

MINUTES

NORTHERN BEACHES COUNCIL MANLY PARKING PERMIT ENGAGEMENT SESSION

held at Manly Town Hall on

WEDNESDAY 11 SEPTEMBER 2019

Minutes of the Northern Beaches Council Manly Parking Permit Engagement Session held on Wednesday 11 September 2019

At Manly Town Hall

Commencing at 6pm

ATTENDANCE:

Claudia Brodtke	Minute Taker
Don Morales	IT Officer Administration & Special Projects
Michelle Berridge	Customer Service Manager
James Brocklebank	Engineer - Traffic
Emily Carson	Manager – Community Transport & Parking Operations
Michelle Carter	Strategic Transport Coordinator
Phillip Devon	Manager – Transport Network
Scott Taylor	Ranger Coordinator
Scott Conroy	Ranger Coordinator
Lisa Trewin	Community Engagement Officer

Meeting Start Time: 6.00pm

Michelle Carter: Welcome and thank you for coming to Manly Town Hall and to the information session on the Draft Northern Beaches Parking Permit Framework. My name's Michelle and I have been working on this project since just before we went to Council in April for endorsement. To start with I just wish to acknowledge the traditional owners and the country on which with gather today. I will just run through some basic housekeeping, just in case you have not been here before today. Bathrooms - women are just out here off the foyer and the men's are situated in the back little hallway there. Emergency exit, if something happens and we need to evacuate, follow us and we will take you through to the meeting point, which is in The Corso, outside St. Matthew's church.

We are here today to give you a bit of information on the Draft Framework. It was endorsed at the Council Meeting in August 27, so we are here to give you some information as to what is in the Framework and why we are at this point, and to provide an opportunity for you to ask questions to us. We have many staff here tonight to help answer the questions. We have Patrick, who is our Engineering Coordinator. We have Emily; she is the Parking Operations Manager. Phil Devon, who is the Manager of Transport Network. We have Michelle from Customer Service. We have some Rangers in the back row as well, Scott and Scott. And we will have formal minutes as well from the meeting- so Claudia is here taking the formal minutes and we've actually just loaded the minutes from Saturday on our Your Say page, and the minutes from yesterday's session and today's will be loaded on the Your Say page as well. All of those questions will be captured through the audio and put forward in the minutes. We are also recording the presentation tonight as well and that will be loaded onto the website, along with the other two information sessions as well.

We have one hour scheduled and just based on time from the other information sessions, we have run over time. If you need to go at seven, we understand that, but please do stay. We are all happy to stay a little bit longer to make sure that all of the questions are answered. You would have been given a number if you wish to ask a question - what we will do, when it comes time to questions, we will have a microphone and Emily will go round and hand you that microphone. Just to note, it's really important to speak into the microphone so your audio is captured. Anything outside of the microphone or not spoken with the microphone will not be captured on the audio so it will not be recorded as part of the formal minutes. What I will do now, I will hand you over to Phil and he will just start with the presentation tonight. Should only take around 10 or so minutes and then we open the floor up for questions, okay? Thank you Phil.

Phil Devon: Thanks everyone for coming tonight. This is the third one of these we have done in the series of three. One of the things we have been trying to explain is that whilst we are specifically here in Manly, the framework applies across Northern Beaches. It addresses the RMS guidelines - People have been saying that they are guidelines you do not need to comply. RMS have a different view so they are mandatory guidelines. The only ones that are in action now are Manly. The draft framework is proposed to apply to any new scheme in the LGA.

Audience: Can I just ask, if they are guidelines, are they written in law? Is there something that is written in law about that, when you say we have to comply?

Phil Devon: Just hold the questions until the end, but yeah, we'll address that. The guidelines, the framework applies across all new schemes on the Northern Beaches. Any new scheme and extensions to the existing Manly schemes must comply with the guidelines. The proposed Manly scheme, following the framework, will be introduced in a phased approach over the next few years.

Audience: Is there any reason we are here or is this going to happen?

Phil Devon: It is so we can get your feedback and we can explain why we need to do this, so I will keep going with the presentation, I will take questions at the end. The August council meeting, the draft parking permit framework was endorsed for public exhibition. There is a little bit of confusion around recommendation F, which notes that the draft framework does not limit the ability of residents living within the existing Manly scheme areas to apply for parking permits, okay? It will however link vehicles registration to a property. The idea of it is that it almost kills the black market in permits overnight.

Audience: Can you just explain that one again? I really didn't understand what you said other than it will link to rego-

Phil Devon: Okay, so there was a recommendation made on the night by one of the Councillors as an addition to original report and it is just reinforcing the fact that in the framework there's concessions provided for the existing Manly schemes. It notes that from day one, the RMS guidelines do not fully take effect in the Manly existing scheme areas. What we have heard from the stage one engagement we did, a lot of you attended downstairs in the training room where we had the maps and the post it notes, we had four stakeholder meetings. So we met with the business chamber, we attended a Manly resident group meeting, the Manly community forum and the Greater Manly resident forum and discussed what we were planning, provided presentations. We received 94 online comments through the Your Say page, 68 written submissions, 9 question online and at five sessions, we had over 340 people attend.

Michelle Carter: Throughout the earlier engagement undertaken in April, we heard a lot of feedback from the community. We heard about the permit black market that goes on. We have heard that the community want to have the permit eligibility tightened up as well, so to ensure that people living within the property are the ones issued with the permits - people that live in the area so that they can get parking close to their home.

We have heard a lot about enforcement. There is a lot of feedback that the areas are not enforced as well as they could be, so we have taken that on board and looked at how we can improve enforcement as well. We have spoken with our Rangers team. We have them here tonight to hear your views as well.

Definitely priority to residents. At the moment, many people outside of the area can access a permit through friends or buy it on Facebook or Buy Swap Sell, so it is really looking at ensuring that the priority is to residents, in particular the priority to residents that do not have off street parking. I guess these schemes are in place to provide parking opportunity for them and that is about the priority that we talk about.

I guess, the parking design, when we talk about this we are looking at whether the spaces can be line marked or not. Whether it is the opportunity to mark the bays to ensure the you get cars parking consistently all the time, through marked bays.

We heard as well that you want to have the visitors considered as part of a scheme and that also tradespeople, it's really important as well, a lot of people have work done. It could be short-term work or work that takes up to three weeks, or perhaps even longer but we need to cater in to this scheme.

We heard a lot about the business permits as well. Currently within the scheme, all the business within the Manly area are eligible to get three parking permits. It does not matter what they do for a business, it can be any business in the area. They can have three, so we have heard that that is really affecting parking availability and impacting on residents. We have looked at how we can better address that.

There are a number of formal arrangements in place with Council for some of the larger organizations, - you have the Yacht club, the Skiff Club, Bear Cottage, tennis clubs - and they have been in place for a long time. What we will do through the process is work through if they are still eligible for permits, and if they are, what permits would better suit their needs. We do not want to take away any valuable community service that is being provided in Manly, so we need to work with those organizations to make sure that we have the best fit for that.

Phil Devon: This (*referring to Presentation*) is a snapshot of the audit so far. We have completed 95% of the off-street audit. It is self-explanatory. There are 11,500 permits out there. Now, the on street spaces being 3,800. When you consider all, there is still 3,500 eligible car spaces that we could use across the area, but it is oversubscribed by almost 3,000 spaces.

The Draft Framework - the recommendations as we have discussed - eligibility for permits; who is actually eligible for them. The registration being linked to an address, that will stop the Buy Swap Sell, Facebook marketplace type thing. A reduction in permits per rateable dwelling; Manly being an older area - there are issues where you have blocks of four units for instance, that is only classed as one rateable property. There will be a little bit of work around that, how we manage that sort of program. Changes to the business permit eligibility, Michelle touched on that. At the moment, some business come in and they ask for nine permits because they are on three separate titles. Now, is that really a residents parking scheme? Probably not. If the business needs a vehicle for the operation of their business- florists doing delivery, chemists doing delivery - if the vehicle is registered to the business, they are eligible. When we briefed the Business Chamber, we had actually done a bit of research on what the impact of having those permits were to the businesses bottom line, which is why many of the businesses are quite happy with us making the changes we are making.

We are introducing new permit types as well. You have your standard residential permit. We are going to trial a visitors permit - they're a scratchy based system where you get a book of 10, up to 20 and you scratch off the day, the month, and the year and that is displayed on the dash of the car and that's good for one full period - a similar system to what they use in Waverley in North Sydney. Business permit, we have spoke about. Trades person permit, it is for those minor home repairs - if you're doing a renovation where you've got tradies turning up for months on end, it's probably not the right permit anyway because that only guarantees them parking within the zone. If you are doing a renovation, the builder needs to be parked out the front in the Work Zone, so that is where it works better for the builder. He does not have to cart his stuff from half a block away to the property. The support worker and the carers permit. The

support worker permit is for a registered care organization like home care, home nursing, that sort of thing. A carers permit, there is a definition in the framework of how we will apply the carers permit. It is in line with the act - if you are looking after a relative who needs permanent care or that sort of thing, that is the permit, it is linked to the address, not to a vehicle. You can use that around multiple family members looking after someone at home that is ill, that sort of thing.

We are recognizing that car share provides a benefit to the community in reducing the overall number of cars on the street - so you have Popcar in Manly; they are in a dedicated space. GoGet use permits that float around the area. What we are looking at doing is bringing in a permit that identifies them as a service for the community, not taking up a residents permit. Michelle touched on the organizational permits like Sailability for instance. They have permits for their volunteers, that sort of thing. We are going to actually meet with the various organizations, like Royal Far West, to actually work out what their needs are and how we can best cater for them without impacting on the residents around them.

Fees and charges - those of you that have attended a couple of these - we are only charging for the first permit. A lot of it has to do with at the moment, you get the little plastic thing, your permit sits on the windscreen, these are actually a proper sticker with the vehicle rego on them so they're not transferable between vehicles. We had a bit of a debate over, at the last one, about the cost. \$47 for the first one does not cover our actual cost- special paper, printers, staff time - it is going to cost us money to implement anyway. The third permit is still available at this stage - trades person permit, visitors parking permit books, support permits and pensioner discounts as well because we understand the aging resident population; that we need to consider these things. The postage charge allows us to be able to register mail so no one can knock them off from your letterbox - it is about permit security.

Michelle Carter: We are open for Community Engagement now - we are holding these information sessions. Our formal submissions close on the 29th of September. We are undertaking a lot of internal engagement as well within Council to ensure that we get this right in how we manage it - we have met with the Rangers to talk through this scheme, Customer Service, Parking Operations. Once the formal submission period ends, we will review all of the submissions that come in and see where we can make changes within the framework, where possible.

We are planning to report back to Council towards the end of this year with a revised framework and recommendations - if Council supports what we are proposing, we will stage it in line with permit renewals. What will happen is from the 1st of February next year, Little Manly will renew first, and that is when we are proposing to implement the new eligibility and the registration vehicle information. You can learn more about the project - everyone here, have you had the opportunity to look at the Your Say page and see all the links up there? There is a lot of information on the page. There is all the history from the first stage of engagement carried out in April - you will be able to see all of that information. There has been a change in the internet site that we use, so it will look a little bit different from when you first saw it in April, but please go on the Your Say page, make a submission online through the Your Say page, or in writing. That is our postal address there for here in Manly. You are at the information session, so that is great you are here. There is also an opportunity to have questions answered online and we are getting through those as quickly as we can - it has been quite popular, so just give us some time to actually get through them all. It is important that you understand the documents relating to this project - they contain a lot of information. We have the RMS parking permit guidelines, which are here now. You are more than welcome to take a copy home with you. Understand those, have a read, and see how these schemes are in place. We also have the draft parking permit scheme framework here as well. If you have not had an opportunity to read that now, please grab a copy and take that home with you.

The agenda from the August Council Meeting and the minutes are available on the Your Say page, and all the information from the April community engagement sessions are available on the Your Say page. Every single comment that came through in April, so that all of the sticky note comments that were placed and given to us, all of the written comments and the Your Say comments are within our community engagement report. That is all public information and you can view all of that so you have a good understanding as to what other people in the community are also saying about these parking permit schemes. What will happen now, that really finishes the formal part of the presentation. What I ask-

Audience: Excuse me, will the gentleman please answer my questions-

Michelle Carter: Okay, can I just have you just hold for a moment. What we will do to ensure a fair process, we have a numbering system here today. Many people want to ask questions. So, if you do not have a number, please grab a number and we will answer your question in order. I also ask tonight that as we are here to help you and to give you information and all we ask is that respect is given to Council and we will give you that same respect to you as well, so just bear that in mind. So what we will do is, we will start with number one and work through - and would you like a number?

Audience: Sorry, will you answer my question first.

Michelle Carter: Okay, as we have mentioned is that we are working in –

Audience: You made a statement that these guidelines must be adhered to – I'm asking you what is the basis for that statement?

Phil Devon: They are mandatory guidelines provided to Councils across New South Wales by the Roads and Maritime Services.

Audience: Are they in law?

Audience: Doesn't mandatory just mean guidelines?

Phil Devon: They are in law. The process for approval for a scheme – we will go back to first principles. The way schemes are approved, they go to Traffic Committee. If a Traffic Committee at a local level approves something that RMS does not support, they have the option of taking it to the Regional Traffic Committee to have it overturned – so if we put up something that RMS will not support, they have the option of taking it to the Regional Traffic Committee to overturn it- under their delegations, the Roads Act and the Road Transport Act, that's how it is legislated.

Audience: But we do not have to comply. They are guidelines.

Phil Devon: Well, RMS take a very different view.

Audience: We had a scheme – why are you changing it – we had a scheme.

Audience (Speaker One): My name's [REDACTED]. I live on Eastern Hill. I have a single rated property there. I have my wife and I and three adult children. We have three vehicles; we are going to lose our off street parking under this current scheme. Can you please answer, how is it fair that I will have less property right than a unit next door?

Phil Devon: The property right issue - the road reserve belongs to everyone. It is something that is provided in areas of high parking demand for the residents. If you have off street parking under a compliant scheme, that's part of the eligibility criteria for the implementation of a scheme. We are getting applications or requests for schemes around the new hospital at Frenchs Forest for instance, where staff and people going to the hospital are parking on the local roads. They are not eligible for a scheme because they all have more off street parking than they have ability to park on street. Part of the problem is, historically, when some of these schemes in Manly were implemented, they complied with the guidelines of the day. However, RMS have written to us to undertake this process. Several times, they wrote to Manly Council. Upon amalgamation, they also wrote to Northern Beaches Council.

Audience: I ask again though, do you think it's fair that I have less property right than a unit next door when I have five people who live in my house?

Phil Devon: See, the property right question is kind of outside the guideline.

Audience: But my question is specifically to you, do you think it is fair?

Phil Devon: The whole scheme has to be applied fairly across the LGA.

Audience: Sir, will you answer my question. Do you think it is fair that I have less right to park on the street than the unit next door?

Phil Devon: You do not have less right because it's time limited parking. You can park there. You just have to move your car more often.

Audience: Do you think it is fair?

Audience: Somehow parking has to be shared amongst everybody.

Phil Devon: It is a fair and equitable distribution of the parking, yes.

Audience (Speaker Two): Thank you for letting me jump the queue because I've just got to go somewhere, so, I live in a property with two off street car parking spaces and five registered vehicles at that address. We can probably lose one, but we need four. Am I able to buy two of the permits that I have now and continue to park two vehicles on the street? The second part of the question is what happens with motorbikes? Can those still just park on the street as they do now and not get booked and need permits.

Phil Devon: Yeah. Under the current scheme, motorbikes are exempt. The issue with the four vehicles, under the current implementation schedule, for the first stage, yes you will be able to buy the two permits for the two vehicles. As we implement it, that may change. We are doing the staged approach, so implement the eligibility. Make sure that the black market is removed. See how we go with utilization and then review it and move on.

Audience (Speaker Three): I will lead into my question; Phil and Michelle. You are designing a scheme for the whole of the Northern Beaches when we have a particular problem in Manly. The particular problem in Manly is not right across all of Manly, so we are taking a sledgehammer to crack a nut with this particular thing that you are putting together. Now, the section F that you talked about up there that was introduced by Councillor Sprott, you understand why he introduced it, don't you? He wanted people who have one, or two, off street parking to be able to apply for a permit. Now, the councillors are telling us that that is what they thought they had approved. Tonight I am hearing from Michelle and from yourself, possibly, that that does not apply. Now, you are going into a trial period I guess from February, so you might allow it from February through to February 2021 and then you will try to comply with the RMS guidelines. Is that what you are doing?

Phil Devon: What we are doing is implementing Stage One, and then pausing, reviewing and then we will re-evaluate where we go to from that point.

Audience: So we will be able to apply in February and we will get a permit if we have cars registered in that property?

Phil Devon: Correct.

Audience: And off street parking?

Phil Devon: Correct.

Audience: But you may take it away in February 21?

Phil Devon: If we do not achieve the utilization requirements and the eligibility requirements, so, we have to get closer to the ... reduce the number of permits like the 11,500 way over and above. We need to put measures in place to reduce that and then re-evaluate it.

Audience: When you do the registered car to the address thing, you will reduce it dramatically, and when you start telling people that they are paying \$4700, you will find you have another 6 or 7,000 that are sitting in drawers because people just want to keep one there in case they got some other parking out the front. It will reduce it dramatically. You will not have a problem. Yet we are trying to bring in this scheme for the whole of the area.

Michelle Carter: Yeah, that is correct. What we do anticipate happening is when we introduce the new eligibility requirements with the resident and vehicle registration, it will reduce the number of permits out there and we will monitor that. In the framework, we have put a 12-month review period until 2021 for to look at off street, but that could be extended to give us more time to ensure we have the right fit. We need to ensure that the places that have the high number of properties with no off street parking, are working for the residents that do not have the off street parking as well.

We may not be able to continue the status quo across all scheme areas, so we just need to make that very clear as well. There is a lot that we need to consider with this, and particularly within the Isthmus scheme area where parking is in very high demand and many of the older units do not have off street parking. In addition, with the removal of the business permit to all, we are going to have a big reduction in permits within those scheme areas as well. That is what we need to monitor. We need to see the impact, talk more with the community, and see what is happening. It really is going to be a long-term project for Council to ensure that we end up with the outcomes we need, which is parking priority for people that have no, or limited, off street parking so they can park close to their homes. Then, following that, we can look at allowances for potentially that third permit, so that will take us time to go through that process. Tonight, I would just like to acknowledge Councillor Bingham here today. Thank you for coming.

Audience (Speaker Four): Yeah, I guess, it looks like my flexibility question's out the window. Now I would like to know about transparency. Are we going to know how many parking allowances are given to businesses, to the Skiff Club, the Yacht Club, to Manly Councillors- sorry, not just Manly Councillors - extended Council. Are we going to know how many car parks that you people are having? Is there going to be transparency?

Phil Devon: Okay –

Audience: We need to know many you have.

Phil Devon: I do not live in Manly. I have none.

Audience: Well, that is probably fair enough. You do not live in Manly, obviously. I would expect you to have none but honestly, transparency. I mean, you are making our lives difficult because we do no longer have the flexibility to juggle cars when family come, that has gone out the window. I think we should start making other people's lives a little more difficult. We bought a property in Manly in good faith. I am one of nine. I have extended family galore as you could imagine - one week here, all the time, adds up to a lot of, you know, most of the year - I bought the property for that reason and you're taking that right away. I am not going to be happy and so I need to make sure that other people are not having an easy ride.

Phil Devon: Yeah, and within the guidelines that we operate in, we can make numbers available.

Audience: What about flexibility to juggle? You know - in my drawer - every day is my card unless somebody comes - and I protect it like its gold.

Phil Devon: Yeah, and you know, many people do the right thing but there are some people that do not, and that is part of the problem.

Audience: Yeah well, you should have dealt with those people. That is life, you have to deal with the issue, not the people like us. I get a bit emotional about taking-

Michelle Carter: No absolutely. Parking is emotional. We have done a lot of parking projects and there is a lot of emotion from community. Yep, absolutely we understand that.

Audience: Flexibility has been taken away, having people over for dinner for instance. This is a lifestyle, which you are taking away and that is rough.

Michelle Carter: Thank you.

Audience (Speaker Five): Hi, just some clarification on trailers. They already have the registration linked to the household. Am I going to be able to renew my trailer permit in 2020?

Michelle Carter: Within the framework that we have on exhibition, we are not allowing for trailers, boats or caravans. That is basically just due to the high demand for parking by residents.

Audience: There is four trailers in my precinct. Four.

Michelle Carter: There is probably around 20 or so permits issued across the whole Manly scheme to trailers, boats, caravans but we are proposing not to do that. However, you are welcome to put a submission in to Council, as we are in exhibition, requesting that we reconsider that, and we will take those comments on board. A lot of it may be what area you live in and what the available parking will be in that scheme area, and that plays a part. If it were in Isthmus, I would have to say we more than likely would not be able to consider that, just due to the high demand for parking - but down the track it's possible, but that could be a consideration.

Audience: So, understand that surely we are implementing a trial. Isn't there some period where you can give me some grace to actually get rid of my vehicle without having to go and park it where you people are already getting a huge amount of complaints on the side of roads for Pittwater Road, Balgowlah Road for example?

Michelle Carter: Yeah, so the trial that we have referred to will be the visitor permit, if that is introduced, that will be going on a trial to see how that works. The rest would be implemented. What scheme area do you live in?

Audience: Little Manly.

Michelle Carter: Little Manly, so from 1st of February next year, yeah so you'd be the first one coming-

Audience: You're giving me four months to-

Michelle Carter: Correct, that is an area that's got a really high demand for parking, a lot of houses with no, or limited off street, so it does leave limited time, but however, please put something in writing to us so we can consider that and the comments have also been captured tonight as well - and I can't give you a yes or no right now on that.

Audience: Do you know when you will be able to because if, for example, if it's December, then I have a month to find alternative arrangements or sell it and if I am honest I probably will sell it because it's a huge loss of amenity. We live right next to the boat ramp so we just jump in and go. But I'm not going to be able to travel 20 minutes to go and get it somewhere or even clean it, or even wash it, so I'm going to sell it, and I'm going to need more than the month to sell it.

Michelle Carter: It would be in the report that goes to Council for adoption, so that would be the first time, as soon as that agenda is made public, that's when you'd be notified as to what would be. We are

proposing for adoption, so we could not give you any indication before then. The Councillors make the decision at the Council meeting, so until that meeting happens and they have that discussion and make their recommendations, we do not know.

Audience: Thank you.

Audience (Speaker Six): Thank you. I promise to be less vocal than I was yesterday. Coming through with how unfair this is, you know, adult kids, they need to work. They cannot afford a house. Question – really two questions. It goes under the trailer thing, can you just clarify absolutely are the trailers, caravans, able to park in the scheme, Number One. Number Two - this mandatory guideline thing is so confusing. Hopefully it's going to be fixed up at the meeting we've organized but the gentlemen has left, Speaker Two left with a clear impression that he can buy two permits to house his cars. Now, that might be so for a short period, but if you read these guidelines, you have heard everything you have said, if you have two off street car parks, you get zero permits. Now that person has gone thinking everything is okay, that he's just got to pay \$200 to get the permits. I do not think you have answered the question fairly. Thank you.

Phil Devon: Currently, trailers have to comply with the time limit. They do have to be under seven and a half meters, or under four and a half ton to park legally on a public road anyway. Those in the scheme areas currently have permits - what we are proposing as of implementation of the new schemes is that we would not be issuing a trailer permits.

Audience: Sorry, to clarify what I am saying is, in these guidelines, it says something about discretion, right? That person has gone out thinking there is no discretion, I have two permits. So, with this scheme, is there discretion to leave things as they are, and a family gets to buy two permits for their adult kids?

Phil Devon: In the staged approach?

Audience: No, forever.

Phil Devon: I cannot guarantee forever, but in first stage, which is what we are going to propose in Manly - so the rest of Northern Beaches is different obviously, because they do not have schemes now - so we have to comply with mandatory guideline day one, but in Manly, we are in a transitional phase. Now that transitional phase currently is in the framework for 12 months, which could be extended to two years, and then we re-evaluate how it is functioning at that point.

Audience: What is it then?

Phil Devon: What do you mean what is it?

Audience: What do you get if you have four cars and you have two off street, do you get to buy another two, is that what you are saying?

Phil Devon: In the phased approach, that is correct.

Audience: Okay.

Audience (Speaker Seven): Thank you. I was just wondering about, I have relatives that have properties in Manly and they come periodically, but their registered cars are at their residence address, you know, in the country. So how will they get on if they come down for Christmas for three weeks and stuff like this, or periodically?

Michelle Carter: Yeah, we are aware there are a number of country property owners that do come down for that period. We would need to look at whether they have off street parking to accommodate what they need, but what we are proposing through the framework- it does address permanent residents through that - so I guess during this stage of engagement we can hear from them and see what impact it will have in

that case. I guess there are already some strict requirements that Customer Service have in relation to issuing those permits at the moment. That is a tricky one because we are looking at permanent residents as the priority as well. It could be back down to a case of what is available within that scheme area.

Audience: But they pay their rates and they do not have car park. They do not have off street parking so, and they do not rent their houses out. They just come and go when they like, so they should be able to get a park if there is a park available. They still have to juggle and try to find a park like everyone else, but they still should be allowed to get a ticket I would think?

Michelle Carter: Through this, the priority will be the permanent residents who need that parking day in and day out to park their cars, because they do live here permanently. What I think we can do is look at that one a little bit more carefully and see what options there may be to accommodate that, but it really is, we are asking people to be permanent residents, to live in the property, to be able to link back to that vehicle registration. We will have a closer look at the country owners, and when they come, we know there is a number of them that do, but then we also have to look at the priority across the area and the impacts that could have within the scheme and what the availability will be for parking.

Audience: Yeah well, for 80% of the time they have no impact on the area, but when they do what to come and use their property, they want to have a ticket.

Michelle Carter: Would it be that they are more of a holiday accommodation type and are you suggesting that we consider a holiday type permit within the framework?

Audience: Well, at least give them some time at any rate so they could buy their visitor permits, but they get one as it is now without their residence on it, you know, their address is not linked to the house, that's what I'm trying to get at.

Michelle Carter: Okay, we will take those comments on board and have a look at whether there is some sort of a holiday consideration that could be applied.

Audience: All right, that is great. The other little quick question is, my parents are elderly. We visit them regularly and it would be more than, well, 10 times a year for both brother and sisters say, so what happens when you run out of your 20 tickets? You visit once a week, that is 50 times, so what have you got to do then? Go to the car park and pay or...

Michelle Carter: What scheme area do they live in?

Audience: It is in Isthmus.

Michelle Carter: In Isthmus – so it has high demand. I guess you could look at whether they could be eligible for the carers permit. That could provide you with that, but you would have to meet certain conditions for that as well, which they may not, but that is a difficult situation as well. You will have two hours on the street - that may not be enough time to visit and you might want to stay longer - but more than 20 yeah, that could be an impact for a lot of people. We are trying to find something that is not, 100 for everyone type thing to suit every single persons need. We do need to cap it to ensure that everyone has that fair opportunity. We only have this much space and then there is this much demand, so it is tricky, particularly in Isthmus to balance that and get it right.

Audience: Yeah. All right. Thank you.

Audience (Speaker Eight): My question has already been addressed. The comment I would like to make is it feels like this is an over engineered program to meet the need of a vocal minority. I think if the issue is the black market, then as the gentleman said, this scheme is costing a lot to implement and that has been shouldered by ratepayers who are going to have to now start paying for permits that they currently have access to. Perhaps council should have considered, or if it's not too late, should consider a way to address

the issue of the black market rather than a complete overhaul of the scheme that works efficiently, cost effectively but as you've pointed out from your slide has some problems with over subscription, which is, in from what I understand, black market specific. Alternatively, perhaps business permit specific as opposed to residential permit. As a ratepayer and an owner-occupier, I reinforce the comments that have been said tonight. I have five adults in my house. It is akin to a boarding house. One owner, everyone has a room, we all share the kitchen, the lounge room, living room, and it is the definition of a boarding house. However, I would be entitled to one permit for those five people. A boarding house would be entitled to five permits, so I do not understand that.

Michelle Carter: Thank you. What is with all these children still living at home? Do they ever go?

Audience: 53% of Manly residents has two or more. It is on your website.

Michelle Carter: Yep, absolutely, yeah.

Audience: So let us start there.

Michelle Carter: So we know we will never get rid of our children. They will be with us. Thank you. Next question.

Audience (Speaker Nine): Hi, I'm [REDACTED]. I live on Charles Street in Fairlight. My question is a bit different from a lot of people here, but we are the first street on the fringe, not included in any permitted area. Our concerns as a resident, with suddenly everyone losing their boat space, their car space, we already cannot park. We have two young children, as many of the families on our street do; we are young families, many young kids. I already cannot park. I come back, I have shopping, I have kids, and I have the beach stuff. I cannot park near my house and I think with these proposals, our street's on the very fringe, especially with Daintrey, Francis, all the streets near us are becoming included - our street, it even references in those notes for the parking for the Church, "Oh, park on Charles Street." What about the residents on Charles Street? We already cannot park. I've spoken to some other families on the street and we really feel this needs to be addressed. I mean, how do you manage all the streets on the fringe? That suddenly we are going to have even more boats; do not park your boats - even more cars and we already cannot park. We have petitioned I think twice as a street now, to be included because we are on the Sydney Road, the E70 road into the city. Many people park to commute. They park to go down to the beach. So really, what can we do to become included in the permitted area, and are the permitted area limits already set, and so what can we do as a street to manage this?

Michelle Carter: Yeah look, we've heard a lot about the fringe streets and a lot of people do park up on those and it will just keep going and we'll do your street and then it'll be the next one out, and it will keep on going.

Audience: But as you get further away, or further from Manly, or further from the ferry - Charles and those streets, I mean, you're a 10 minute walk from the ferry, you're one the E70 bus line, you're next to the day-care and the schools. Many people drive their kids to the school; drive their kids to the day-care and park there to commute into the city. As you get further out you would think the problem would become less because you are further from Manly. We have people parking and sleeping in their cars, where they go for a night out in Manly. I come out one morning and there's all these people sleeping in their cars, so I think as you get further from Manly, the problem will become less, so yeah, it's definitely a sort of, how do you manage that?

Michelle Carter: Well, what we will do, I mean, the other streets that can be looked at for a new parking permit scheme, but because they do not already have one, they would need to follow the RMS guidelines in place. We could not apply any consideration as we are with the existing Manly scheme. First, you need to look at the off street parking available within your street. So properties within that street, they would have that criteria set immediately and the-

Audience: Yeah, there is not off street parking because of Union Lane parking, so no one can actually get in and out of any of their garages or carports there.

Michelle Carter: Yeah, so anything on the street, if they do not have street parking, like from the street frontage, or where there is lane way access, so that's the first thing they'd look at as well. The only other option is to come through and put in either a two or four or eight hour parking limit or something to deter people on, but there would be no visitor permit eligibility, there would be no residential permit eligibility for that, so that's something that we can look at.

Audience: Yeah, I think just having some sort of parking term there, even if it's not a permit, just something to deter the people that commute into the city, or go to Manly for their night out and leave it for the weekend because it really makes the residents really hard and people that will be leaving their extra cars they can't get permits for.

Michelle Carter: So what we can do, as I said, we can look at time restrictions. First, determine if the street would qualify for a scheme or what residents would and then, noting that not everyone may be able to have parking permits on the street, and then look at, secondary to that would be timed parking.

Audience: Yeah, I think that would be great. Thank you.

Audience: Can I just add comment about that particular area? I know I am jumping in the queue. That particular area has a, from your graph up there, minus 29. So there is enough parking there already, why change anything?

Michelle Carter: I would have to have a look at the numbers sorry, and see what you are referring to.

Audience: It said minus 29 on the graph that was put up on the screen, for the Ivanhoe and extended Ivanhoe district.

Michelle Carter: Okay. We will have a look at that one.

Phil Devon: One of the issues with the extensions is that the permits are valid across the whole area, so whilst the permits were issued originally for the extension, they are actually valid in Ivanhoe Park as well.

Audience: Yeah, but the figures you had up on the screen were minus 29 for those two combined areas.

Michelle Carter: Ivanhoe Park?

Phil Devon: Yeah, that takes into account the off-street spaces as well though.

Audience: You do have more parking than you have residents, so why are we changing anything? Why the need to change?

Phil Devon: The way that graphic works is, you have off street spaces of 808, you have on street spaces of 809, but you have 1500, well, almost 1600 permits issued.

Audience: Yeah, minus 29. Therefore, you have 29 more spaces than you do resident parking.

Phil Devon: The way the criteria works though, it is the off-street spaces are not included in the number of permits per on street space.

Audience: You have more parking available for residents than there are residents. Why are you changing the scheme?

James Brocklebank: Not everybody who has an off-street parking space is using it. That data assumes that everybody who has an off-street parking space would be using it as parking, which is not the case.

Phil Devon: *(Referring to Slide in Presentation)* - This is the graphic we are talking about, so the off-street spaces, that is spaces inside the properties. There is 808 off street spaces, give or take. On street, is 809 but there's almost 1600 permits issued for those 809 spaces - and that's the way the RMS assess the eligibility and take us to task because under the guideline, you're not supposed to issue more permits than you have on street availability- that's the conundrum that we have.

Audience: I think if you look at that chart, what it tells you is that the problem is certainly in very specific areas. Again, we are using a sledgehammer to solve what is largely a problem in particular areas, which just adds to council cost, and as a ratepayer, I do not think I want my council doing that with their scarce resources.

Phil Devon: It comes back to that first column. If everyone was using the off-street spaces, right? We would not have as much issue as we do – but you have double garages where you can only put one car because it is full of storage. It is one of those, the way the RMS assess it, the on street availability should be the same or less than the number of permits issued.

Audience: I have a double garage which council in my DA application restricted to point that I really cannot fit two cars in it.

Michelle Carter: So what we will do, we will just still keep to the numbers, just mindful of time as well. We are up to 10, can we get the next question please.

Audience: Sorry, just to clarify, I was at yesterday's session and really challenged these people on that number of off street parking, how they defined it and yesterday it was confirmed, it is a guess - so this policy is based on a guess.

Audience (Speaker Ten): I live in Manly and I live between Manly and the Central Coast, and when I'm on the Central Coast I holiday let my apartment. I was just wondering what kind of arrangements there are for the share economy, like Airbnb, it doesn't neatly fall under the definition of business as you've described because it needs to be registered to an address. So what about the shared economy, Airbnb and you have Uber Eats and all of those businesses.

Michelle Carter: With the holiday accommodation, there is no permits available for Airbnb, boarding houses, backpackers. The priority will be for the residents living in the scheme areas. Uber Eats will be able to; they use many motorcycles, so we are not applying the motorcycle permit in the first part. They do have the two-hour parking restrictions, but looking at it, the demand for parking by people who live there, we cannot accommodate Airbnb guests coming in to park on the street-

Audience: Even if it equates, like if I'm on the central coast, I'm not using my permit but I can't then give it to a guest because they're not registered to my address.

Michelle Carter: Correct. That is right. Yep, correct. We are looking at permanent residents.

Audience: What about cars that are registered to a PO Box or a company car?

Michelle Carter: Company cars, you will need to get a letter from your employer on letterhead to say that you are, that is your full lease back vehicle, and you have private use and submit that to council.

Audience: And to a PO box?

Michelle Carter: A vehicle should generally be registered to a resident, a residential property as well, from my understanding. You would need to have some residential address on the registration or within your driver's license for that.

Audience: Okay, and can you just confirm, with this audit did it take into account parking space that do not comply with Australian Standards? Because there is 42 parking spaces in my building and none of them comply with Australian Standards, so most of them are not even parked in.

Michelle Carter: Yeah, we understand there is a lot of old properties in the area and many of the larger cars would not fit within these spaces, but some may be able to get a smaller car into them. When we went through the audit, we did do a visual audit of this. We did not go out with our tape measures and measure them up, so we have looked at whether they would accommodate a modern car in that space, but according to the old building standard, what was built at the time is what they have. They do not have the opportunity to modify the car parking spaces to fit a larger vehicle. We also are mindful of that and we will have to look at those properties when those applications come in. Some of the old garages, there is no way you would get a large four-wheel drive in that space.

Audience: So the numbers that are oversubscribed are probably incorrect.

Phil Devon: Okay, when we went out and did the onsite audits, we applied the B99 vehicle standard under the AS okay, so a large family sedan. If you cannot get Holden Commodore, Ford Falcon size vehicle into a space, it was not counted. Driveways, if the driveway would contain a vehicle and allow somebody to exit that vehicle, that space counted – but if it was just a driveway for transit, no it did not. Does that answer the question?

Audience: Yes, well, so you say the off-street parking spaces that are in the parking audit are likely to be incorrect because a number of them do not actually accommodate vehicles.

Phil Devon: The ones that did not accommodate a B99 vehicle were not included in the count so the Dungowan building for instance, to use it as an example, built turn of last century; it has the old timber garage doors. You cannot get a B99 vehicle in there. It has a parking count of five or six, which were the actual marked spaces within the car park itself, not the garages.

Audience: Sorry, were the clearance heights for the car parks considered as well because a number of cars cannot get into our car park because of the clearance height.

Phil Devon: Yeah. So if it was 2.1 meters or greater, it was included. If it was less than 2.1, it was not included.

Audience: Okay, so is the audit information available for us to look at?

Phil Devon: We are working out how best to depersonalize and deaddress that information. There is obviously privacy concerns with anyone knowing what number of spaces private dwellings have, and that is as per your request yesterday, that is the process we are working through now to work out the best way to present that data. It may be that we do it on a street-by-street basis, or a segment of street basis, but we cannot do it by a property-to-property basis unfortunately, is the advice that I have been given.

Michelle Carter: Thank you, I just want to check in with everyone regarding the time. It is nearly 7 PM so we have gone through quite a few questions and we do have a number of questions to get through. We are more than happy to stay and continue. I understand if you do need to go but we will keep on rolling.

Audience (Speaker Eleven): Sorry, just to clarify - so in February 2021 when you will match the number of off street parking to the number that you apply for, at that time, you're going to go off the visual audit, well you might have had your tape measure, but you're going to go off those audit numbers. Is that how it is going to work?

Michelle Carter: What we are proposing as well on the application form, is to ask residents at the time of application, how many off street spaces they have to park their vehicle. We will match that with what we have and it may be possible in that first year, we need to go and do another visual check, but we will ask that information with the view to mapping it within our systems.

Audience: Okay, so there might be an opportunity to dispute the rulings. So for example, I have the off-street parking, but my car is quite small at the moment. I am just worried that if I get a slightly bigger car it is going to cross the footpath and then I will get a ticket.

Michelle Carter: Absolutely yeah. We will request that information as well at that time.

Audience: The second question I had was actually from my neighbour - with the visitors parking spots where you do the scratchy- will there be a time on it because they have a lot of people who stay overnight, so they might be there from, you know, so the 24 hour period might cover from, I don't know, 10 o'clock at night, or eight o'clock at night to eight in the morning, and then they could probably get another two hours.

Audience: You have to use two.

Michelle Carter: Yeah, you would. That is correct. They would be single day use as well, but I am mindful that most of the parking restrictions finish at 10 PM. Some are eight. I think someone mentioned theirs is six o'clock as well, so from two hours before that time, they would be able to park, and then they start at a set time the next morning, so you do have two hours from that time of the parking restrictions starting. You would need to use two, so if they are staying with you overnight, that would be two.

Audience: They will have to use two.

Michelle Carter: Yes, they are single day passes. That is what we are proposing.

Audience: Ok, thank you.

Audience (Speaker Twelve): Okay, thank you. Can I just ask, I may have missed it at the beginning, but this whole issue is about, there is too many permits for on street parking, and is that correct?

Phil Devon: Yeah, that is correct. The main issue is that you have 11,500 permits and about a third that number of on street spaces.

Audience: Okay, and one of the issues that you seem to agree with someone raised is that a big problem is the black market, is that correct.

Phil Devon: That is part of the issue.

Audience: How big a part of an issue? What percentage of that is being used for the black market, do you know?

Phil Devon: Unfortunately, we are not 100% aware of the number-

Audience: What would you guess?

Phil Devon: 20%

Audience: You sure of that, it is only 20%?

Phil Devon: Yeah.

Audience: How do you get that number?

Phil Devon: Best guess.

Audience: Based on what?

Phil Devon: The number of permits that are actually out, they are second and third permits, okay? Only 14% of properties have three permits. We have done a little bit of investigation around the ones that are online, and most of them are second and third permits, so by extrapolating the numbers, it is about 20%.

Audience: Okay, You say there is 11 or 12,000 permits at the moment.

Phil Devon: 11,500 permits.

Audience: So, for this scheme to come into play there is a test period. What number does that have to get down to, for this to be ticked off?

Phil Devon: We have not set a number. RMS's position is that we are to work towards compliance, hence why we are going this stage, then reviewing.

Audience: And the compliance is it has to match the on street parking availability. Is that compliance?

Phil Devon: That is RMS's position at the moment.

Audience: So what is your sort of headspace? I guess someone else brought up the transparency - so we know, come October next year, you're sitting back and you've told us all openly that it's currently 12,000 for this scheme to work when we've all kind of agreed that it's black market, that there's this and that and we'll take a whole bunch of permits off of the street. We should know that the target is 8,000, or 4,000, or 11,000 if that target's hit, then we don't have to move forward on the process. There needs to be a number locked in, and we need to know what it is.

Phil Devon: Yeah, well currently the position is that we need to comply, is what RMS's position is-

Audience: But you have not locked that in yet.

Phil Devon: No.

Audience: When will you do that?

Phil Devon: Once we finish stage one, and then review it and see where the numbers fall at that point.

Audience: Why do you have to wait that long? Why wouldn't you put that in place before the test, I do not quite understand that. Why would you-

Phil Devon: Well, what you could say is we need to achieve 100% compliance.

Audience: Well say it. Make a decision. I'm just saying make a decision so we all know-

Phil Devon: But that would then be unfair for the residents that have lived under these schemes.

Audience: I am not saying it is fair. I would not want you to say that, but I think you need to make, I do not think it's right that you sit back and just sort of, you know, pick a number out of the air and we do not know where you have gotten that number from. I mean, you are making a rough guess that it is 20% on the black market. I mean, I think this is big deal. I think just taking a guess at these things and not being up front about it is not the right way to go about it.

Phil Devon: Okay, perpetually, if we were moving towards a compliant scheme-

Audience: Which you said you do not necessarily have to do.

Phil Devon: RMS could probably live with it - if we got close, they would be happy. How close? It is a changing government, who knows, all right - so, we've taken steps so we're working towards a compliant scheme-

Audience: So they have put to you that you need to be compliant, have they?

Phil Devon: Correct.

Audience: Okay.

Phil Devon: That is what the letter that we received from RMS says. That they are aware of the non-compliant schemes and we need to move towards a compliant scheme.

Audience: Okay, but you just do not know at this stage how close you have to get.

Phil Devon: We do not know-

Audience: Because it is obvious, you are not going to get even close to it.

Phil Devon: We don't know how close we'll be able to get without making everyone's life hard, so we're taking these steps to ensure that you still have parking availability whilst maintaining RMS's, or moving towards a compliant scheme guideline.

Audience: And will you - if you break down all these areas that feel outside of what we believe are the resident - a lot of them being here, that are doing the right thing, that you know, same thing, we have adult children that either have cars or are going to get cars and will need the on street parking. If you take all of those factors out and we look at the areas where we believe it's being taken advantage of, black market, businesses that need too many and they don't need them in all these other areas. If you take all these other areas and take just the residents, what is the percentage that is over and above? Is there a 70% that is being taken advantage of, what is, if it is 20% for black market, what is the rest of these other areas that are not using them correctly?

Phil Devon: I think under the first stage, gut feel is we will probably get 30 to 40% closer to compliance.

Audience: What does that even mean? What number is that, sorry I do not understand that?

Phil Devon: We are at about, probably be around the 7,000 permits.

Audience: Right, so 12,000, if it got to seven.

Phil Devon: And then we-

Audience: That is 30% towards it. Or that's-

Phil Devon: Pause and review, and then we would be going to break it down into scheme areas and look at each scheme separately.

Audience: But what is the current percentage that you feel, there is 20% for the black market, yeah? What about the other areas where you said a business applies for three times three in all the other areas. What is the total percentage now that is being taken advantage of, of the 12,000?

Phil Devon: Probably, around 10%.

Audience: How can it be 10%? Black market's 20%, so it must be more than 10.

Phil Devon: No, there are not that many that are out there for businesses and organizations.

Audience: Sorry, black market's 20%. The total cannot be 10; it has to be more than 20.

Phil Devon: No, no, no, like the 10% on top of the 20.

Audience: Which is what?

Phil Devon: Would be the 30%.

Audience: Right, so you reckon there is only 30% so that 12 will come down, what that, four off that?

Michelle Carter: What I suggest you do, if you would be able to put your question online exactly what you are asking, and then we can look at the figures and give you an exact-

Audience: I just think, I mean-

Michelle Carter: Because we are just guessing, like we are not going to have the data in front of us to give you the information that you require.

Audience: I know, I guess what my point is, you are putting things up here, to say these are the areas where they are being taken advantage, but you do not have numbers attached to them.

Michelle Carter: We do not have them on us now, okay. If you want to put question-

Audience: Oh, you do have them.

Michelle Carter: If you put a question through the online system, we'll be able to, and exactly what questions you want to ask about the numbers, we can have a look and see what we can provide to you as well, but with one thing within these guidelines as well, one important part is not to issue more permits than there are available on street spaces. That is something we need to work towards as well, so that is in the guidelines by RMS. It is very clear, but what I do request, we can talk percentages, numbers, but if you give us, exactly what you are after, what question you have regarding the permit, we will be able to provide you detailed response. We cannot do that without the information in front of us.

Audience (Speaker Thirteen): Yes, look its interesting listening to this. I cannot, as [REDACTED] said behind me, it just seems extremely over engineered and I think you are going to create a whole new sub department within Council to administer and police this. I mean, it is just complex listening to the number of permits. People coming down to Council with a photograph of their off street parking that you cannot park a car in. I mean, it is a monster and I cannot remember such a big undertaking the council's taking on here. Now, I live on East Esplanade between Osbourne and Wood Street, and if you walk down the street at six o'clock in the morning there's, and around Stuart Street, Wood Street, Osbourne Street, Addison Road, there is a hundred cars. If you turn up at 8:30, there is 300 cars. Now it is not rocket science to work out how to manage that. Just take photographs of what's going on over a period of a couple of weeks- not every day, and work out what cars always turn up between seven o'clock and 8:30 because the volume of people that are using the ferry service, not just to Circular Quay, it now goes to Darling Harbor - they go all over the place, so the secondary market is huge. I would have thought, I mean, I have run a business for the last 40 years, I have to look at a cost effective way to go about things. I think you are going to have many residents off side and you could have done an incremental process of working out how to police the secondary market.

Michelle Carter: I think absolutely - through linking to the vehicle registration and the eligibility that will remove that black market. At the moment, if those cars have a valid permit, legally parked, we cannot do

anything with that permit currently. So by tightening up the availability of it and ensuring it is linked to the property, it does have the vehicle registration printed on the permit will definitely what you will see should change come the 1st of Feb in that Little Manly area.

Audience: From what you have said, it sounds like you have over engineered.

Michelle Carter: Yeah, okay - I take that on-board.

Audience: It seems highly over engineered. If you are running, your own business you would go broke trying to implement that. You would have to; you have to chip away at it, piece by piece.

Michelle Carter: Yep, so the scheme is managed currently through Manly Customer Service downstairs. They have many applications. They deal with this already, so ideally we want to make it an easier process for the customer and for the staff as well, so that is what we are aiming towards. You already have to come in with a lot of information. You have to fill out your form, submit it. It is quite a detailed process already, so we are trying to make that easier as well for everybody. Sometimes it may seem over engineered, but we have got a goal in mind as to what we want to achieve through this, the objective as well, to ensure that we have parking for people who need it most, and that is people with the no, or limited off street parking. The people impacting on that is that third permit, or that second permit that goes to someone on Facebook or Buy Swap Sell because it doesn't have anything on it that registers them to be a local resident. So if we can ensure that car's registered to a local person that they are living in that property and we put that vehicle registration on the permit, which will really help. That will get rid of-

Audience: That is not true. They have the Property ID on the pass.

Michelle Carter: On the Manly residential one?

Audience: For the Manly residential permit, they have go the Property ID on the permit.

Michelle Carter: True. I might get customer service to ask if you can, Michelle, just to answer how you do manage that in terms of once the permit has been issued and is on the vehicle.

Michelle Berridge: Once we have issued the permit, what the customer does with that permit- we actually have no control over. People can come in and buy three permits against their property. It has their property ID on it. It goes out to that customer and then what they do with it from there; we actually do not have the control over. We trust that people are going to do the right thing. Unfortunately not everybody does.

Audience: Understand that. Many people here have more than one permit that is used to 5% of the year. Surely, we can contact those people who have the extra permits then their spot, and ask them how they use their permits. Then you can come back to producing some of these permanent issues with oversubscription of permits without going through this massive overhaul. I would be more than happy to give you that information, and I am sure most of us here would too because the over subscription there, is just a blanket number- 215 in my area. But I would guess, and I'm guessing, that of that 215 of the residents here, who care about this implement, that there would be 70 to 80 of them sitting in a drawer for 97% of the year.

Michelle Carter: Yeah, very true. People have said they do keep that third permit in the top drawer.

Audience: Because people come to visit us and by changing this, we can no longer offer parking to our guests, and we only have a book of 20 visitor's permits. We have many more guests at our house than 20's going to allow us. It is a huge loss of amenity.

Michelle Carter: Thank you, we will take that on notice as part of the formal minutes. How many more questions do we have here? We have two. Okay, yes?

Audience (Speaker Fourteen): Can I just follow on from that point? I live in the Ocean Beach area and we are already kicked in the guts. I have parking outside my place, but you cannot park until 10 o'clock at night, so I cannot have a dinner party. I need to have a spare permit so that everybody can come in one car. I mean, it is already ridiculous. I'm thinking, what about, if instead of 10 o'clock at night, you could make it like, six o'clock, so people could at least have people for dinner, and you can forget about it during the day. And in our street, it's ridiculous anyway because there's heaps of angle parking and half the street is empty most of the day, so it's completely unnecessary, so I think you really need to do this, really look closely at who you're going to smash and why you're going to do it, and is necessary to smash these people?

Michelle Carter: Yeah, thank you for your comments. The half hour parking I think there is a proposal to look at reinstating that back to two, two hours it was put at when the pool was-

Audience: Yes, but some people do not want that.

Michelle Carter: James, who is here, will happily talk to you about that proposal outside of the meeting here tonight because he is working on that with the Manly community. However, absolutely correct. With the time restrictions, we are more than happy to look at those to ensure a better fit. 10 PM does seem quite late for residential areas, perhaps within the Isthmus zone in the hub of the CBD 10 would be workable, because you do have the entertainment mix, but in areas outside, definitely it's something we'll look at, yep. Thank you. Next question.

Audience (Speaker Fifteen): Yeah, I think, just thinking outside the square, is there a consideration to take away around visitor parking? Perhaps there is a whole load of driveway spots in a sense, parking alongside your driveway, we quite often allow our guests just to park outside our house, alongside the drive, right? We simply give them a sticker, so the good lads here (*referring to Rangers*) know that it is a resident that is parking across the driveway. It is currently not illegal, sorry, it is currently not legal, but there is a whole load of spots opened up by giving some consideration where a visitor ticket, you know, attached to a property ID or even an address, right? Because I am not going to allow anyone to park across my driveway otherwise, so it is obviously me doing it. Something to consider.

Michelle Carter: What I will do, I will ask the Rangers at the back to answer that one. It is an enforcement question and it does fall under the Australian Road Rules.

Scott Taylor: We just have to enforce the road rules - but yeah, I do hear that. I have heard that probably a hundred times during my career, can I park across my driveway? However, we just have to follow what the road rules say. That layback or that area is sometimes used, some people use this area for prams and wheelchairs - people still use that for other things. Obviously, it is predominantly used to access our properties or your properties, so we just enforce what the road rules state.

Michelle Carter: Thanks Scott.

Audience: And the other one was just to what you said earlier about the black market being a large part of this issue, and I do not think it is 20%. I have no reason to think it would be that high or low. I am sure, somewhere out there the number is. However, simply adding the rego number to the permits today solves your problem and makes it very simple and removes so much fear that you've created with this proposal for good residents. You might want to really think about simplifying the scheme, reducing the cost of it, adding the rego numbers to it, and letting the status quo continue where people have three, are happy to pay for them, or more permits if they can evidence a car registered to that address, simple.

Michelle Carter: Yeah, no that is definitely, why we have included that within the framework, because we understand that will help with the management of the scheme and will stop that black market, but what we still need to ensure is that people can have access to parking. It needs to be fair and it needs to be equitable. We need to look and consider needs of people that do not have off street parking. They also have a priority in here as well, so if all the spaces are taken up by people that have two off street spaces already, they also get three permits, then the house next door has no off street parking, it's more difficult

for them to park as well. It does not solve many of the problems happening, but the vehicle registration on the permit will, ensuring they are going to people in the house. This is a really difficult project - the Manly scheme has been in place for a number of years and we're coming into proposed change, we're dealing with a community who we're taking on this journey and providing them with information about the scheme and how the schemes work and why we're doing this. It has been interesting hearing the concerns, and really working with the community on your particular issues.

There are some things that we will be able to do and there are some things that may not be possible to do - through the process now of having these information sessions, having the opportunity for you to formally ask questions to put in a submission, we can review all of that. We have a meeting next week scheduled with the RMS with the residents groups. We are meeting with them to talk through the scheme, the Manly area and to educate both ways. Therefore, RMS can inform the community, the community can also inform the RMS of the issues, and they will report out through the members of their area on the outcomes of that meeting. We will also put the minutes up on the website as well. That will take place next week - so we still have some further engagement to do. I guess for us, we have, looking at moving closer to align with the RMS guidelines and that does mean Council supports change if that. We are proposing that staged approach. We have 2021 as to when we would consider bringing in the off street, you know, there's discussions perhaps that could be, or may need to be extended to allow people more time to adjust and also for us to ensure that what we're doing is working and to see what the impacts are.

We are interested to hear more of your thoughts as well through the online system. I would really encourage you to look at the Your Say page. We will be hanging around for a little bit as well tonight as well if you wanted to ask us some more direct questions. So please come and talk to us - thank you all for coming. I really appreciate it. I know it has taken time away from your families and our families as well, so thank you for coming and we are here. We will get the minutes up from tonight, it will probably be early next week on the website, and Lisa would like to add something.

Lisa Trewin: The Your Say page also has a copy of the presentation, so if there is any data that you wanted to capture or reflect on after tonight, the presentation is online, as is the first segment of the information briefing we did on Saturday and the rest will be uploaded in the coming days.

Meeting Close – 7.22 PM