

Attachment 12 Stakeholder Workshops - Feedback

1. Workshop 1

1.1 Initial Stakeholder Comments

Table 1 - Summary of Initial Stakeholder Comments Prior to Workshop 1

Stakeholder / Organisation	Comments
<p>Former Chamber of Commerce Angela's Florist</p>	<p>Initial comments provided on 26/02/18.</p> <ul style="list-style-type: none"> • My initial input would be that the limited parking that customers have in and around Kogarah is heavily shared with business owners/operators and employees as no additional parking allocation is offered. • There are very limited almost non-existent parking officers in Kogarah to monitor the time restrictions allowing customer turnover. • The change of timetable which no longer considered Kogarah to be a major station resulted in more cars being parked in and around Kogarah. • Many new high rise apartment buildings, offices etc are being built in Kogarah with many not accommodating for the required number of car spaces, merely what is required rather than needed.
<p>Parents & Citizens (P&C) President Hurstville Public School</p>	<p>Initial comments provided on 06/03/18.</p> <ul style="list-style-type: none"> • Our community has met many times with GRC Council representatives to discuss our deep concerns related to the over development of the Hurstville CBD area, and the resulting excessive parking and traffic management issues this creates. • Being a Primary school, our school community includes hundreds of families with young children that live and play around these affected streets between the school and the Hurstville CBD. • Parking and traffic is a constant concern for the safety of our children for obvious reasons. • Hurstville Council parking officers will be able to provide firsthand accounts of the chaos prevalent around our school based on existing traffic (let alone further development being approved). • Our interest is therefore to ensure a comprehensive traffic and parking plan is developed to safely and adequately manage the growing demand for parking and minimising driver frustration in peak times which can often lead to erratic/dangerous driving practices and accidents that may involve pedestrians. • We have seen a child fatality in the past 18mths (unrelated to the school), and had one of our students involved in an accident that required hospitalisation for a brief period.

Stakeholder / Organisation	Comments
	<ul style="list-style-type: none"> • Our community is of the view that the changes to council parking (beneath Westfield) created 2 years ago with the development of Westfield, resulted in high volumes of commuter parking being pushed on to surrounding streets as far as Wright St and Orange St – next to the school. • As the NSW Government and GRC Council continues to encourage Hurstville as being a regional bus and train interchange, together with continued over-development, this situation will only worsen over time. • Our view is that the public streets are there to share, but under the current situation where growth, traffic and parking has been allowed to expand without a precinct master plan, this “sharing” has inequitably shifted more towards overwhelming single use in favour of commuters parking without restriction in streets between the school and the train station. • We would advocate the development of parking and traffic management plans specifically to handle the commuter volumes each weekday that would keep traffic close to the train station and away from the school and surrounding streets.

1.2 Summary of Issues raised in Stakeholder Workshop 1

Table 2 - General Comments from Discussion

Location	Comments
Georges River LGA	Clearway operation times are a compromise between business owners and other user groups
Georges River LGA	Allocation of section 94 contribution spending by Council (alignment with supply and demand of car parking)
Georges River LGA	Need for infrastructure to support change in transport modes
South Sydney Council	Dissuades against having car parking spaces
Bayside Council	Require RMS approval to introduce parking restrictions for on-street
Sutherland	Public transport connection times and frequency of trains and buses – access to shops

Location	Comments
Georges River LGA	Provision of incentives to encourage mode transfer for public transport (i.e. Opal transfer discounts)
Georges River LGA	Reconsider bus routes for more direct routes to decrease travel time
Georges River LGA	Implementation of 'onion layer' approach to parking restrictions (i.e. shorter time restrictions for closer vicinity)
Bayside	Introducing paid parking
Georges River LGA	Attract new customers to become regulars through good parking experiences
Georges River LGA	Colour-coding for wayfinding signage
Georges River LGA	Introduce end of trip infrastructure and facilities to encourage cycling
Georges River LGA	Initiatives not well publicised and advertised (i.e. Arrive Sydney Lite; transportimetable app)
Georges River LGA	Review of bus routes – consider limited stops routes
Lugarno	Businesses losing customers due to abuse of parking – introduce parking restrictions
Sutherland	On demand bus trials in place – TfNSW website for more information
Georges River LGA	Streets not wide enough to accommodate shared paths
Georges River LGA	Bike share littering streets (i.e. damaged bikes)
Georges River LGA	Hospital designs to provide car parking for employees and visitors
Oatley Bridge	Single lane causes delay in both directions – school and community centre on the corner (trip generators)
Georges River LGA	Legislative changes to MPS permits – avoid abuse of accessible parking

Table 3 - Comments relating to Hurstville Town Centre

Location	Comments
Hurstville area	High availability of parking and road network capacity issues → congestion
Hurstville CBD	Consider wayfinding strategy – road network difficult to navigate

Location	Comments
Hurstville CBD	More ticket machines for parking needed
Hurstville Public School	Need for all-day parking for teachers and staff
Hurstville CBD	Need to consider impact of driverless vehicles before recommending new car parks
Queens Rd	Existing 3P parking restriction is effective, works well
Hurstville CBD	Consider better use of section 94 contributions on parking facilities
Georges River High School	Consider shuttle bus service for the school
Georges River High School	Need for a drop off point
Hurstville CBD	Consider colour coding time restriction zones
Hurstville CBD	Pedestrian infrastructure improvements are a great solution (i.e. footpaths)
Hurstville CBD	Amending parking restrictions for retail parking to improve turnover (i.e. 1/2P – 1P or 1P – 2P)

Table 4 - Comments relating to the Kogarah Town Centre

Location	Comments
Kogarah CBD	Competing demand drivers – infringement and enforcement for parking
Kogarah CBD	Consider if people willing to risk infringement than pay for parking as a cheaper option
Kogarah Train Station	Timetable change has introduced inconvenience – indirect routes
Kogarah CBD	Shared parking between hospital, bank and other business operators
Kogarah area	Lack of parking enforcement in Kogarah area
Kogarah CBD	Increase turnover for businesses – business/user group specific (i.e. 1P to increase turnover)
Kogarah TAFE	Single-storey existing car park is at full occupancy – provision of multi-storey car parking to meet demands
Kogarah CBD	Adjust parking restrictions according to user groups and trip purpose (i.e. higher turnover for customer parking for businesses)
Kogarah area	Steep topography and lack of demand → lower uptake of cycling due to

Location	Comments
	concerns of cyclist safety – high traffic volumes
Kogarah area	State government previously had shuttle bus between Calvary Hospital and Public School but cancelled due to lack of demand
Kogarah CBD	Public does not like touching metered parking system and damages machines – can consider touchless or tap payment option (e.g. pay for parking via an app)
Railway Pde, Kogarah	More parking ticket machines is needed along Railway Pde
Princes Hwy from Gray St to King Georges Rd (Southbound)	Extension of clearway to Saturdays to reduce existing traffic congestion
Hospitals	Insufficient parking during the day for both staff and patients
Kogarah CBD	Funding options for building new (multi-storey) car parks
St George Leagues Club and St George Hospital	Leagues Club car park is not utilised during the day – potential negotiation for St Georges hospital to use during the day and provision of a shuttle bus service from Leagues Club to Hospital

2. Workshop 2

Table 5 – Summary of stakeholder comments Workshop 2

Matter	Key Comments
Hurstville Public School	<ul style="list-style-type: none"> • Influx of commuter parkers identified near the school since Westfield Shopping Centre introduced ticketless parking. The new ticketless system forces commuters who previously abused the 3P time-restricted parking within the Centre to occupy on-street spaces. • Lack of available parking near the school has resulted in constant recirculation and unsafe driving behavior (e.g. double parking). • On-street spaces near school not likely occupied by staff; staff members have access to off-street parking within the school grounds. • Representative from Hurstville Public School P&C observed that the on-street parking would reach capacity by 8:30am. Parking would be reasonably easy before 7am and after 7pm. On weekends, the on-street spaces are available, suggesting that the high volume of on-street parkers during the week are not local residents. • Potential to introduce a No Parking period in the middle of the day (e.g. 12pm-1pm) to eliminate commuter parking.
Parking Enforcement	<ul style="list-style-type: none"> • Explore the use of in-ground sensors as recommended within this Car Parking Strategy. • Real solution is influencing behavior. • Representative from the Former Kogarah Chamber of Commerce provided the following feedback via email after the workshop: <ul style="list-style-type: none"> • Suggest a trial location in the 1/2P time-restricted parking areas along Railway Parade, Kogarah due to the large number of businesses that rely on customer street parking.
Car Share Scheme	<ul style="list-style-type: none"> • Potential to explore the implementation of a car share scheme within the Georges River LGA. • Georges River Council has not yet been approached by the car share operators to establish the service within the locality (unclear as to whether this is due to a lack of demand in the area). • Recommend for Georges River Council to commence discussions with car share operators and establish car share demand in key centres.