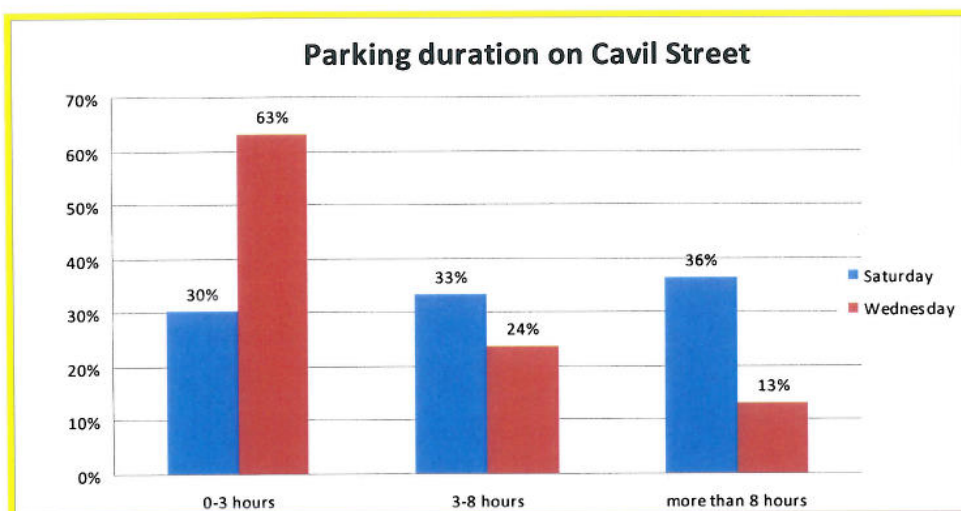
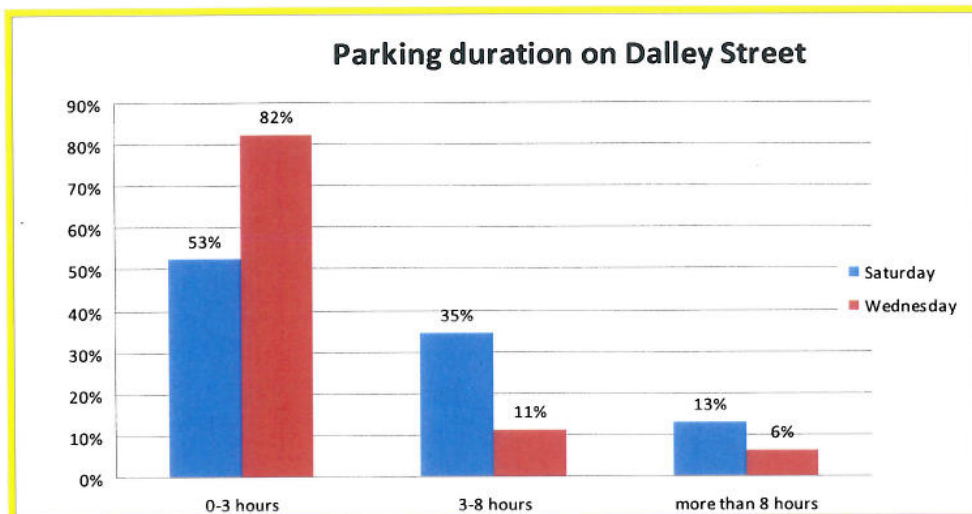
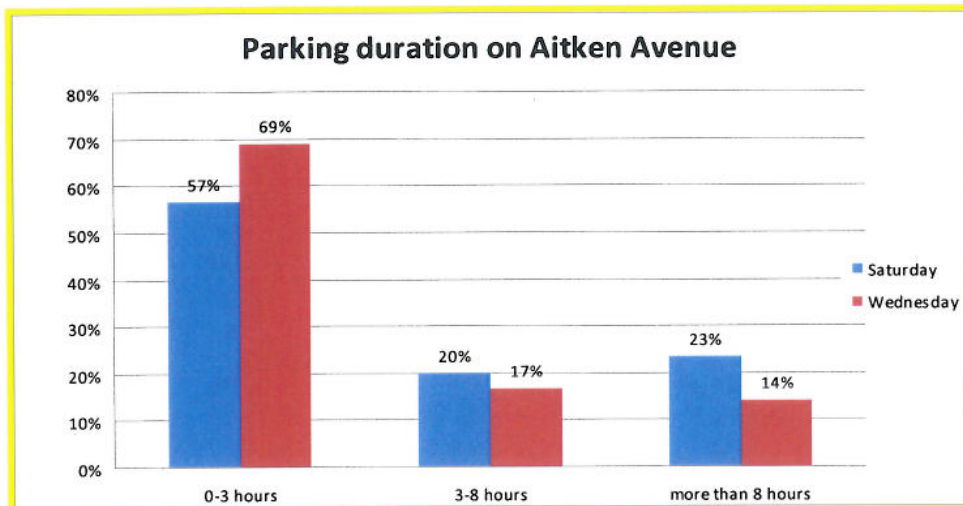
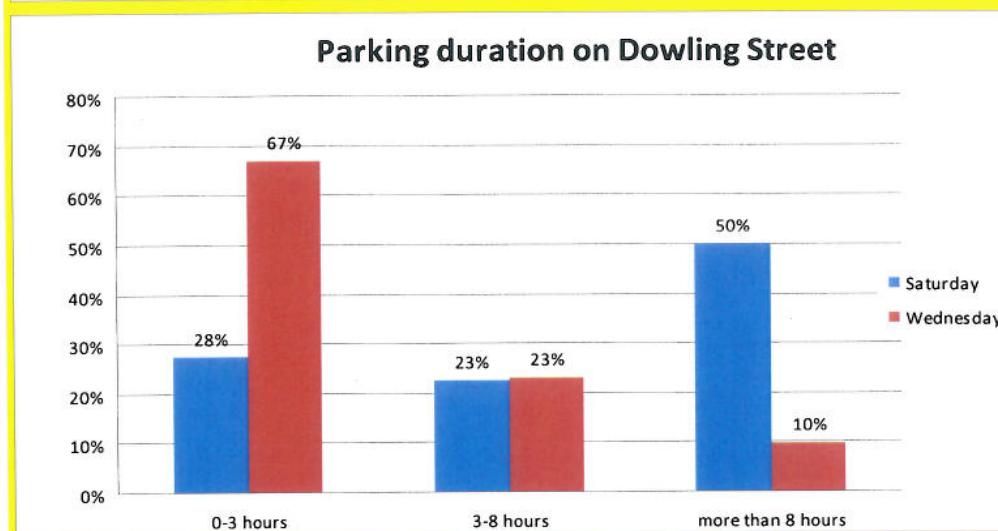
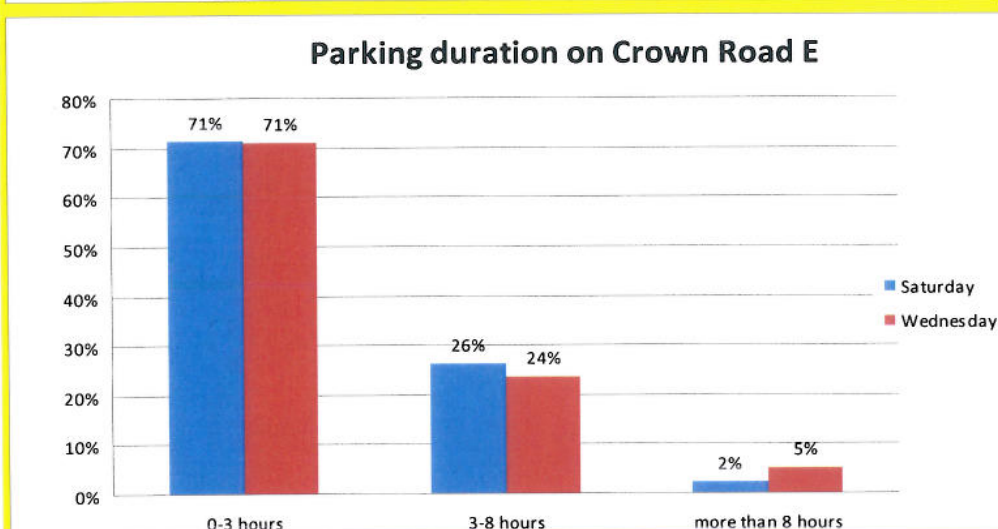
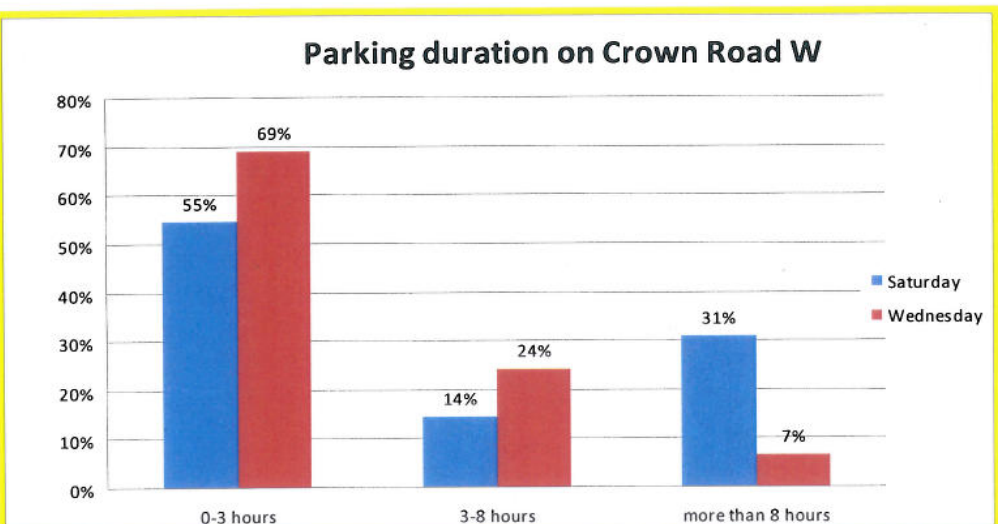


Figure 3.7 On Street Parking Activity and Parking Duration

**Figure 3.7 Continued**

**Figure 3.7 Continued**

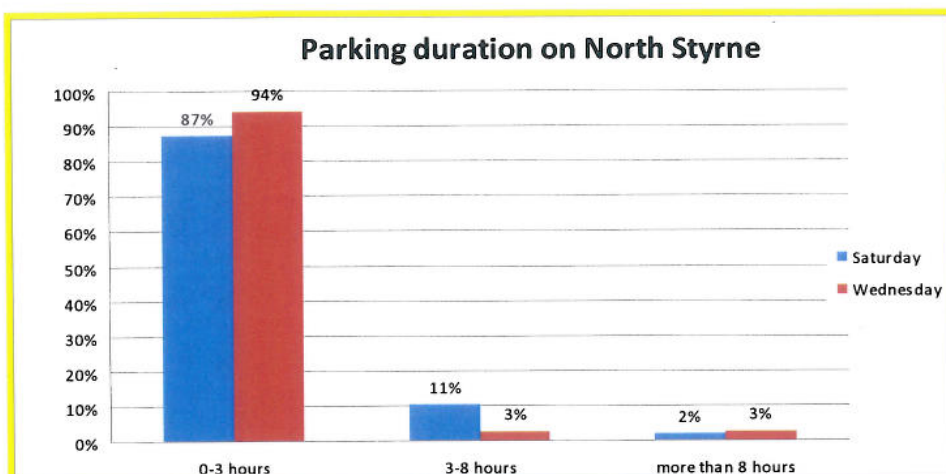
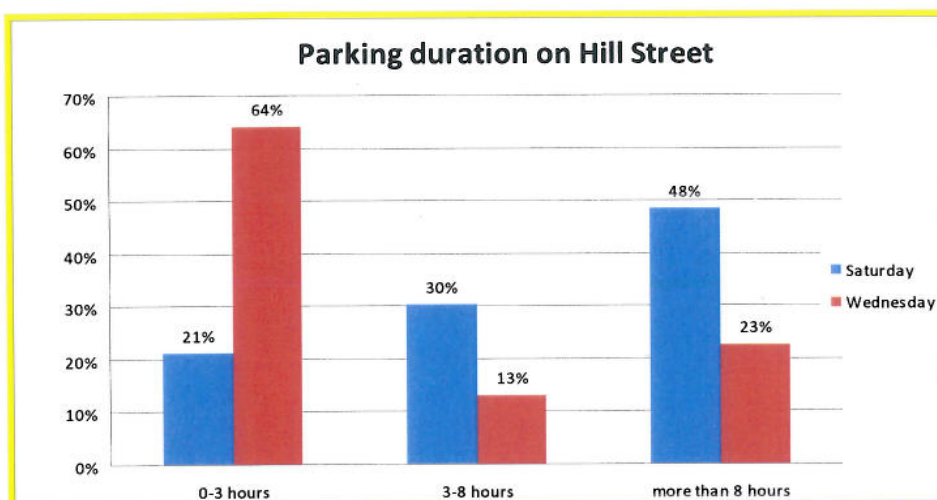
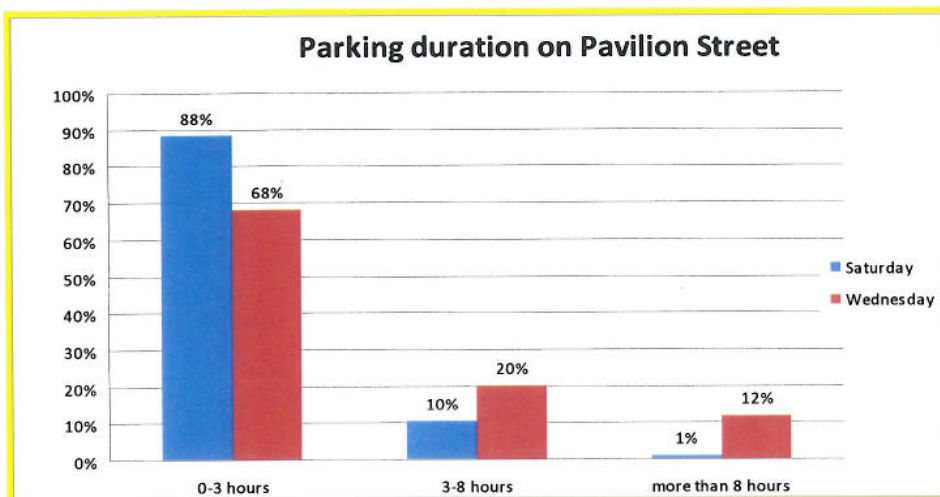


Figure 3.7 Continued

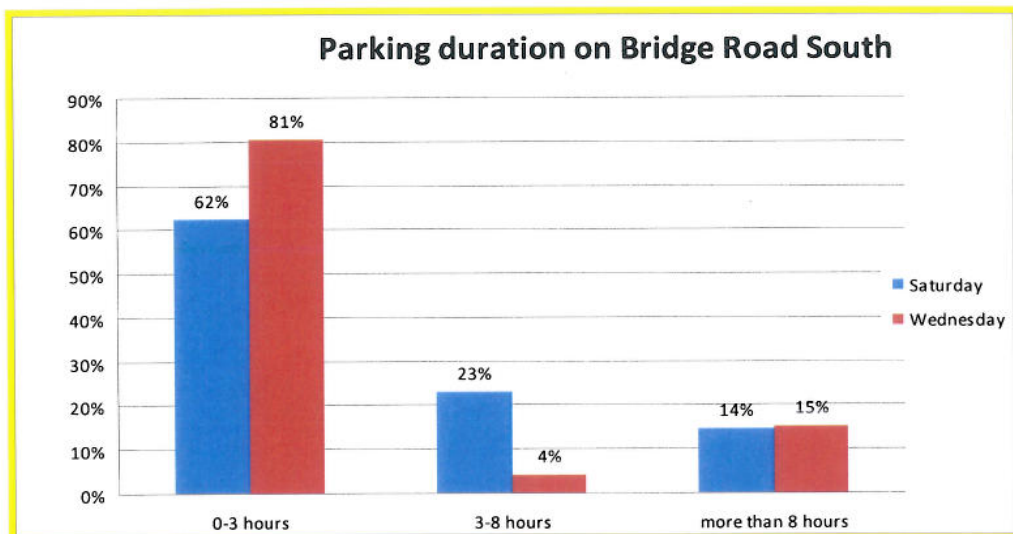
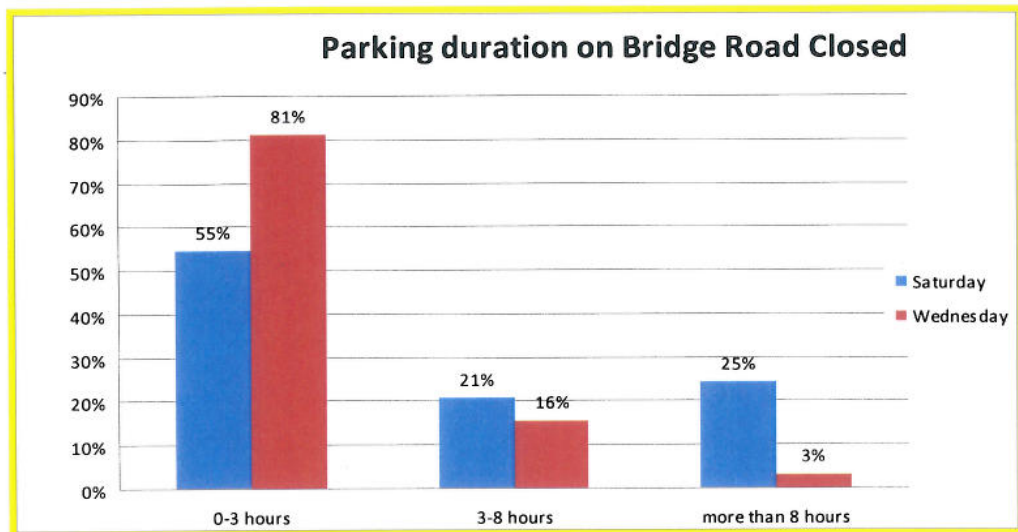


Figure 3.7 Continued

4.0 PARKING STRATEGY

4.1 Parking Objectives

The following parking objectives have been selected for the development of a parking Strategy for the Study Area:

- To provide a balanced on-street and off-street parking within the area for parkers in the study area or at appropriate locations (such as to encourage off-street parking).
- To encourage a higher use of public transport in line with guidelines for environmental sustainability and Actions for Transport 2010 document.
- To provide better amenity for residents
- To develop an appropriate parking management scheme for the study area in response to its parking demand

4.2 Parking Management Measures

Parking strategy options should be developed for the study area giving consideration to the number of on-street parking spaces, utility rates and lengths of stay for on-street parkers in each street,

The strategy for the study area is based on the results from the parking surveys, the concerns of the local community and the characteristics of the study area. The strategies are aimed at achieving the parking objectives outlined above.

Accordingly, a number of parking measures are provided only as supporting information to achieve the desired objectives. An overview of measures and parking management options is provided below.

Parking Restrictions

Considerations could be given to introducing time limits for parking on streets. This is aimed to provide a balanced parking supply for different types of users. It will enable an increase in the usage of parking spaces (turnover), which currently are not fully utilised or limit the use of areas by long stay parkers. These measures include period parking restrictions such as 1 hour, 2 hour, 4 hour, etc.

Period parking restriction can help to discourage and manage long stay parking. Generally a period parking restriction in a residential area would remove long stay parkers and increase the turn over of parking. Such an

increase could benefit affected residents in increased opportunities to find a car space. However residents who do not have a choice but to park on street and their visitors would be also affected by a period parking restriction.

Resident Parking Scheme

By introducing period parking restrictions in residential streets and exempting authorised residents from the time restrictions, the problems created by visitors and business parkers looking for long stay parking in residential streets can be alleviated. Although Resident Parking Schemes (RPS) do not guarantee on-street parking for permit holders, period time restrictions such as 2 or 3 hour parking will discourage long-stay parking when supported by an appropriate level of enforcement.

In accordance with the Road Transport Act 1999, the Roads and Traffic Authority has issued a Permit Parking Manual. **Procedures specified in the manual are mandatory and must be followed by Council in order to achieve approval of a new RPS.**

Eligibility for a resident parking permit includes that:

- the resident has no on-site parking or limited on-site parking and also has no unrestricted on-street parking available near their premises
- the place of residence could not be reasonably modified to provide on-site parking spaces.

Introduction of time restricted parking along the streets also could inconvenience residents. This would limit residents and their visitors to park their car on street (near their residence) for long term stay say more than 2 hours unless they have been issued with a permit. Therefore, introduction of such measures would also create a high level of short term parking at expense of residents' inconvenience.

The benefits of the scheme however include:

- encourage some long-stay parkers to use public transport
- shift some of the business employees, visitors or other long stay parkers to use the parking areas at their workplace and public car parks
- relieve some level of parking along residential streets
- continue to provide on-street parking for visitors to the area.

The disadvantages of a Resident Parking Scheme are

- RPS's are costly to implement, create an administrative and enforcement burden for the Council.

-
- Councils that have established resident parking schemes charge residents a fee for parking permits to recoup some of the operating costs. This may create a situation where some residents have to pay for the privilege of parking on their street.
 - Some residents may not be eligible for a resident permit (e.g. if they have onsite parking) and will be subjected to the parking time limit and enforcement.
 - Establishment of a resident parking scheme in one area could relocate parking to other areas and create precedence for expansion of the scheme to adjoining areas.

If a RPS is introduced, the residents of the designated area with permits will be exempted from period parking (at certain locations) and they will be allowed to park on-street with no time restriction. However, they have to be qualified on the basis of the RTA's guidelines.

As part of the RPS consideration, it is important to recognise that:

- The RTA's guide on RPS is now mandatory and should be adhered to
- No more than 2 parking permits per household can be issued
- Residents with off street parking will not be eligible to obtain more than one (1) on street parking permit (even though they have more than 2 cars)
- Lessons from similar experiences should be learnt to avoid inconveniences to residents and users of the area (e.g. recent case in Balmoral Beach, Mosman).

Note

The following points should also be noted as part of the development and implementation of a parking scheme for an area.

- The proposed scheme should improve the amenity of the area for its residents and community. Therefore proposed measures should be realistic and fair.
- Many on street parkers of the area are residents whom may not be eligible for resident permit parking.
- Some level of on street parking provides (personal) safety within the area.
- While on street parking could create congestions, it would also slow vehicular speed.
- Awareness on the issue of equity and the role of public streets and its users.

On-Street Angle or Parallel Parking

The installation of angle parking spaces can increase the parking supply in an area. It should be noted that the selection of areas for angle parking is very site specific and should comply with relevant guidelines and standards.

The width of street and level of traffic volume play an important role in implementation of any angle parking proposal.

4.3 Parking Strategy for Queenscliff Area

The streets with high utility rates are shown in **Figure 3.1 to 3.6** while **Figure 3.7** (see Chapter 3 of this report) shows the streets where short and long stay parking generally occurs. The extent of the parking demands within the study area is indicated in these figures.

The analysis of on-street parking shows that some 760 on-street parking spaces are available within the study area. The survey indicated that these spaces experience an occupancy rate of over 80% during weekend and before and after hour on weekdays. In general traffic engineering terms and parking assessment studies, an occupancy rate of 80 to 85% would be acceptable. This would mean that parkers do not have to look around for a long period to find a parking space. Therefore, development of a parking management scheme for Queenscliff would be well appropriate to ameliorate its on street parking demand by residents and visitors to the area.

Period Parking Restrictions

Based on the parking turn over surveys, the introduction of an area wide time limited period parking restriction could have a major impact on the current condition of on street parking in Queenscliff and would cause further inconvenience to the residents of the area, particularly for residents who do not have access to onsite parking or the number of cars exceed the onsite parking. The number of dwellings with no onsite parking is estimated to be 60-100 dwellings.

Provision of Angle Parking

The provision of 45 degree angle parking on one side of a street and parallel parking on the other side and two way traffic flow would require a minimum carriageway width of 14.1 (including an absolute minimum of 2.1m for parallel parking on one side). If parallel parking is not provided then a width of 12m is required. The standard carriageway width in Warringah (and generally in NSW) for four lane road consisting of two way traffic flow and parking on both sides of the carriageway is 12.8m wide. This carriageway width is generally applied to collector streets such as Queenscliff Road, Crown Road. Other standard carriageway widths consist of widths of 9.8m, 8.0m and 7.3m depending on the nature of the area served and topographical constraints etc.

The only possible way that additional parking spaces can be achieved with 45 degree angle parking is by widening the carriageway. However it should also be realised that this would result in only marginal increase of



parking spaces when driveways and bus stops are considered. (E.g. Pavilion Street would result in an additional 4 spaces at a cost of about \$80,000-\$100,000).

The application of 45 degree angle parking would generally be considered suitable and efficient where there are significant lengths of kerb devoid of property driveways.

The introduction of angle parking along Crown Road would not be feasible considering its characteristics i.e. level of traffic volume and its strategic nature. Such measure will not result in any additional parking due to the loss of parallel parking on one side and the number of driveways along Crown Road. Crown Road is 12.8m wide with parking on both sides. The road is part of a bus route that serves the area namely Dowling Street, Crown Road, Bridge Road, Pavilion Street and Queenscliff Road west of Pavilion Street. The property frontages along Crown Road generally consist of single dwellings with driveways.

Similarly, the introduction of angle parking along the south side of Pavilion Street, west of Bridge Road with some 36 spaces would result in a loss of 8-10 spaces due to the loss of parallel parking on one side. This section of Pavilion Street carriageway has a variable width ranging from 9.8m to 12.8. The introduction of angle parking along Bridge Road also could only result in gaining 1 or 2 spaces.

In view of the foregoing the provision of 45 degree angle parking on Crown Road, Bridge Road and Pavilion Street would not be suitable, considering its associated costs of some \$200,000 (to gain a maximum of some possible 10 spaces) particularly if other forms of parking management measures are proposed for further consideration i.e. permit parking scheme. This level of additional parking (even if it would be feasible) will have no major impact on parking situation of the area.

PARKING MANAGEMENT STRATEGY

The assessment of all parking issues within the study area reveals that there is not a simple solution. Part of this is as a result of the on street parking regime in Manly, the adjacent area to Queenscliff while some is a result of growth due to the vibrancy and success of the area. While Council should pursue and improve the community's needs and expectations, there is also a call for some level of good will from the community and neighbouring Council to improve the parking situation. This could simply be achieved by making a higher use of off-street parking among residents and review of parking regime in Manly area.

To develop a parking strategy and management plan for the area, it is important to understand and analyse the existing data (facts and figures) and community's needs and expectations. Accordingly, such steps have been carried out to achieve a realistic and practical solution for the area. This also includes avenues for opportunities to improve the existing situation while realising constraints.

The two main findings of the parking assessment in Queenscliff area include:



- a) a high occupancy rate of on-street parking particularly during weekend and outside of business hours during weekdays
- b) a high level of short stay parkers (i.e. less than 3 hours) along most streets particularly during weekdays.

In addition to the above, the following points also need to be taken into account:

- Community's perception of a general lack of parking within the area
- The existing RPS in Manly with restricted period parking regime while streets in Queenscliff have no parking restrictions. Any increased land use activities in Manly area could require a higher parking demand in Queenscliff if no parking restrictions are introduced.
- A high level of on street parking in Queenscliff by residents particularly during before and after the business hours.
- Need for on street parking opportunity by residents who do not have off street parking.
- Illegal parking practices such as parking on driveways or close to intersections.
- The close proximity of some streets to the beach area
- The number of car ownerships among the residents

Considering the above points, the study therefore proposes the following two options for further investigations:

Option 1: Introduction of an area wide RPS for Queenscliff. This measure will introduce a restricted period parking along all streets within the Queenscliff study area. This scheme should be implemented in accordance with the RTA's guide to Permit Parking.

Option 2: Introduction of a Special Permit Parking Scheme (SPPS) similar to RPS to cater for some of the households with no off street parking by creating a period parking zone (minimum of 3-5 spaces in a zone) at designated sections of a street exempting permit holders in that zone/area. As part of this scheme, Council can nominate that only residents without off street parking are eligible for such permits and no visitor permits will be issued due to spare on street parking capacity during mid week.

It should be noted that the implication of each option should be reviewed prior to its implementation and advantages and disadvantages of each option be further explored. It is intended that once such options are recognised, a concept plan for each option will be prepared for community consultation.



A summary of the requirements and procedures for planning of resident parking schemes is as follows;

- Conduct parking studies including supply and demand situations (has been carried out as part of this study)
- Undertake community questionnaire surveys (*further survey proposed*)
- Consultation with key stakeholders such as enforcement authorities, interest groups, local chamber of commerce etc. (*should be done in conjunction with above mentioned survey*)
- Funding for installation and ongoing maintenance of permit parking signs. (Signs are not covered by RTA funds for traffic facilities) (*subject to further report and Council approval following proposed survey*)
- Development / production of appropriate permits for issuing to eligible residents (*to be further considered following survey*)
- Development of database for management of permits and eligibility issues. (*to be further considered following survey*)
- Enforcement of permit parking time limits (*subject to introduction of RPS scheme*)

The study also recognises that Option 1 could further be explored as part of the community consultation. In principle Option 1 would require an introduction of a time period restrictions along streets in the study area say 3 hour parking with permit holders exempted, .

The proposed Option 2 (Special Permit Parking) would have a lesser impact on street parking activities in Queenscliff area. This measure will introduce time period parking restrictions with permit holders exempted at certain designated sections of streets for some 5 spaces at each location/zone. It is envisaged that a total of some 50 to 80 on street parking spaces throughout the study area be included as part of this scheme. The implementation of this measure seems to be more appropriate for the study area subject to community consultation and further investigations.

It is important that no visitor parking permit should be included as part of any scheme as such provision has consistently been subject to misuse in other areas with RPS and also could exacerbate the on street parking demand by residents within the study area.

This study also recommends a development of the parking policy for the entire LGA prior to implementation of a permit parking scheme for the Queenscliff area. The RTA's Guide to Permit Parking can be used as the basis for such policy.

The introduction of option 1 for a resident parking scheme is estimated to be \$120,000 and Option 2 in the order of \$60,000. This cost would include the development and production of appropriate permits for issuing to eligible residents, development of database for management of permits and eligibility issues, installation of signs in the area. Also costs would be incurred for ongoing maintenance of signs and yearly permit production. The costs to Council can be reduced with the application of an appropriate fee structure for permits. It is envisaged that the fee structure would be considered as part of the Council's Policy development for resident parking schemes if adopted.

5.0 TRAFFIC MANAGEMENT

5.1 Summary of the Major Issues

The major traffic issues that respondents identified included the following:

- Traffic speed
- High traffic volumes
- **Finding a parking spot**
- Need for traffic facilities
- **Dangerous or illegal parking**
- Non compliance e.g. drive wrong way
- Narrow Streets

Section 2 of this report has also provided such information from the resident survey questionnaire. It should be noted that only 15% of respondents indicated traffic related matters as issues of concern in the study area while parking matters were frequently mentioned as part of the residents submissions.

5.2 Level of Service

Road Capacity

The term "Level of Service" (LoS) has been defined by AUSTROADS (*Roadway Capacity, Part 2, 1988*) as:

A qualitative measure describing operational conditions within a traffic stream and their perception by motorists and or passengers.

A level of service definition generally describes these conditions in terms of factors such as speed and travel time, freedom to manoeuvre, traffic interruptions, comfort, convenience and safety. In general there are six levels of service designated from A to F, with level of service A representing the best operating conditions (i.e. free flow) and level of service F the worst (i.e. forced or breakdown flow) (s1.3.2, p. 2).

This study has adopted the RTA's recommendations for Level of Service criteria as set out in its *Guide to Traffic Generating Developments* (1995) (which is based on the *AUSTROADS Guide to Traffic Engineering Practice – Part 2*).

One-way hourly volumes during peak hours for urban roads and recommended levels of service are shown in **Table 5.1**.



Table 5.1 Urban Road Peak Hour Flows per Direction

Level of Service	One Lane (vph)	Two Lanes (vph)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Source: RTA Guidelines 1995

5.3 Street System

The main roads that provide major access to and from the Queenscliff area are Queenscliff Road and Greycliffe Street. These streets are sub-arterial roads while Cavil Street plays a strategic role as part of the road network.

The results of traffic volume surveys and speed data along major streets within the study area are summarised and shown in Table 5.2.

Table 5.2 Summary of Traffic Volumes and Speed Data

STREET	85% SPEED	Average Daily Traffic Volume (Peak Hour Flow/one lane direction)
Bridge Rd, south of Greycliffe St	39 kph	15,000 (666)
Queenscliff Rd, West of Pavilion	27 kph	550 (49)
Pavilion St, east of Crown St	45 kph	1,080 (70)
Greycliffe St, west of Bridge St	46 kph	16,200 (801)
Queenscliff Rd, west of Greycliffe St	47 kph	14,800 (739)
Queenscliff Rd, east of Greycliffe St	36 kph	2,600 (142)
Cavil St, south of Crown St	45 kph	15,400 (646)
Hill St, east of Dowling St	32 kph	230 (17)
Dalley St	34 kph	530 (52)
Crown Rd, bet Cavil and Bridge	45 kph	3,960 (190)

Most of the streets within the study area have carriageways with four lanes including one travelling lane and one parking lane in each direction. Most streets within the study area operate at a good level of service considering the level of vehicular traffic along the streets. A comparison of level of service criteria in Table 5.1 and peak hour flow flows per one lane direction in Table 5.2 show that most street operate at a level of service C or better.

It should also be noted that the street system within the study area has a relatively hilly and winding nature. This element while could involve a more difficult driving exercise, it also require a slower speed environment and more cautious driving. A 50 kph speed limit also applies along streets within the study area.



The traffic accident data for the last 5 years in the study area indicate a low level of crash records along the streets in Queenscliff. These include;

- 4 accidents along Queenscliff Rd, mainly rear ends
- 2 accidents along Geycliffe St, mainly in the vicinity of Queenscliff Rd
- 1 accident each in Cavil St and Crown Rd

The major findings from traffic surveys and assessment of the area revealed that:

- Only 15% of respondents indicated traffic related matters as issues of concern in the study area
- Most streets in the study area experience an 85 percentile vehicular speed of about 45 kph or lower. This generally indicates a relatively slow speed environment
- The topography of the area and characteristics of the streets induce a slower environment, this is also assisted by on street parking as such activities reduce vehicular speed along streets
- The traffic volumes along Queenscliff Road and Greycliffe Street represent a typical characteristics of sub arterial roads due to their strategic location within the street network

5.4 Traffic Management Measures

Considering the overall traffic related data in the study area and submissions received from residents as well as site inspections of the area, it is proposed to maintain traffic management measures that are already identified for Crown Road. These traffic calming measures for Crown Road as listed below were recommended at the Traffic Committee meeting on 5 September 2006, following consultation with local residents of the area:

- Installation of edge lines and separation lines along Crown Road between Cavil Street and Bridge Road. (This has been implemented)
- Installation of kerb blisters in Crown Road and median islands west of Dowling Street (currently proposed for inclusion in the Council's 2012/2013 program)

Line markings on the road to delineate driveway boundaries

A number of residents indicated that vehicles parking too close or across property driveways and requested the provision of No Parking or No Stopping signs. These types of request that usually arise in areas where there are high demand for on street parking are dealt through the Warringah Council Traffic Committee process on an individual basis.



The RTA and the Traffic Committee generally do not support or recommend signposting of private driveways unless there are extenuating circumstances such as safety problems.

The provision of signs at driveways would generally be considered suitable if there are demonstrated safety problems or high potential for collisions. Examples of where signs may be appropriate could include driveways for large traffic generating developments e.g. a drive in take away food outlet, supermarket, car park, school driveway, retirement village etc

The provision of signposting at single dwellings on low traffic volume roads would generally not be considered suitable on the following grounds.

- It is illegal under the Australian Road Rules to park partially or fully in front of a driveway and consequently such vehicles can be infringed by Police or Council Compliance Team.
- Create a precedence for signposting of driveways
- Create the possibility for the proliferation of signs leading to visual pollution
- Create a cost burden with respect to installation and ongoing maintenance.

Line markings at driveways are not a recognized traffic facility under the Australian Road Rules (ARR). Consequently these types of lines are not funded under the RTA's Traffic Facility Fund, which covers traffic signs and line markings that Council can implement under the delegated powers from the RTA.

As white lines are not a traffic facility they cannot be enforced under the ARR. However in some cases white lines may be useful in delineating the extent of legal parking adjacent to a driveway where there is an ongoing problem e.g. cars parking too close or partly in front of a driveway where signposting is generally not considered warranted for the reasons mentioned above.

It is however may be appropriate to allow the provision of line markings at driveways on a user pay basis. It is anticipated that if allowed, line marking would be installed and maintained by Council to an appropriate standard at a cost to the resident/applicant.

Greater Consistency of parking signage and restriction

Current parking control signs have been installed via the Warringah Traffic Committee process and in accordance with RTA standards. The area is currently unrestricted parking with some intersections that have statutory parking control signs such as No Stopping and some No Parking. As part of the future parking management measures, where necessary, appropriate standard parking signs should be implemented.



Summary

This study provides an assessment of traffic and parking issues in Queenscliff area and provides strategic measures to address the identified issues. A summary of response to traffic and parking issues are provided below:

- **Traffic speed:** Section 5.2 of the report provides detailed assessment while the results from speed surveys show that most street have a low speed environment.
- **High traffic volumes:** streets such as Greycliffe Street and Queenscliff Road are regional road and have a strategic nature. Therefore, such level of traffic volumes are appropriate for this type of streets while other streets show a low level of traffic volumes as all streets in the study area operate at a good level of service.
- **Finding a parking spot:** this issue has been addressed in detailed as part of Section 4 of this report including introduction of options for RPS.
- **Need for traffic facilities:** introduction of traffic management measures along Crown Road has been included as part of the Council's program. Due to the topography of the area and need for on street parking such measures are not totally feasible. The area also experiences a low speed environment and low accident data. Individual items could be referred to Traffic Committee for investigations.
- **Dangerous or illegal parking:** this is a compliance matter while introduction of white lines at driveways are proposed for consideration.
- **Non compliance e.g. drive wrong way:** this is a compliance matter and policing and enforcement are required.
- **Narrow Streets:** this feature while could involve a tedious driving experience, it also encourages a more slow speed environment and hence greater road safety.

6.0 WHAT NEXT

A copy of this report should be made available to relevant groups and authorities for their comments in regard to the proposed recommendations.

A work program for the final proposed works should be prepared as part of Council's planning and funding commitments. Council to develop an operating standard and fee structure for provision of line marking on the road at driveway and the matter be referred for the advice of the Warringah Traffic Committee.

The Queenscliff Parking and Traffic Remediation Study Report be placed on public exhibition for wider community comment and the results be referred back to Council for consideration considering that Council undertake further investigation and a resident consultation in the Queenscliff study area in regard to the following recommended options:

- **Option 1:** Introduction of an Area Wide Resident Parking Scheme (RPS) for Queenscliff in accordance with the Roads & Traffic Authority's guide for Permit Parking Scheme.
- **Option 2:** Introduction of a *Street Specific* Resident Parking Scheme (RPS) in accordance with the Roads & Traffic Authority's guide for Permit Parking Scheme in designated sections of streets in the Queenscliff area (minimum of 3-5 spaces in a zone) to cater for some of the households with no off street parking in that zone/area.

It is envisaged that the above options are further developed as part of the community consultation process.

It is also recommended that a parking policy be developed prior to implementation of a permit parking scheme for the Queenscliff area. The RTA's Guide to Permit Parking can be used as the basis for such policy

APPENDIX A



**Warringah
Council**

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Dee Why NSW 2099
DX 9118
(02) 9942 2111
(02) 9971 4522

Telephone
Facsimile

Website
Email
ABN

www.warringah.nsw.gov.au
council@warringah.nsw.gov.au
31 565 068 406

19 February 2010

Hans Thomas Werner
Care of: Lj Hooker Freshwater
PO Box 601
Freshwater NSW 2096

Dear Resident

Re: Queenscliff Area Traffic and Parking Study

This notice is to advise that Warringah Council, in response to community concerns regarding traffic and parking conditions in the Queenscliff Area, has engaged consultants URaP-TTW Pty Ltd to undertake a traffic and parking study in this area. This notice has been sent to all properties in the Queenscliff Area.

The study will canvass community opinions on the current traffic and parking issues. This information, together with traffic and parking surveys and other information to be collected, will be used to assess the situation and recommend possible measures to improve and manage traffic and parking in the study area.

Your comments will assist in identifying the main traffic and parking issues affecting the area and ensure that the proposed measures meet the community's expectations. In this regard, a questionnaire is enclosed for your consideration and you can submit your comments via post, fax, email or as a web submission as follows:

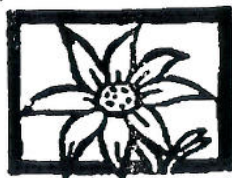
Post: Warringah Council, 725 Pittwater Road Dee Why 2099
Fax: 9942 2452
Email: council@warringah.nsw.gov.au
Web: Go to www.warringah.nsw.gov.au
then click on "Queenscliff Area Traffic and Parking Study"

Your submission is to be provided by close of business on **10 March 2010** and marked as "Queenscliff Area Traffic and Parking Study".

Should you require further information regarding this matter, please contact Council's Traffic Section on 9942 2300.

Yours faithfully

Joe Zappavigna
Team Leader Traffic Management



**Warringah
Council**

ABN 31 565 068 406

RESIDENT TRAFFIC & PARKING SURVEY

Private & Confidential / Voluntary

1. Name (Optional) _____

Address (Optional) _____

Street Name (Mandatory) _____

2. Dwelling Type (please tick)

☐ House

☐ Unit

☐ Other (please specify) _____

3. How many parking spaces are available within your property site?

Number

4. How many vehicles (including company cars, boats and trailers) are related to your household at the above address?

Number

5. Where do you usually park your vehicle/s (related to your household) at or near the above address? (please tick)

☐ On-street - Where _____ How many (number) _____

☐ Off-street - Garage _____ How many (number) _____

☐ Driveway _____ How many (number) _____

☐ Other (specify) _____

6. Can you and/or your visitors find parking at or near (within 50m) your residence? (please tick one)

☐ Always, no problem (please go to Q8)

☐ Sometimes

☐ Rarely

7. When is it difficult to park? (tick appropriate box/s)

	Morning (prior to 12 noon)	Afternoon (12 noon to 6 pm)	Evening (6 pm to Midnight)
Monday-Thursday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday or Public Holiday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. How do you normally commute to/from work (i.e. from/to your residence)? (please tick)

☐ Car Driver (no passengers)

☐ Bus

☐ Car (with passenger)

☐ Ferry

☐ Motorcycle

☐ Walk

☐ Bicycle

☐ Other (specify) _____

9. If timed parking restrictions were introduced in your street, what duration would you support? (please tick)

2 hour parking restrictions

☐

4 hour parking restrictions

☐

8 hour parking restrictions

☐

There should be no timed parking restrictions introduced

☐

10. What are the most important traffic and parking related issues in your street?

1. _____

2. _____

3. _____

Any other comments? _____
