

## 14.x – Vehicle Management Local Law 2021

No.	Submission received	Officer's response	Amended – Y/N
1	<p>I support but have some concerns.</p> <p>Parking on Leonard Street and some parallel streets should be limited to one side of the road only as it causes congestion. Street parking needs a definitive line to show the limit as we get alot of cars parking and partially blocking driveway, making it difficult to enter/exit safely.</p>	<p>Your concerns are noted. The proposed law provides mechanisms to restrict parking and stopping on Leonard Street, should it be required.</p>	N
2	<p>I support.</p> <p>Parking is an ongoing issue in the town which requires a modern approach the make it workable for everyone.</p>	<p>Noted.</p>	N
3	<p>I support but have some concerns.</p> <p>I would like to see complete removal of ability to park vehicles on verges in front of residential properties, including for owners or inhabitants of those properties because allowing verge parking:</p> <ul style="list-style-type: none"> <li>• Is in conflict with the objective of the Town's Adopt-a-Verge program and the Town's efforts to improve urban greening and attractiveness;</li> <li>• Increases the likelihood of damage to trunks &amp; roots of street trees;</li> <li>• Results in verges that are unsightly churned-up sand and weeds, or unattractive paved surfaces (in</li> </ul>	<p>The Town notes your comprehensive submission. A change of this nature would need the Town to readvertise the proposed local law.</p> <p>However the argument presented has merit and should receive further consideration. It is recommended a further report be provided to Council to allow consideration of this matter and if an amendment to this law once made is required.</p>	N

	<p>contravention to the Town's verge treatment rules) when no car is present;</p> <ul style="list-style-type: none"><li>• Creates a safety issue by completely restricting line of sight visibility of oncoming traffic/bicycles for other cars when entering the road from neighbouring driveways;</li><li>• Is in conflict with the verge planting height restrictions, which are in place to ensure there is no obstruction to line of sight visibility for cars entering the road from a driveway - cars are significantly higher than the maximum allowable plant height; and</li><li>• Is in conflict with fencing by-laws for dividing fences within the front setback of residential properties which are required to be visibly permeable in order to ensure vehicles entering the road from driveways have an unobstructed view of oncoming traffic and pedestrians.</li></ul> <p>I acknowledge that not allowing verge parking increases the need for cars to be parked on the roadside adjacent to the kerb, however there is a benefit to this in that the parked cars actually perform the same function as residential street quietening measures such as speed humps and chicanes by forcing drivers to slow down to manoeuvre along the road.</p> <p>The section of Hampshire Street I live on between Berwick &amp; Devenish Streets is a prime example of this in practice. Cars come flying along the section adjacent to Fraser Park as there is little to no obstruction to their progress (often accelerating very hard), but have to slow down to 20-30kmph</p>		
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	for the section towards Berwick St which has cars parked on both sides of the street and often only room for a single car passing through.		
4	<p>I support but have some concerns.</p> <p>Cars park on both sides of Raleigh St near down from the bakery, most of them are there during the day so they are walking to Carlisle train station and going to work in the city. Because of the bakery being so popular lots of cars come around the corner, its very dangerous. I think the street needs a yellow line half way down to not allow parking on one side.</p>	Your concerns are noted. The proposed law provides mechanisms to restrict parking and stopping on Raleigh Street, should it be required.	N