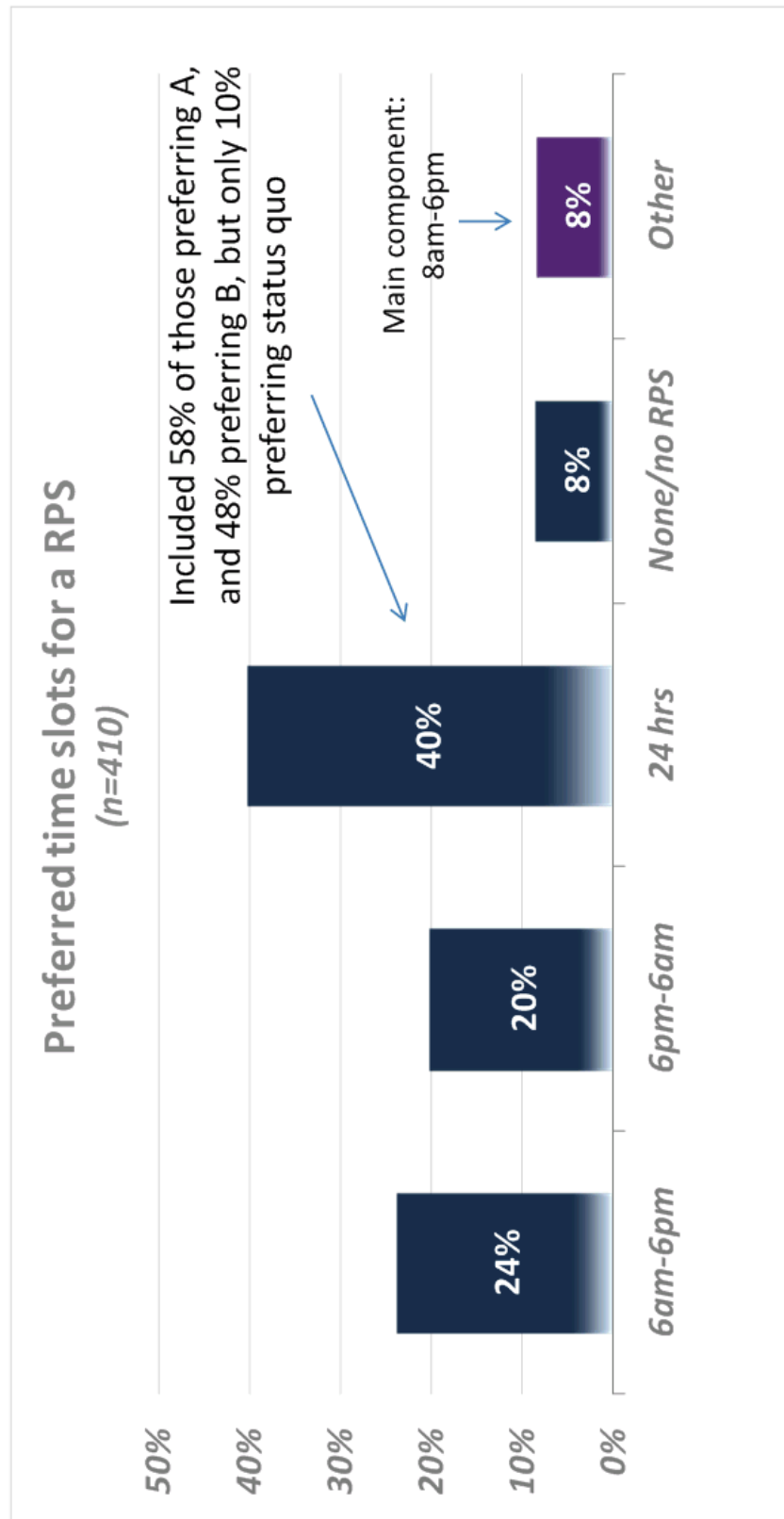
	Option A	Option B	Status Quo
Most support:	2 B/R houses/units No off-street parking	1 B/R units 1+ off-street spaces	3+ B/R houses/units 2+ off-street spaces Owners
Least support:	1 B/R units 2+ off-street spaces	2 B/R units No off-street parking	1-2 B/R units 0-1 off-street spaces Renters

Reasons for preferred options

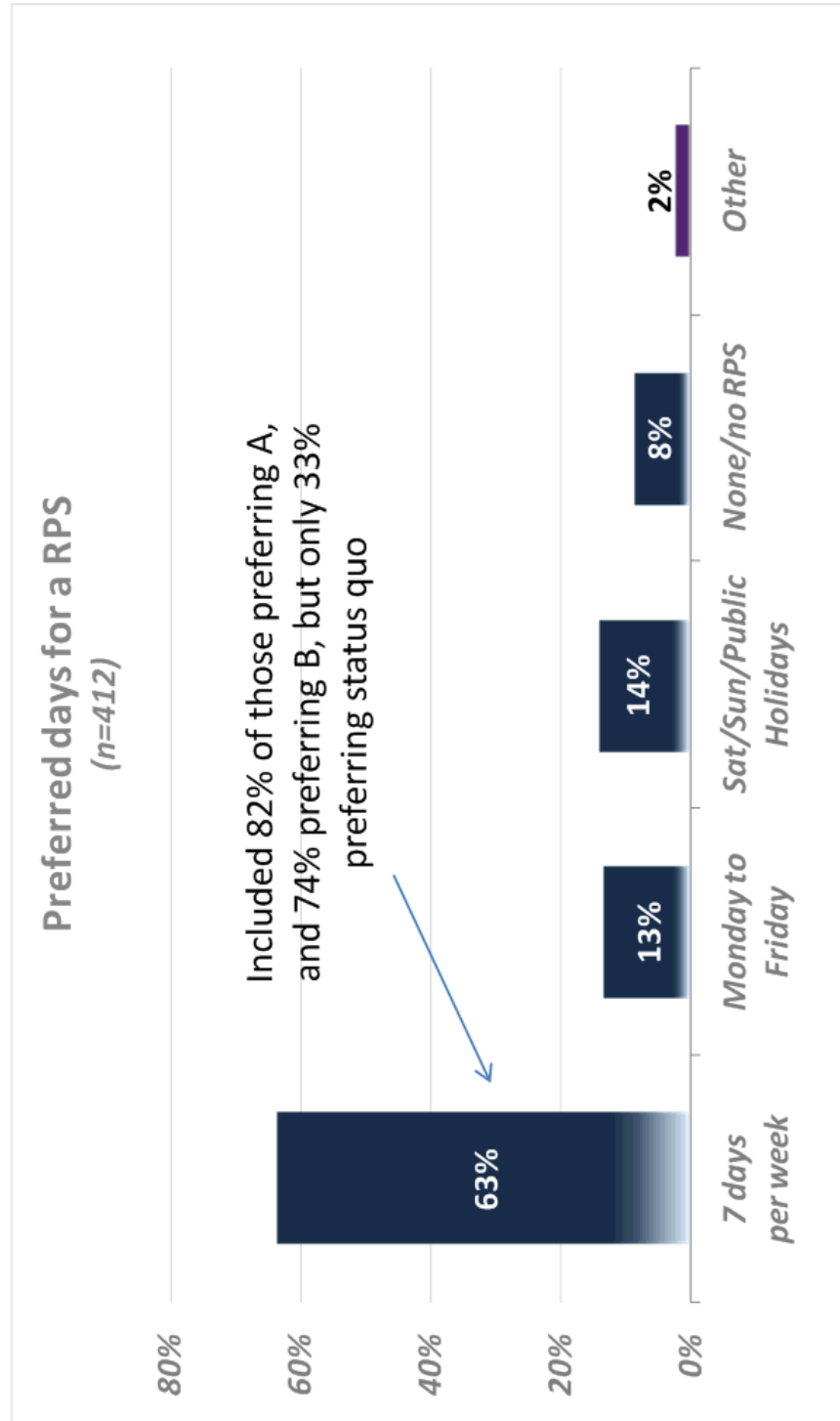
(most popular 3 for each option highlighted)

Comment	Preferred choice of the 3 options		
	Option A	Option B	Status Quo
Fairest solution	55%	17%	3%
Parking not a concern/happy with status quo	0%	0%	41%
RPS issues for visitors/family, tradies etc.	1%	19%	17%
Not enough permits for respondent in Option A	0%	27%	3%
Would help on busy days	1%	0%	0%
Don't support paid scheme/costly/money grab	0%	0%	30%
Meets RTA guidelines	15%	0%	0%
Would ease current parking problems	17%	0%	0%
Would encourage those with off-street parking to use it	11%	1%	0%
Suits my needs	8%	12%	2%
Those with off-street parking shouldn't be disadvantaged	0%	21%	1%
Creates more problems than it solves	0%	0%	5%
Will shift problem elsewhere	0%	0%	3%
Too many people/not enough spaces	0%	0%	3%
Other	10%	19%	14%

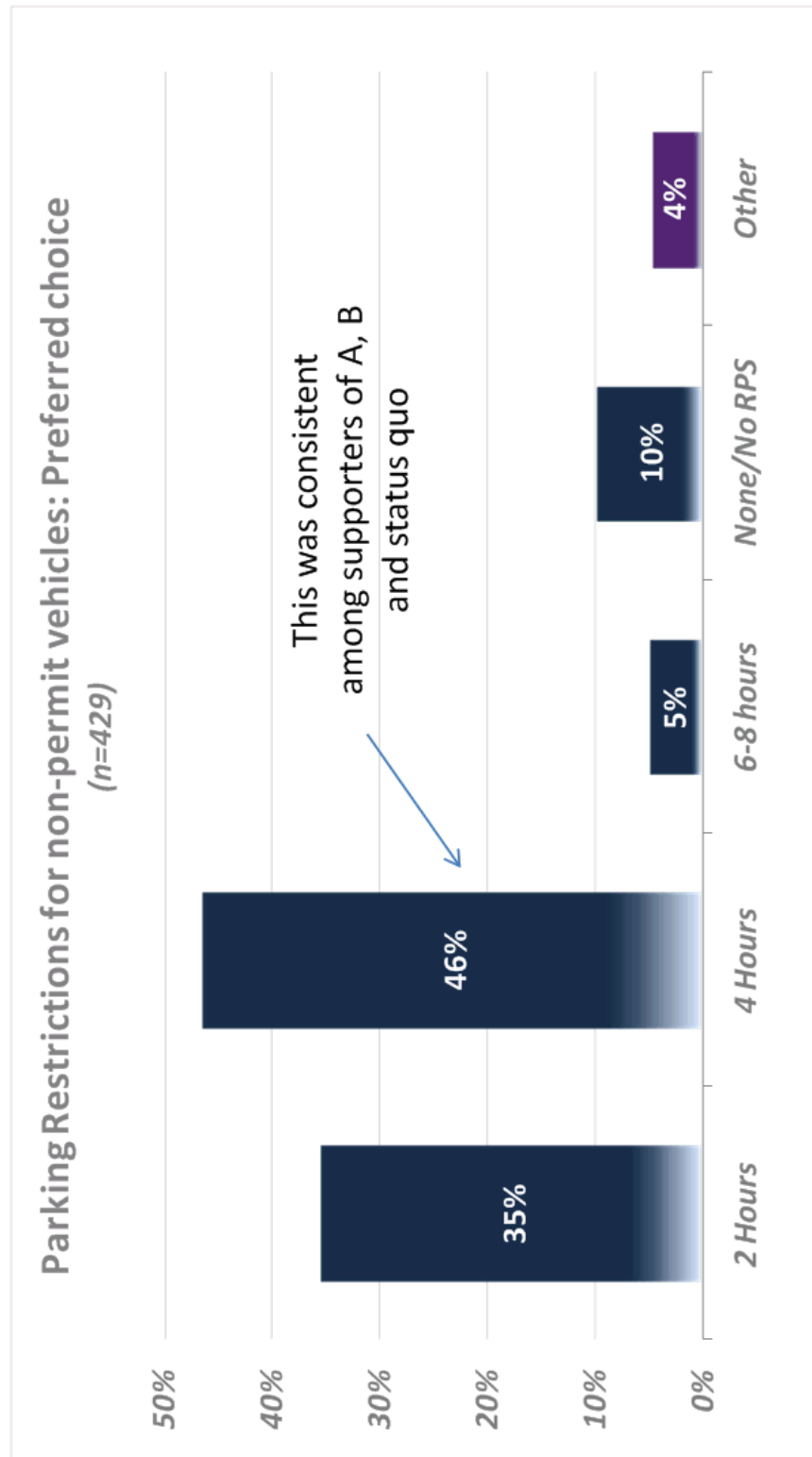
Preferred time/s for RPS



Preferred days for a RPS



Preferred time restrictions



Main Conclusions

- Head-to-head, there was equal opposition and support between Options A and B
- When asked to choose between three options:
 - 35% preferred Option A;
 - 28% preferred Option B;
 - 37% preferred the status quo
- Were an RPS to apply:
 - Most popular option was 7 days a week
 - Likewise, a preference for it to be applied 24 hrs/day
 - Preferred time limit either 2 or 4 hours

Other conclusions

- Disquiet by some about perceived “waste” of off-street parking spaces by those with garages – i.e. being used for storage etc.
- Conversely, those with off-street parking did not want to be disadvantaged as a result



Queenscliff RPS Survey - September 2015