

# Engagement report – proposed parking changes on streets in Green Square



July 2021

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# Background

In response to community feedback, the City of Sydney has reviewed parking on some streets and lanes in Green Square.

This proposal aims to balance the need for on-street parking with that of a rapidly growing new town centre that is safe for people walking and riding. This includes completing the separated cycleway around the bend on Portman Street and up to the new pedestrian crossing at Frog Park Lane for safety reasons.

**The proposed changes were open for feedback between 20 May 2021 to 10 June 2021**

## **This engagement report**

This document summarises key findings and outlines activities that took place during the consultation. All feedback captured in this report will be considered before reporting to the Local Pedestrian, Cycling and Traffic Calming Committee.

# Engagement summary

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From 20 May to 10 June 2021, we asked the community for feedback on proposed parking changes in Green Square.

Consultation provided an opportunity for the community to review and comment on the proposed changes before being taken to the Local Pedestrian, Cycling, and Traffic Calming Committee for consideration.

Consultation activities included online engagement, a community briefing, letterbox drop and emails to key stakeholders.

This report outlines the community engagement activities that took place to support the consultation and summarises the key findings from the consultation.

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## Purpose of the engagement

The purpose of the engagement was to:

- gather feedback from stakeholders and the community
  - determine the level of satisfaction with the proposed changes
  - inform the implementation of any changes to parking in the area
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## Outcomes from the engagement

**Over 200 pieces of feedback were received during the consultation. Below is a break-down of the feedback received:**

- 32 email submissions were received
- 195 pieces of feedback were received from 29 people on an interactive map
- Approximately 20 people attended an online community briefing on 31 May 2021

**The following petitions were received and have been considered alongside all other submissions:**

**1) unrestricted Parking Northern Side of Hansard Street, Zetland (120 signatures)**

Petition requesting that the existing and currently approved proposal for unrestricted parking on the northern side of Hansard Street, Zetland, between Portman Street and Joynton Avenue, be maintained and not be revised to 2P 8am to 10pm.

**2) Two Hour Metred Parking Both Sides of Hansard Street (122 signatures)**

Petition requesting that the revised proposal for all 2 hour metred parking on both sides of Hansard Street, Zetland, between Dunning Avenue and Portman Street revert from 2P 8am–10pm back to the currently approved time of 2P 8am – 6pm.

# Key findings

Survey results indicate overall support for the proposed angle parking in Portman, Hansard and Merton streets. Opinions on parking restrictions are more mixed. A tally of the responses can be found below. Further commentary has been summarised into tables below, with responses from the City of Sydney to each issue raised.

Key recurring issues raised in the further commentary included (but not limited to):

- 2 petitions received regarding parking restrictions on Hansard Street
- the need for better lighting on Merton Street, Portman Street and Portman Lane
- requests for increased unrestricted parking from City West Housing residents
- importance of ensuring no further tree loss and increased greening opportunities as part of the works
- requests to retain speed humps/traffic calming

Proposed change	Support	Do not support	Unsure
<b>ANGLE PARKING</b>			
Angle parking on Hansard Street	10	0	0
Angle parking on Portman Street	11	4	0
Angle parking on Merton Street	9	2	0
<b>PARKING RESTRICTIONS</b>			
Portman Lane parking restrictions	6	5	0
Christie's Lane parking restrictions	7	1	0
Tosh Lane parking restrictions	7	1	0
Zetland School drop-off	6	1	0
Hansard Street (between Joynton and Portman) 2P 8am-10pm	1	14	5
Hansard Street 2P 8am-10pm PHE	8	12	2
Portman Street unrestricted eastern side of street between Sonny Leonard and Hansard streets	12	3	1
Merton Street 2P 8am-10pm PHE	7	3	0
Zetland Avenue mobility parking	3	1	2

## Further commentary / issues raised

### Comments on Hansard Street (angle parking and restrictions)

Comment	Total	City of Sydney response
Petition requesting that the existing and currently approved proposal for unrestricted parking on the northern side of Hansard Street, Zetland, between	120 signatures	Noted. In response to feedback, the City is proposing to implement

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Comment	Total	City of Sydney response
Portman Street and Joynton Avenue, be maintained and not be revised to 2P 8am to 10pm.	+1 email	unrestricted parking on the northern side of Hansard Street between Dunning Avenue and Joynton Avenue. Parking spaces outside the Creative Centre will be allocated for loading zone, mobility parking and 2P 8am-6pm Mon-Fri.
Petition requesting that the revised proposal for all 2 hour metred parking on both sides of Hansard Street, Zetland, between Dunning Avenue and Portman Street revert from 2P 8am–10pm back to the currently approved time of 2P 8am – 6pm Mon-Fri.	122 signatures +9 emails	In response to community feedback, the southern side of Hansard Street, between Joynton Avenue and Portman Street will be 2P 8am to 6pm Mon-Fri.
Requests to incorporate new greenery / large trees to keep visual appeal and improve privacy.  Ensure the new built out concrete area has sufficient garden/trees	3	Noted. Planting will be incorporated in detailed design. Existing street trees will not be affected.
Where is the carshare spot and what modifications or relocation to the speed hump is proposed?	1	Further detail will be provided during detailed design.
Comment that proposed Hansard Street parking restrictions seems to be a revenue raising opportunity.	1	Parking restrictions are in line with the City's Neighbourhood Parking Policy.
Request for angle parking on the southern side of Hansard between Emanuel Lane and Botany Road (noting that the existing vehicle crossover is no longer used).	1	Where driveways exist, it is against the law to park across them (even if they are no longer in use). The landowner would need to apply to the City to remove a driveway.
A round-a-bout for the intersection of Hansard and Dunning would improve safety and traffic flow in the area.	1	A roundabout is not supported in this location as they don't encourage safe pedestrian movement.
Changing the angled parking direction to rear in on Hansard would improve safety and traffic flow in the area.	1	The City would support rear to kerb angle parking in this location, however residents may raise concerns about vehicle exhaust fumes. Residents would need to

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Comment	Total	City of Sydney response
		demonstrate strong support for this change.
Comment that proposed changes won't help discourage vehicle movements in Hansard Street.	1	The aim of the proposal is to provide parking restrictions which best meet the needs of the community. Angle parking reduces the width of the road and slows down traffic flow.

**Comments on Merton Street (angle parking and restrictions)**

Comment	Total	City of Sydney response
Requests for increased lighting on Merton and Portman streets.	5	Lighting levels will be investigated during detailed design.
Important to keep street trees. Ensure new built out concrete footpath area has plenty of gardens/trees/shrubs.	3	Noted. Planting will be incorporated in detailed design. Existing street trees will not be affected.
Can you please confirm the width of the angle spots - it appears 3m wide?	1	The spaces are 2.6 metres wide (3m along the kerb).
Given the high traffic on this street, am not sure if angled parking is suitable.	1	Opposition to angled parking is noted.
2P restrictions to 10pm are unacceptable considering the low volumes of visitors after 6pm and that a block away restrictions are 4P 8am-6pm Monday to Friday. Totally unbalanced.	1	4P is difficult to enforce and has proven to be ineffective unless it is ticketed, which makes enforcement easier.
Will there be some unrestricted spaces allocated?	1	No, given the density of the area, unrestricted parking is unlikely to provide available parking to road users in the area.

**Comments on Portman Street angle parking and restrictions**

Comments	Total	City of Sydney response
Great!!!! thank you.	1	Noted.



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Comments	Total	City of Sydney response
Requests to incorporate new greenery / large trees to keep visual appeal and improve privacy.	3	Noted. Planting will be incorporated in detailed design. Existing street trees will not be affected.
Suggestion that the area in front of Mirvac Site 15 driveway is used to establish gardens and trees with a built-out footpath (rather than use the 2 spots for future parallel parking)	1	Noted. Planting will be incorporated in detailed design.
Requests for more lighting on Portman and Merton streets.	3	Lighting levels will be investigated during detailed design.
Comment that angled parking looks ugly and will encourage more people to drive in the area knowing they have more parking to choose from. Also angled parking clogs up our street and will turn the area into gridlock	1	Noted.
Concern about exhaust fumes coming into homes as front doors are so close to the road.	1	The City acknowledges concern over fumes. Planting verges may provide some buffer.
Metered parking would be better for residents.	1	Noted. Ticketed parking is not being considered in the northern part of Portman Street.
It should all be 2 or 4 hours parking meters. But buildings that are on those streets should get some sort of parking permit.	1	Please refer to the City's Neighbourhood Parking Policy for information on eligibility for parking permits.
Rear to kerb is not ideal on this of the street, it would work better on the eastern side, as most cars enter from Bourke Street.	1	For the section between Merton and Navins Lane, placing angled parking on the western side aligns with the build-out for the start of the shared path on the approach to the Bourke Street signals.  For the section between Merton and Frog Lane, placing angled parking on the eastern side aligns with the build-out for the start of the separated cyclepath and avoids the need for additional deflection of the through traffic.
Please retain speed humps (in a modified form) to ensure slow moving traffic.	2	Noted. This will be considered during detailed design.



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Comments	Total	City of Sydney response
Request for parking restrictions on Portman Street between Merton and Frog Park Lane to be 1P 8am-10pm Area 35 Permit Holders Excepted due to proximity of new aquatic centre and development to this location.	1	1P parking restrictions are not currently being considered.
Angle parking between Navins Lane and Merton Street - Is the parallel parking retained on the eastern side of the street? If so, I support this.	1	Yes, parallel parking is retained on the eastern side of the street on Portman Street between Navins Lane and Merton Street.
For the angled parking on Portman St (South of Merton - Merton to Zetland Avenue) - when it says East side, does that mean it's built on the side of the even number houses? I.e. from house numbers 62 to 94?  If yes, which angle would it be facing? Understand that it'll be rear to kerb. Will the directions of the car be facing Zetland Avenue? Or Merton?	1	Yes, angle parking will be from house numbers 62 to 94 in this location. Vehicles will access the angled parking as they travel south from Merton Street. Vehicles in this location will be facing Zetland Avenue.
Concerns/ questions over whether there will be sufficient space between angled parking to enable easy access to vehicles for people with limited mobility and young families. Concern that cars may be damaged due to swinging doors.	2	The City can consider the implementation of angled disability parking spaces where requested.  The spaces are proposed to be provided at 2.6 metres width, increased above 2.1 metres for a parallel space. The width is in accordance with Australian standards and has been implemented in multiple locations elsewhere.
Question whether there is sufficient space for this section of Portman Street to be two-way?	1	Yes, there is sufficient space for two-way traffic. We are not proposing one-way traffic in this location.
Will there be some unrestricted spaces allocated?	1	There are no unrestricted spaces allocated in the northern section of Portman Street.
The mobility parking on Portman St south of Merton St, can this be relocated further towards Merton St, this will open up an additional parking spot. Note, the man who requested the mobility space passed away last year.	1	Proof from owner of the house is required to remove any disability parking spaces. If found to be unnecessary, the City will remove.
Investigate installing another road hump / speed bump between the new pedestrian crossing and Merton Street	1	Noted. This will be considered during detailed design.

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Comments	Total	City of Sydney response
Comment that having different parking arrangements on different sides of Portman Street will be confusing.	1	Design and signage will indicate parking arrangements on each side of the street. This is consistent with other streets in the local area. Drivers need to read the relevant street signs when parking.
Portman Street unrestricted parking	Total	City of Sydney response
Seems very strange to have no restrictions in this area especially with the aquatic centre and airport close by.	2	Noted. Unrestricted parking in this location has been proposed due to strong feedback received from the local community.
This should be replaced with a 4P 8am-10pm limit to prevent vehicles parking over long periods without movement (issues with this previously). 4 hours balances the needs of City West Housing residents. Unrestricted parking in this area is very problematic and should not be in place at all.	1	There are no plans to extend unrestricted parking to the western side of the street or further north to Geddes Avenue.  4P is difficult to enforce and has proven to be ineffective unless it is ticketed, which makes enforcement easier.
I object to the proposal for unrestricted parking on the eastern side of Portman St (between Sonny Leonard St and Hansard St). This area should also have a 2 hour parking restriction same as Hansard St.	1	
The western side will be 2P Ticket. Surely this means the already limited spots on the eastern side will always be taken up because it's the only side with unrestricted parking?	1	
Request to extend unrestricted parking to the western side of the street between Sonny Leonard and Hansard streets.	7	
Request to extend unrestricted parking on the eastern side of Portman St from Geddes Ave to Sonny Leonard St making a further 8 unrestricted parking spots available to residents.	9	
Will ticket machines still be installed?	1	Ticket machines will not be installed where unrestricted parking is implemented. Where 2P Ticket parking is proposed, ticket machines will be installed.

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### Comments on Christies Lane

Comment	Total	City of Sydney response
Agree as this allows for quick drop-offs and pickups without any major impacts to thoroughfare and tight driveway entries.	1	Noted.
Christies Lane is overdue for an upgrade, including improved lighting and pedestrian access given it has now opened onto Frog Park Lane. Additionally, large trees should be installed at the end of the lane to increase privacy for local residents.	1	Upgrade of Christie's Lane is outside the scope of this project. Comments have been forwarded to the relevant City team for consideration.
There should be no stopping or parking in this narrow lane. Garage and street access is regularly encumbered by, in particular customers of the businesses. People also leave their rubbish bins, and the amount of rubbish sitting in the laneway from businesses is excessive. Cars have parked in front of our garage and parked at the ear of the businesses have blocked access frequently.	1	Noted. Please contact customer service <a href="http://cityofsydney.nsw.gov.au/contact-us">cityofsydney.nsw.gov.au/contact-us</a> to report issues regarding cleansing and waste or regarding cars blocking driveways.
Christie's Lane south of Merton St is very narrow and full of resident rubbish bins, as well as excessive rubbish from the motorcycle garage and framing businesses. Those businesses use Christies Lane as free extra parking for themselves and customers. Both have front parking areas on Elizabeth St and should not need to block resident access in Christie's Lane. If more business parking is needed, then Elizabeth could have 2-3 spots near the businesses restricted to 15min parking for the purpose.	1	The City is not considering short term parking as part of this proposal. No parking signs are being implemented on Christies Lane, notwithstanding it is against the Road Rules to obstruct access to a property. The City can arrange for Ranger enforcement on the lane.
Concern that 811 Elizabeth Street Meriton development will use Christie's Lane. What steps are being taken to ensure this doesn't happen?	1	The City can arrange for Ranger enforcement on the lane. If a driver is adhering to the road rules, they are able to use the laneway.

### Comments on Portman Lane

Comment	Total	City of Sydney response
There should be no parking as this lane is a two-way access and with the high pedestrian traffic expected there should be no parking at all in Portman Lane (South)	1	The City is not considering short term parking as part of this proposal. No stopping and no parking signs are being implemented on Portman Lane,
No need to lose these spots entirely - I think 2P 8am-10pm PHE should suffice.	1	notwithstanding it is against

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Comment	Total	City of Sydney response
I am in support of keeping the parking spots with 2P 8am-10pm PHE signage as I see no reason to lose these parking spots entirely for local residents.	1	the Road Rules to obstruct access to a property. The City can arrange for Ranger enforcement on the lane.
Requests to upgrade the street lighting in this area.	5	Lighting levels will be investigated during detailed design.
By installing 'No Parking' here, it will force residents to take up unrestricted spaces further down as well as in Resident Permit spaces in Hansard Street.	1	See response above.
I would like parking to remain unrestricted (on the eastern side) as residents need to use this lane to load and unload, with parking on Portman Street so difficult to access. On several occasions I have been booked or ordered to move my car immediately if I am forced to double park to access my house. Please do not remove my ability to park to the rear on the eastern side as it is right now.	1	See response above. No parking signs enable people to load and unload across a driveway.
Safety concerns for pedestrians that walk out into Portman Lane, because of cars speeding, because there is no exit into Bourke Street.	2	Portman Lane is a shared zone, with 10km per hour speed limit and is one-way south-bound.

### Comments on Tosh Lane

Comment	Total	City of Sydney response
Should be 'No Parking' on the north side of Tosh Lane. The restricted hours for the available parking spots should be from 8am to 6pm weekdays and remain unrestricted on weekends.	1	The Road Rules don't permit drivers to block access to a driveway and that includes parking opposite a driveway in a narrow lane.
Requests to keep Tosh Lane unrestricted.	2	Given the density of the area, unrestricted parking is unlikely to provide available parking to road users in the area.

### Comments on Zetland school drop off zone and mobility parking

Comment	Total	City of Sydney response
School zone should be 6pm, not 6am	1	Noted.

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Comment	Total	City of Sydney response
Please identify how the new school pick-up and drop-off will work in this area. The proposed restrictions don't make sense.	1	A traffic assessment will be available for review as part of the school's Development Application.
Are 2 disability spots required here?	2	Parking restrictions in this location have been consulted with NSW Department of Education.
The plans provided are not clear as to how the Green Square Primary School pick-up and drop-off will operate e.g. parent, carer vehicle circulation and queuing. If the path between the child care and water recycling building is to be used for school traffic please communicate to the local community how its proposed to work.	1	A traffic assessment will be available for review as part of the school's Development Application.

#### Other comments

Comment	Total	City of Sydney response
Comments in support of the proposal, thanking Council for taking feedback on board.	16	Noted.
Requests for more unrestricted parking to support residents of City West Housing. Perception that priority is being given to businesses over residents in the area. Perception that the proposal is unbalanced and unfairly impacts City West residents. Comments that City West residents are unfairly impacted as they are not eligible for parking permits.	13	Noted. Refer to proposed changes to some Hansard Street parking restrictions in response to feedback during consultation.
The intersection at the far end of the town centre is further away than streets on the northern end of Zetland Ave where restrictions are 4P up until 6pm Monday to Friday only. This is inconsistent.	1	4P is difficult to enforce and has proven to be ineffective unless it is ticketed, which makes enforcement easier.  For this reason, 4P is not generally supported by the Neighbourhood Parking Policy.
The unrestricted spaces in Joynton Avenue that were recently installed have been very helpful to all. Request that this remains unrestricted.	1	Noted. The City has temporarily held off installing ticketed parking in this location while Portman Street works are

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Comment	Total	City of Sydney response
		<p>undertaken, to mitigate the loss of parking during construction.</p> <p>Ticketed parking will be installed when the Portman Street upgrade is complete.</p> <p>There are no residential dwellings in this part of Joynton Avenue, 2P Ticketed parking is in line with the Neighbourhood Parking Policy and will encourage parking turnover at key community facilities.</p>
<p>This seems to be taking away unrestricted parking and replacing it with 2P instead. This does not help residents, such as myself, in the area as we now have nowhere to park. We rent an apartment on Ebsworth St with no parking space, and are ineligible for a parking permit due to being in an apartment. How will this be beneficial to residents at all?</p>	1	<p>Given the density of the area, unrestricted parking is unlikely to provide available parking to road users in the area.</p>
<p><b>Comments on cycle paths:</b></p>		
<p>Why put a cycle path on a residential street with affordable housing?</p>	1	<p>The new cycleway on Portman Street will link to our wider cycling network across the City.</p>
<p>Cycle paths should have been planned for Joynton Avenue to then connect with the Rothschild cyclepaths.</p>	1	<p>It will make accessing the Green Square town centre easier, provide a north-south bike connection, and join up with the existing north-south cycleways on George and Bourke streets.</p>
<p>Why weren't all new streets in Green Square ordered to have cycle paths?</p>	1	
<p>I'd like to thank the City of Sydney for their efforts in making this city bicycle friendly. This is great for our fitness, the environment and pedestrians. I look forward to being able to cycle around town when the cycle pathways are completed.</p>	1	<p>Joynton Avenue does not provide for those direct connections. And because it is a far busier road with a bus route, it would be much more difficult to create a safe and pleasant cycleway there.</p> <p>The City's cycling network has been planned to encourage safe journeys</p>

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Comment	Total	City of Sydney response
		by bike on a regional and local level. You can find out more about our cycling strategy online <a href="http://cityofsydney.nsw.gov.au/cycling">cityofsydney.nsw.gov.au/cycling</a>
Why weren't Joynton Avenue traffic lights put in with no hand pressing on the buttons post covid-19?	1	Traffic lights are the responsibility of Transport for NSW.
2P PHE should be considered for Emanuel Lane between Hansard Street and Tosh Lane.	1	<p>Where driveways exist, it is against the law to park across them (even if they are no longer in use). The landowner would need to apply to the City to remove a driveway.</p> <p>If the kerb space is not across a driveway or opposite a driveway, The City can consider 2P parking in this location.</p>
2P parking should be up until 10 pm or ideally 24 hours 7 days a week to deter the residents from the new buildings parking after work which has made it impossible to find a park when coming home from work.	1	Noted.
Council should consider providing underground public parking so similar facilities so people living nearby that need to come to the train station can park there then take train for work.	1	Noted. A town centre that promotes walking, riding and good public transport connections are being prioritised above private vehicle ownership.
All parking should be 2P with resident permit exemptions; it's extremely difficult to even receive a resident permit as it is so I don't see any reason to restrict where permit holders can park and for how long.	1	Noted. Resident permit exemptions are generally located where residents who are eligible for permits reside.
Add zebra-crossings at each of the kerb ramps that have a corresponding kerb ramp on the opposite side of the road.	1	<p>The City installs zebra crossings where there is a high to moderate pedestrian usage throughout the day.</p> <p>Drivers tend to ignore crossings which are</p>



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Comment	Total	City of Sydney response
		hardly used, and can cause safety issues.
Request to have some 15 minutes spots put outside Woolworths.	1	The City is happy to consider this if Woolworths supports and sees a need for this.
The Green Square plaza has literally become a carpark. It is supposed to be a place for the locals to gather and kids running around but it is now impossible	1	The shared zone in the plaza is in the process of being dedicated as a public road. The City is unable to enforce parking restrictions until it becomes a public road. As an interim measure, we have installed sandstone barriers to mitigate this issue. We expect road dedication to come through soon.
Request for 'no right turn' for vehicles travelling west on Zetland Avenue at Portman Street. To discourage traffic travelling up the northern end of Portman Street.	1	This has already been implemented.
What assurances can the Council provide that the proposed parking restrictions won't see a reduction in areas where permit holders can park? Similarly, that existing spaces won't be lost to car-sharing services on Portman Street in the future?	1	The angle parking will see an increase in available parking for permit holders.  Implementation of car share spaces requires consultation with the community before approval and implementation.
There should be more spots provided for 15min free parking (via ticket) to allow people to dash in a shop and get out. Especially areas where there are shops. The 15min free parking has been integrated in other areas within LGA and neighbouring LGAs therefore why not Green Square area?	1	15 minute free parking in ticket areas were on trial in very specific, high demand areas. This request would be subject to Council approval and would need further investigation.

# Activities

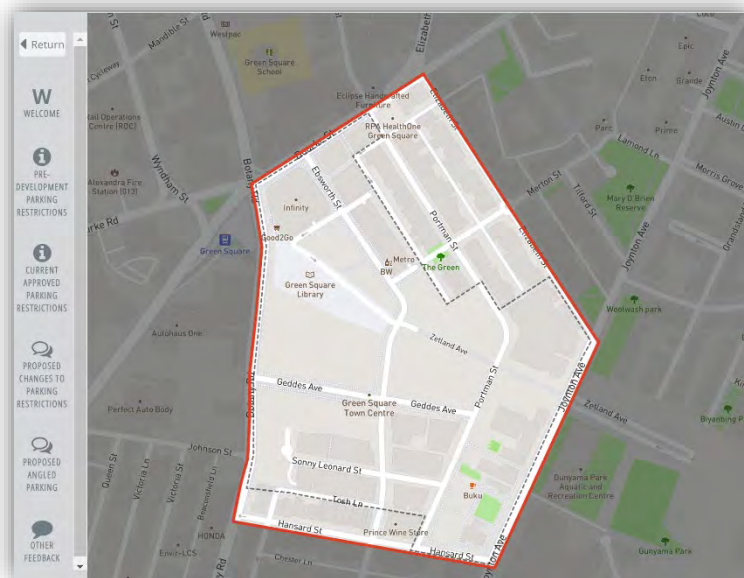
## Activities undertaken to support the consultation included

### Sydney Your Say webpage

A [Sydney Your Say webpage](#) was created. The page included details on the proposed changes and an interactive map. There were 457 unique pageviews of the Sydney Your Say page.

### Interactive map

An [interactive map](#) was developed, showing users the pre-development, current restrictions and proposed changes. Users were able to comment directly on this interactive map. 195 pieces of feedback were received from 29 people on the interactive map.



### Letter

A letter was distributed to residents on affected streets, including Portman, Hansard, Edgworth and Elizabeth streets.

### Stakeholder email

An email was sent to key stakeholders with information about the consultation and inviting feedback.

### Online community briefing

An online community briefing was held on Monday 31 May, where City staff presented the changes and the community had an opportunity to ask questions. Approximately 20 community members attended the session.