

Community and Stakeholder Engagement Report

Bower Street, Manly – summer parking restrictions trial (Stage 1 of 2)

Impact level: Three

Report date: 26 August 2020

Contents

1.	Summary.....	2
1.1.	Engagement date.....	2
1.2.	Who we engaged	2
1.3.	How we engaged	3
2.	Background.....	3
3.	Engagement approach	3
3.1.	Engagement objective(s).....	4
4.	Findings	4
4.1.	Image of proposed signs	7
5.	Appendices	8
5.1.	Full summary of community and stakeholder responses	8

1. Summary¹

This report outlines the stage one community and stakeholder engagement conducted as part of the 'Bower Street, Manly - summer parking restrictions' project.

1.1. Engagement date

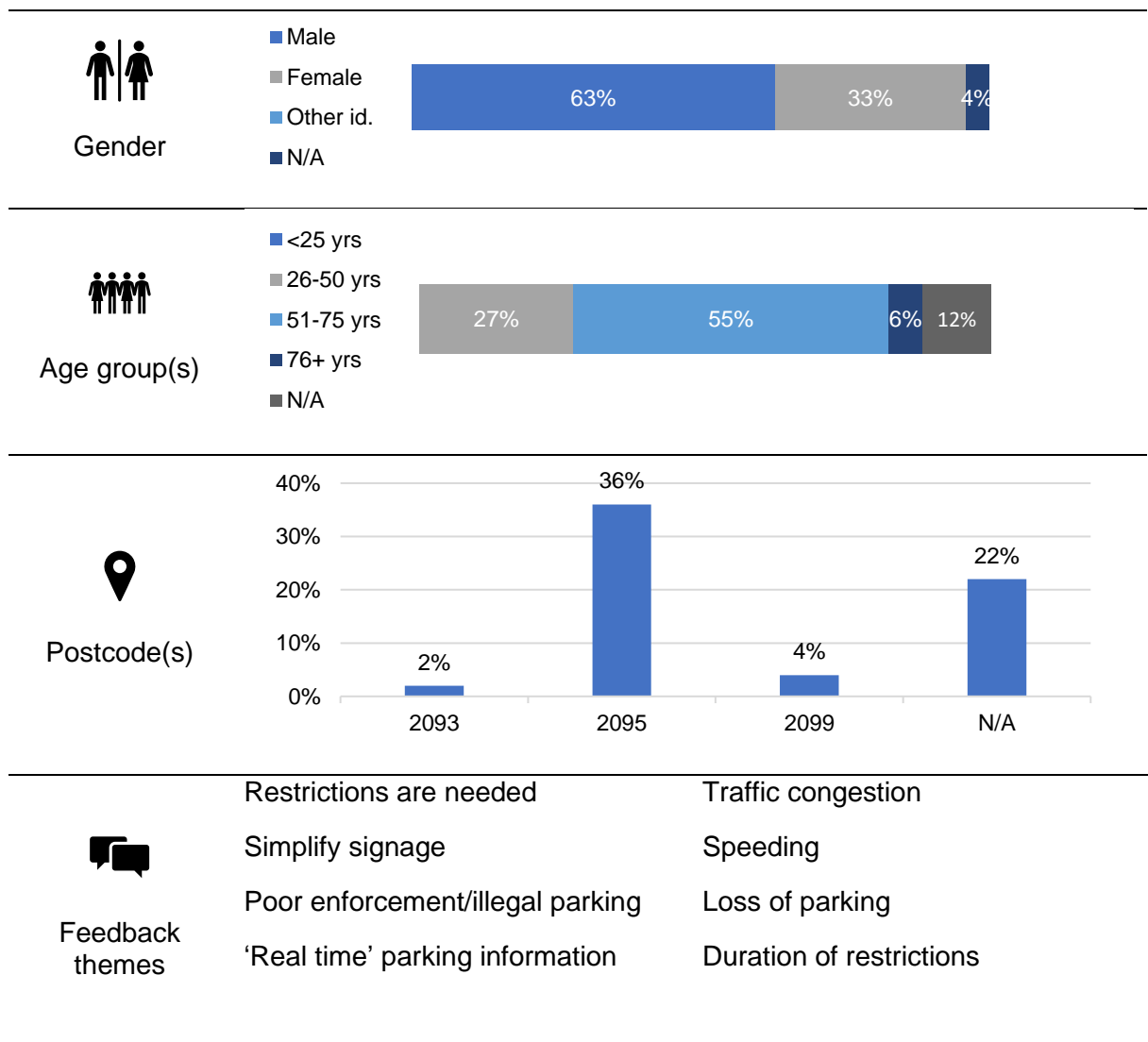
17 June 2020 to 26 July 2020

1.2. Who we engaged²



Total submissions received






55



¹ Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

² No demographic data was captured for respondents who contributed feedback outside of Your Say.

1.3. How we engaged

 Your Say	Visitors: 210	Visits: 274	Av. time onsite: 3m10s
 Print media and collateral	Letterdrop: to parts of the 2095 postcode		Distribution: 71
 Electronic direct mail (EDM)	Stakeholder emails: 2	Manly Community Forum Manly Chamber of Commerce	
 Survey and form	Survey: 1	Completions: 51	
 Written submissions	Emails / written comments: 4		Received: 4

2. Background

In the summer of 2019/20, Council implemented part time No Parking restrictions in parts of Bower Street, Manly. The restrictions applied on weekends and public holidays between 10am and 4pm. The restrictions were implemented on a trial basis and were removed in February 2020.

3. Engagement approach

“Bower Street, Manly - summer parking restrictions” community engagement was planned, implemented and reported in accordance with Council’s [Community Engagement Matrix](#) (2017).

Stage 1 community engagement aimed to obtain community feedback on the trial to help refine our proposal for summertime restrictions into the future.

The engagement approach gave consistent and accessible information and asked a uniform set of questions of participants in all activities. Results provide responses across a spectrum of demographics, expertise, experience and understanding of our local government area.

3.1. Engagement objective(s)

- Build community and stakeholder awareness of participation activities (inform):
 - We promoted the project via resident notification letters to residents with a frontage to the impacted area of Bower Street, and via our community engagement newsletter.
 - We liaised with key stakeholder groups in the area including the Manly Community Forum and the Manly Chamber of Commerce.
- Provide accessible information so community and stakeholders can participate in a meaningful way (inform):
 - Information was provided online via a Your Say project page³. We outlined trial parameters and data collected during the trial including traffic volume, parking infringement data and results of onsite parking surveys.
- Identify community and stakeholder concerns, local knowledge and values (consult):
 - Feedback was gathered using a survey form on the Your Say project page. We also provided contact details for the project manager and some people provided a comment via email or written submission.
 - To ensure we heard from as many people as possible about the trial, we extended the survey closing date from 17 July until 26 July.

4. Findings⁴

The following key themes were noted in the submissions:

Theme	What we heard	Response	What's in the proposed plan
Restrictions are needed	52% of respondents indicated that restrictions should remain in place on an ongoing basis. Only 40% were opposed to this happening.	Council also believes additional restrictions are needed to: <ul style="list-style-type: none"> - overcome issues with congestion at peak times - ensure residents can access their off-street parking - ensure the general public and emergency vehicles in particular can get to and from Shelley Beach. 	We are progressing with the introduction of weekend and public holidays parking restrictions in Bower Street on an ongoing basis.
Confusing signs	Many respondents commented that the signs introduced for the trial were confusing and	The restrictions that were trialled were complex but out of necessity. Consultation prior to the commencement of the trial had found that residents	The proposed signage has been simplified and would be as per the proposed signs

³ <https://yoursay.northernbeaches.nsw.gov.au/bower-street-manly-summer-parking-restrictions>

⁴ Note: This analysis does not include any 'late' feedback received after the advertised closing date for consultation.

	need to be simplified.	wanted restrictions that applied only on weekends, only during summer and only during the times of the day when parking was at its worst. Implementing signs which facilitated the above made them complex. It is however acknowledged that this made the signage confusing and the trial has demonstrated that simpler signage is required.	shown in section 4.1 below. Parking would be unrestricted at times when the No Parking did not apply.
Poor enforcement	Illegal parking continued despite the new signage with poor enforcement seen as a contributing factor.	Enforcement took place on a frequent basis and on virtually every weekend throughout the trial, with large numbers of infringements issued. Illegal parking did however continue to occur and may have been a result of driver desperation, hoping not to be fined, or could have been associated with confusion about the signage.	It is acknowledged that illegal parking activity did continue to occur despite the enforcement activity, and this could be attributable in part to a) confusion over the applicable restrictions and b) the extent of the restrictions. Both of these aspects have been addressed in the proposed plan.
Congestion not eased	56% of respondents felt that the trialled restrictions did not ease congestion during summer.	The confusion over the signage and illegal parking activity led to the trialled restrictions being less effective than hoped. A No Parking restriction which applies every weekend would be more easily understood and more likely to ease congestion.	The proposed restrictions in the plan will apply on weekends and public holidays throughout the year, not just summertime.
Speeding	A number of comments were made suggesting that the removal of parking led to increased levels of speeding in Bower Street.	Removing parking can lead to increased speeds. Speed surveys conducted during the trial did not suggest this to be the case in Bower Street with speeds on weekends (when the restrictions applied) no higher than during the week. Retaining some short lengths along the street	We've retained some short lengths where parking is still able to take place on both sides of the road on weekends. It will slow traffic while not choking conditions to such an extent that

		where parking is permissible on both sides of the road would act as a 'choke point' to keep speeds down.	vehicles will not be able to pull over to let opposing traffic pass.
Loss of parking/ Restrictions should only be on the north side	There was insufficient parking to cater for demand. Restrictions should only be installed on the north side. This limits the loss of parking given that there are less driveways and therefore more parking spaces available on the south side.	Council originally proposed this to residents but residents living on the north side expressed concern that this then forced residents and visitors to park on the south side where an open drain and rock face made it difficult to safely leave a parked vehicle. A mix of restrictions on the north and south side was therefore trialled. However, Council is prepared to consider reverting to restrictions only on the north side and to reduce the length of kerb subject to the restrictions. This will minimise the loss of parking while still improving traffic conditions in the street.	The length of kerb space that is covered by the part time No Parking restriction has been significantly reduced and is now located purely on the northern side of Bower Street.
Limit duration of restrictions	Some residents commented that there are only a few weekends and public holidays over the Christmas New Year period when conditions get really congested and restrictions need only apply at those times.	Implementing restrictions which applied only over such a short time frame would make enforcement difficult, would require more complex signposting and would be easily misunderstood by motorists. Also, enforcement officers generally adopt a period of grace before issuing infringements which would render such restrictions largely ineffective.	The proposed restrictions will apply only on weekends and public holidays between 10am and 4pm but throughout the year, not just summertime. They are similar to those which have been in place and operating successfully in College Street, Manly for many years.
Extend duration of restrictions	Some residents commented that congested conditions can occur at any time of the year and restrictions which apply on a permanent basis	Permanent restrictions would be simpler to signpost, would be more easily understood by motorists and would assist with effective enforcement. Restrictions which apply every weekend and public holiday would cater for	The proposed restrictions in the plan will apply on weekends and public holidays throughout the year, not just summertime.

	should be considered – similar to the ‘No Parking 8:30am-6pm Sat, Sun & Public Holidays’ restriction in College Street.	times such as the Easter and October long weekend when conditions in Bower Street could become congested, particularly if weather was good.	
Variable message signs and real time parking information	The variable message board that was displayed throughout the trial with a fixed message advising “Limited Parking” was ineffective. Real time parking information providing advice on the number of available spaces at Shelley Beach is required.	The installation of parking sensors in the Shelley Beach carpark and a real time parking information board in Bower Street is a longer-term project. Until such time as these sensors are installed, it is not possible to have a variable message board in place which provides real time parking availability information.	Council would need to install parking sensors in all parking bays and link those to a fixed variable message sign. This will be considered for future funding but is not part of the currently proposed work.
Use of Montpellier Place	Some residents commented that Montpellier Place could be opened to through traffic and used to ease congestion on Bower Street.	Montpelier Place is a private road. Opening it to through traffic is not an option available to Council.	Opening Montpelier Place is not part of the proposed work.

4.1. Image of proposed signs



5. Appendices

5.1. Full summary of community and stakeholder responses⁵

My family of five have lived at [...] Bower Street for 17 years. During this time my three sons have grown up from young boys to grown men, now with cars themselves. As a long term resident of Bower Street and having observed traffic flow and parking activity throughout this period we are very strongly opposed to the implementation of further restrictions.

As a resident I have to accept that the street can become busy and crowded in the summer in particular. It's a fact of living here. By opening the street up to freer flowing traffic, cars will move faster and the street becomes less safe. Residents also lose parking space for our cars and for our guests, including elderly parents who are not able to walk far from their car to get up the hill to visit.

We suggest you:

1. Put a sign at the bottom of the hill near Fairy Bower Lane junction indicating the number of spaces available/car park full etc for the Shelley Beach car park. The same system as you have at your other council car parks. This will help discourage drivers from making a pointless circuit along the street and back again.

2. A sign showing that you must give away to on coming traffic (downhill traffic).

This is all you need to do.

Please do not reduce the number of car spaces.

We live here and already have restricted parking options.

If any restrictions are applied they need to be limited to peak times at Xmas ie a few weeks only and during peak times of the day.

Given the appalling driver behaviour in Bower St recently of people wanting to watch the big surf which included very excessive speed, tailgating, stupidity around giving people a chance to pass I wonder what benefit restrictions can have as the problem is the people who visit who have no respect.

There needs to be more ad hoc management when such events happen not just peak periods. There were no Rangers evident or Police presence on days when there were big crowds, illegal parking on a grand scale and a lack of social distancing of dangerous proportions.

I also think sensors should be in the car park so rangers can monitor time limits remotely and signage could advise there are no spaces so dont go up the street. Failure to find a park doubles traffic at the minimum as people drive up find there are no spaces then drive back. My first preference would be this technology based approach which can be built upon as tech becomes cheaper.

The congestion if anything got worse during the trial period as people were constantly driving up to Shelly Beach car park to see if there was a spot and then spent more time trying to work out the restrictions as the signage was tricky to interpret. Many people parked illegally so there was no other positive impact, as most of the time the restrictions weren't adhered to.

To ensure smoother flow along Bower St it would make more sense to have limited parking spaces on the northern side of the street as there are 'pull in' places created by the existing driveways - to allow cars to pass more easily.

⁵ Submissions have been recorded verbatim and may include spelling and grammatical errors.

This only needs to happen (if at all) during the peak summer period ie the public school holidays and only on weekends and public holidays.
If another solution is proposed it should be trialled to determine suitability and success along with community consultation.

Clearer signage. There were two signs (the permanent one and the temporary "trial" one) which appeared to give conflicting advice and motorists were confused. If the solution continues, it is hoped there will be one sign only (as per College Street).

The street needs speed bumps to reduce traffic speed. I have seen on more than 10 occasions in the last 2 weeks cars not adhering to the 40km/h shared zone speed limit and kids were around. Along with the parking trail should be introduced speed bumps, clearer signage and more consistent enforcement.

Traffic in Bower St is bound to considerably worsen with the intended development of the triangular leasehold land bounded by Bower, Reddall and College Streets.
There is potential to address this with the creation of a one way loop utilising Montpelier, College and Bower Streets. This would connect leasehold developments which are responsible for much of the traffic generated.
Please would you consider this and present it if deemed appropriate.

We felt that the trial did somewhat ease traffic congestion during peak times however the signage was very confusing. Very often motorists would park in the new no-parking trial zones. If we saw the drivers we would alert them, however even then they wouldn't always agree that it was a no-parking zone. We think another summer trial would be worthwhile, with future decisions shaped by the following considerations that we think might work, based on our experience of the trial and as long time residents of Bower St;

- clearer signage (signs to be placed above, not beside, existing signage, so that arrows are easier to understand),
- signage at the bottom of Bower St indicating to give way to on-coming traffic,
- to be consistent with beachfront parking, reduce the time limit at Shelly Beach carpark from 4P to 2P at all times
- retain the Bower St restriction time to weekends and Public Holidays between 10am and 4pm only in the summer school holiday period (or consider Bower St resident-only parking during this period)
- shorten the restriction period to only the busiest timeframe of mid-December to end-January.
- retain parking on both sides of the street, but alternating in a way to allow for queues and passing

Personally we found the temporary restrictions impacted us to the point where we had to at times very inconveniently alter our behaviour not to use our cars unless absolutely necessary. Once we vacated a spot it was nigh on impossible to find another park within walking distance until the evening. Also we found we could not have daytime visitors on the weekends. The summer parking situation through this trial period was very stressful. For the benefit of the residents while balancing the needs of the general visiting public, it would be very helpful to confine the temporary peak summer restrictions to only the government school holiday period of mid-December to end-January. Personally we feel a 2hr time limit at the carpark and resident-only parking in Bower St at weekends and public holidays mid-Dec to end-Jan would best ease congestion during this peak period.

Shelley Beach is becoming an important tourist area in Manly. Access to the area should be safe and convenient. And there should be ready access to emergency vehicles. Bower

<p>St should have parking on one side of the street only, all year, every day. Thanks for doing the survey.</p>
<p>Having restrictions on a street like Bower street makes it difficult for tourists and locals on the weekends. It will therefore affect the small business in that area to enjoy that side of manly for example being able to visit shelley beach, restaurants and water activities.</p>
<p>We residents have to accept responsibility too. It is completely unrealistic to choose to live next to a popular public beach and at the same time expect the authorities to prevent the street from becoming busier on warm sunny days. Anyone who wants to live in a street that's quiet 365 days a year, needs to move to the quiet parts of Seaforth / Balgowlah / Balgowlah Heights instead. The existing 2 hour resident parking scheme in Bower Street is adequate, no other measures are needed.</p>
<p>Apply restrictions to the northern side of Bower Street rather than the southern side. Keeps more parking spaces as the northern side is full of driveways anyway. This way it keeps 2 full lanes up and down the street free in the congested hours on weekends & public holidays (as well as school holidays) between 8.30am and 4.30pm.</p>
<p>We are residents and have multiple properties in Bower street. Parking should be restricted to residents only on the entire street. The current situation (including the trial) is unsafe and unworkable. We have children that are regularly on foot around Manly and the level of anger and aggression displayed by drivers when Bower street is congested makes our own street one of the most dangerous places in Manly. This is not a summer, weekend or public holiday problem. This is an all year round problem. Bower street is a unique street in Manly due to it being a dead end that is close to multiple attractions (Shelly beach, Boat house, North head walk, etc.), having any ambiguity or confusion will perpetuate the problem - it needs to be residents only to stop the confusion. Stop trying to make everyone happy as it will not be possible - make a clear decision that is workable and for the good of the community.</p>
<p>Make that section of Bower St one way and open up Montpelier PI to the other direction of travel, or build more parking spaces on Montpelier PI for Bower St south houses.</p>
<p>I have been calling for this for over 10 years...Street can become totally blocked during busy times..</p>
<p>Traffic flows during Covid-19 have increased and with the Archdiocese, Catholic Church imminent development with extra 53 car spaces(or hopefully less depending on their ultimate development) it will be a gridlock.</p>
<p>Why should we allow parking if it's blocking traffic flow? The roads are there for transport to move not for storage of cars.</p>
<p>Removing parking on one side increased the speed that cars travelled endangering lives, particularly children. Moved congestion further along street to other end of Bower There are so few days of the year congestion is a problem -drivers need to be patient and courteous.</p>
<p>The No parking signs made the street less safe for tourists and visitors as people are speeding much more up and down Bower Street without parked cars than before.</p>

Restricting parking in Bower street moves the problem to surrounding streets. Cliff street and Redall streets in particular are equally affected by casual parking year round. Bower street residents don't deserve special status. Council should make cliff street and Addison road one-way in and out to reduce the burden of traffic heading to the Shelley beach car park. Don't give bower street any special parking status

The restrictions should be changed to resident only 24hrs between Bower street to cliff street. There is a constant flow of traffic most days through the week and all weekends in winter or summer. I have to avoid driving all weekend because if I move my car I will not find another spot in the bower parking area. Not having a dive way. My car has been side swiped twice by non residents searching for parking spots and they just off. Parking should be contained to the metered parking

The restrictions only served to produce a massive INCREASE in traffic in the other parts of Bower St, ie the northern end, as people seeking parking spaces fought for the far fewer number of parks remaining in the street. At least without the "no parking" experiment there was a greater supply to meet the ever-expanding demand. Without all the other now-blocked-off parking places, it became impossible to get a park in the remaining areas of Bower St, and we had cars circling endlessly, backing and filling, in desperation to find a spot. Absurd.

I think the biggest issue with the trial was that the new parking zones were not enforced, I live on the street and rarely saw rangers or tickets on illegally parked cars. If people know they are unlikely to get a ticket they will park illegally. Rangers need to enforce the new no parking and no stopping diligently and reliably (ie multiple times daily) at the beginning so people understand they won't get away with parking there.

Congestion on Bower Street is a big problem. I've seen many instances of road rage. The only problem with the restrictions is enforcement. In my opinion a total restriction would be preferable. If someone is allowed to park overnight there is a good chance they won't move their cars at 10am. I've seen many cars that simply stay there all day. Issuing tickets seems to be infrequent encouraging further breaches. A total ban would probably work more effectively.

As a resident in the Street for 12 years. The problem exists for summer school holidays from late December through January—specifically, at weekends and public holidays.

Really, the solution is VERY CLEAR signage of the rules and PROPER POLICING of the parking restrictions.

I am a resident of Bower Street who has to park my car on the street. The summer traffic problems have two main issues. One is ease of traffic flow and the other is ability to find a parking spot. The problems in Bower Street are really bad on only a few hot Sundays in summer but the parking restrictions imposed by Council in 2019/2020 meant that parking was very difficult on every weekend and public holiday for months. It was too high a price to pay for a few days of congestion. I was unable to use my car for all those times for months as I couldn't get a place to park on my return as Council had taken away so many parking places. So from my point of view, the restrictions didn't work. Some problems with last summer's restrictions are:

The signage was very unclear. Motorists were confused by the signs and were booked without realising they were in the wrong.

The restrictions went to the end of February which was much too long. If necessary, then just make them for the public school holidays, the six weeks over Christmas and January. Last summer Council closed off parking on different sides of the road at different parts of the street. Also confusing! This is a bad idea. If necessary to have restrictions, please make them only on the northern side of Bower Street, not the southern side which has much more available parking places due to fewer garages and driveways.

It is not necessary to close off whole sections of the road to parking. With the closure of a few parts of the street, you can provide spots where cars can pass each other safely and keep the traffic moving whilst still maintaining some of the available parking.

When cars can drive at speed along this difficult road, it is unsafe. Providing a few "pinch points" for drivers to pass each other or pull in to allow others to pass is a much safer option.

The mobile sign at the corner of College Street and Bower Street did not stop drivers from continuing along Bower Street in search of a parking spot as it read "Limited Parking Available" which encouraged them to continue rather than turn back. It should read "Parking Full" to stop the traffic flow problems. The mobile sign should also read "Give way to oncoming vehicles".

My suggestions for future summers:

Leave things as they are and we put up with a few days of disrupted traffic but maintain our current parking. OR....if it is deemed necessary to put parking restrictions in for summer:

Please do this only between 10am and 4pm on weekends and public holidays for the 6 weeks of public school holidays. No longer!

Only put restrictions on parking on the northern side of the road (even numbers) as there are more spaces available on the southern side due to fewer driveways.

Give clear signage of restrictions.

Mobile sign at corner of College Street and Bower Street to discourage rather than encourage drivers to continue. Also warn drivers that they must give way to oncoming vehicles.

Rather than closing down whole sections of parking, just restrict parking outside number 84, 72, 70 54 44. This would allow drivers to pull over enough to allow cars to pass each other and keep traffic moving whilst maintaining some parking places.

Widen the restrictions to the beach end of Bower Street/close to cliff St as this is where most people try to find parking. Even in Winter it is very hard to find parking on weekends in particular.

As stated there seems to be many who didn't observe the restrictions and as such there was always one or two cars that caused obstruction to traffic flow. I think extending the time to much earlier in the morning would work as many people come to have a swim much earlier in summer.

thanks

<p>The trial failed due to the confusion re parking signs which meant that people still parked there anyway thus had no impact on street congestion.</p>
<p>On summer school holidays (mid December to end January limit parking on Northern side Bower St on weekends and Public holidays only between 88 Bower and 44 Bower. This will solve the problem. simple unambiguous signage same as College street i.e No parking Weekends and Public Holidays 9:00AM to 4:00PM. Note it is only a problem at these times.</p>
<p>The signage was very confusing...a clearer set of signs are needed. The idea is good and I feel it worked...but is only necessary over the Summer months.</p>
<p>Given fine weather, most weekends are a problem so apply restrictions all year ie consistent with College Street</p>
<p>Regarding the trial:</p> <ul style="list-style-type: none"> # The restrictions were over an unnecessarily long period. It should be realised that residents still had reduced parking which applied whether it was a rainy weekend or a weekend where there were few beachgoers. Once a resident found a car space on a Friday night that car could not be used for short absences since it would be impossible to find a car space when returning. # The cancelled car spaces were not well chosen. # It was no use have electronic signage that said limited parking was available in the car park since that merely encouraged drivers to seek the offered spaces. # The temporary parking restriction signs were most confusing and even subject to debate and denial by visitors. # Without policing of the no parking the whole system failed. <p>Suggestions for any new trial:</p> <ul style="list-style-type: none"> # Any new trial should be as a trial to be reviewed at the end of the summer. # The duration of parking restrictions should be no longer than public school holidays. # It is useful to have a few restrictions or 'pinchpoints' in the traffic flow in order to slow traffic speeds. Many drivers travel too fast on Bower Street. # There should be adequate space between 'pinchpoints' to allow traffic to pull in and wait for oncoming traffic. # There should only be parking spaces removed from the north side of Bower Steet since there are already many driveways on the north side across which there is already no parking possible. # If parking spaces are to be removed to allow summer traffic flow it is suggested that the following spaces be removed: 2 at No.84, 1 at 72 Bower, 1 at No.70, 2 at No.54, 2 at No.44. This should give enough distance between the restricted road widths or 'pinchpoints' for cars to queue or wait. # Street signage should be made clearer such as "NO PARKING 10am to 4pm Weekends and public holidays." # Consideration should be given to a sign at the start of the trial length of restricted parking near College street stating "Please give way to oncoming cars"
<p>The trial was a complete failure in my opinion. The street signs were confusing, the mobile signage totally ineffective as it did not say car park full on any occasion thus encouraging not discouraging drivers and council needs to recognise there are only a few weekends in summer that are problematic. The proposed extended stretches of 'no parking' encourages speeding and diminishes safety and then creates worse bottlenecks further east.</p> <p>The solution would be to investigate 'no parking ' sections on either side of Bower St that facilitate the relatively free flow of traffic without taking out too many car parking spaces. This should only be in place for the summer public school holiday weekends not all</p>

<p>summer. Council also needs to consider sensors in the Shelly Beach car park so any mobile sign accurately reflects the parking availability.</p>
<p>Restrictions should be enforced more effectively - there was still gridlock with people trying their luck.</p>
<p>Allow parking along the entire southern side of bower street where there are very few driveways, and install a walkable cover grate over the open concrete drain to allow people to get out of the passenger side. Prohibit parking along the entire northern side of Bower street. This would maintain straightforward 2-way traffic flow, and be clear and understandable.</p>
<p>I live on Bower St. The restrictions were well-intentioned and can work but need to be much clearer, much better designed and especially much better communicated before people drive up Bower St. The extent was about right. The signs were extremely confusing. By far the worst aspect of the trial was the electronic signage. It was very unclear, not in the right places and didn't help people to decide whether to go to Shelly or not. Ideally, you will have automatic detection of vacant spots at Shelly Beach.</p>
<p>Bower Street is a source of regular road rage incidents due to the poor traffic flow. This is very disruptive to the residents. The parking restriction trial was definitely an improvement but there were still a couple of bottle neck pressure points. All it takes is for one car to park illegally and the entire street flow is lost. Increase the restriction areas, make it year round, and send parking rangers up & down every day. Thank you</p>
<p>Over weekends and public holidays in summer would be fine. You don't need this all year round.</p>
<p>It was a good idea as driving on Bower Street is like dodgem cars but it didn't work as cars were constantly illegally parked during the trial. The net result was generally that residents moved their cars to the other side of the street, then visitors (surprised with the extra free spaces) parked there and a portion of them got tickets. You could consider limiting the parking in the Bower carpark to say 2 hrs (so that it discourages people using Bower Street for parking) and perhaps mark the street so that people are more aware. Maybe half the people illegally parked were unaware, the other half were willing to risk the fine.</p>
<p>It's overly complicated and ineffective. The only solution is no parking on one side of the street and residents only on the other. This is for the safety of kids and drivers on the street and for the ability for ambulances to get to Shelly.</p>
<p>With less cars parked on both sides, it was often noticeable that cars on week end were speeding much more - I believe this is a key safety issue and the reason why this should not be reconducted. Give fines to cars in infringement instead.</p>

From our observations the trial greatly reduced the amount of congestion and road rage incidents arising from cars backed up in both directions as drivers do not give way. I would note that we also observed many people look at signs and park anyway, it was very clear the dual signage was not clear and served to confuse most road users.

Just make the trial permanent and it will help the community, the visitors and the environment.

I am a 70+ year old and like many residents in the Bower Street neighbourhood I don't have off-street parking. Finding a place to park close to home can be difficult, especially during the summer holidays.

The part-time weekend parking restrictions trialled last summer simply aggravated the problem. Although the restrictions only applied from 10AM to 4PM in practice it meant 24 hour no parking for residents on weekends. (The alternative would be to move the car at 10 AM and drive around trying to find another parking spot, then reverse the procedure at 4 PM. Not very practical.)

I appreciate that there is a traffic management issue. With parking on both sides of the road Bower St is effectively only one-lane E of College Street and in the summer it can take several minutes to drive from the Bower Lane/College St corner to the Shelly Beach parking area and is at most a minor inconvenience compared to being stuck in traffic on Military Road or the Harbour Bridge.

I sincerely hope that NBC will not adopt these parking restrictions on a permanent basis.

Thank you very much for conducting this survey and for considering the needs and safety of both the community as well as residents of Bower Street. Bower Street is a unique place and we feel privileged to reside here. Our allowed driveway at our home is very narrow and when parking happens on either side of our driveway as well as across the street (an area which formed part of the trial parking restrictions) it is impossible for us to bring our larger car in and out of our garage and a lengthy process for us to drive even compact vehicles in and out of our driveway/garage due to the limited space. These required manoeuvres create further congestion and time delays to traffic on the street. This additional time can also be drawn out by the amount of pedestrian traffic on the street as the flow of foot traffic can require us to delay entering and or exiting our properties. Most dangerous are the skateboards and bicycles that use the foot path as they move at a pace which makes it very difficult to enter the stop/start traffic of Bower Street which can require us to "surge" from our driveway to the street or vice versa.

We would not want to see the community nature of the street changed, or the parade of happy families, young surfers, scuba divers, etc moving happily up and down the footpaths. As traffic, however, continues to increase each year, maintaining the safety of everyone enjoying the street will require better visibility and traffic flow.

Bower Street as a "dead-end" street requires 2-way traffic. The street attracts not only road traffic from locals and visitors but pedestrians, bicycles, scooters, skateboards and more. Given that all these people and vehicles are trying to share a single footpath and one lane of traffic makes for a dangerous mix. The street should have no more than one lane of parking on one side of the road at any time to allow for traffic flow of vehicles and bicycles. Pros of no parking on the north side is that this allows for greater visibility of pedestrians on the footpath and loss of fewer parking spaces as there are less driveways on the southern side. Pros of no parking on the southern side is that the northern side allows for better safe loading and unloading of cars with families and sporting equipment.

Having some blocked areas on both the northern and southern sides has vehicles of all sizes and sorts and pedestrians ducking and weaving in between parked cars and of

course the smaller the person or the mode of transport trying to duck out from in between two large four wheel drives the greater the likelihood for calamity. Also, there should be no allowance for boats, boat trailers and trailers of any form in the road and any allowance for the parking of a skip bin needs to be stringently assessed against the capacity to have building waste housed on site or removed regularly by truck.

Whilst it would be ideal to have the outlined restrictions in place at all times, it is particularly important on weekends, during school holidays and all public holidays. During these times, the area is heavily trafficked by all the means noted above, by people not necessarily familiar with the area, not having English as a first language and who are in a holiday state of mind not being mindful of driveways, signage, traffic and the potential dangers to themselves and their families resultant from this congestion.

We hope that this consultation with council and the various stakeholders from the community and the local residents of Bower Street can be an ongoing process so that we can improve the situation as much as possible so that we are all as safe as possible whilst enjoying this unique environment.

Thank you for your time and consideration in reading my comments.

The congestion problem is only as issue during the Xmas public school holidays (end December until end January) and only on Saturday and Sunday and the public holidays. We would be happy to see no parking introduced on one side of the road at these times for the appropriate sections of the Street, which would seem to be a fair outcome for residents who will be disadvantaged if longer restrictions are put into place. It would seem that removing the parking on the northern side of the road (where the driveways are) would be the most efficient way of allowing a better flow as less parking spots will need to be taken away.

The most recent trial was ineffectual and I am concerned that the questions in this survey do not allow for that to be accurately communicated. The Shelly Beach parking timeframe was not addressed, the signage was confusing and insufficient and enforcement was very poor. The sign to warn people of congestion in the carpark was also ineffective.

There is another issue though and that is that allowing a freer flow means that those who choose to will be able to drive faster and this can be an issue in the Street. There is a safety concern in this regard. It is important that the restrictions are removed at night otherwise cars can fly up and down the Street which is an issue.

Thank you for trying to find a good solution for all.