

OSCAR Submission to Verge Parking Workshop

Verge Parking Workshop

Submission to the Sunshine Coast Regional Council

OSCAR Inc

Organisation Sunshine Coast Association of Residents

12 February 2018



Introduction

- ▶ OSCAR welcomes this opportunity to make a presentation on behalf of its member organisations and individuals who have contacted OSCAR directly.
 - ▶ OSCAR background
 - ▶ OSCAR's objectives
 - ▶ Main issues identified
 - ▶ Some positive examples
 - ▶ Recommendations



Organisation Sunshine Coast Association of Residents

OSCAR background

- ▶ Non-partisan, not-for-profit umbrella organisation; members are community groups and resident associations
- ▶ Over 40 member organisations in both SCRC and Noosa LGAs who are committed to OSCAR's objectives
- ▶ Represent many community members - not just a "small number of activists"
- ▶ Funded solely by fees and donations of member organisations
- ▶ Totally reliant on volunteers



Organisation Sunshine Coast Association of Residents

OSCAR objectives (Extract)

▶ Leadership and governance

- ▶ Local government policies, plans and actions will be consistent with achieving social, economic and environmental ***sustainability***.
- ▶ Governance will become ***open and transparent*** and residents will have reasonable access to reports and documents. ✓
- ▶ Local government decision making will be responsible, informed, ethical, and accountable - consistent with the Local Government Act 2009 principles.
- ▶ Community consultation will become routine and results respected and acted upon. ✓
- ▶ The public interest will prevail over vested interests.



Organisation Sunshine Coast Association of Residents

Issues identified

- ▶ **Does your organisation and/or its members have specific concerns with vehicles parking on road verges? What issues do you feel have contributed to these concerns?**
 - ▶ Our submission to Council will identify specific concerns that have been conveyed to OSCAR by member organisations and community members.
 - ▶ As a peak body the main point that OSCAR will be making relates to past planning decisions by the SCRC - well summed up by the following comment from member organisation *Friends of Lake Weyba Inc*:

“A good outcome from this workshop would be for SCRC to develop and implement planning measures that ensure future developments include sufficient parking for onsite parking commensurate with number of residents and therefore likely vehicles per lot, together with provision for on-street parking bays which would of course only be possible if development approval was given on the condition that road widths were sufficiently wide to accommodate parking bays.”



Organisation Sunshine Coast Association of Residents

Issues identified

- ▶ **Do Council's current parking management practices for vehicles parking on road verges address these concerns? Why or why not?**

- ▶ No

- "Sometimes the safest and best place to park is on the road verge. Often ... inappropriate actions by the Council in addressing the issue."
(Dulong Futures)*

- "In a new development, residents often don't have an alternative but to park on the verge. It is hard to justify penalising someone for a breach when you have failed to provide the capacity for compliance."
(Take Action for Pumicestone Passage Inc)*

- ▶ Need to distinguish between new and future developments where better planning outcomes could significantly address this issue going forward, and what may be achievable in established residential communities.



Organisation Sunshine Coast Association of Residents

Issues identified

- ▶ **Does your organisation and/or its members have any alternative proposals for the management of parking on road verges which would lawfully and appropriately address these concerns?**
 - ▶ Better education of community
 - ▶ More discretion in enforcement policy - this is clearly within the remit of Council
 - ▶ Recognition that verge parking may be appropriate/necessary/tolerated in some areas



Organisation Sunshine Coast Association of Residents

Issues identified

- ▶ *“Move away from the one size fits all approach”.*
- ▶ *“Introduce a hierarchy of appropriate responses:*
 - ▶ *Less fines; instead give a useful tips guide and/or design/promote a useful App - needs to be engaging so people will keep/use it (smart, creative, innovate).*
 - ▶ *Improve the resources available on the SCRC web site.*
 - ▶ *Share some good stories about how drivers are managing parking in narrow streets and new developments.*
 - ▶ *Talk to tradespeople and contractors in new developments and commercial projects. Listen to their ideas. While parking is covered at Induction, there are often limited places to park near a work site, especially in new developments with lots of trade vehicles in the area.*
 - ▶ *Long term strategies with the aim of reducing the number of cars on our local roads.*
 - ▶ *Car Free Fun Day in an area/zone where there is a public event to be held - get people using public transport, walking and cycling. (Contribution to changing behaviour).”*

(Dulong Futures)



Organisation Sunshine Coast Association of Residents

Good example?

▶ Laxton Road, Palmview

Approved at the most recent SCRC Ordinary Meeting

▶ How was this achieved:

- ▶ Application of planning scheme?
- ▶ Goodwill of developer?
- ▶ Negotiated outcome?

“It is recommended that a condition be included requiring the minimum width of Access Streets and Access Places to be 7.5m and 6m respectively and that rear laneways are to be provided as part of the development. It is also recommended that these requirements are incorporated in subsequent Local Area Development (Neighbourhood) Plans (refer to Conditions 16 and 25 of Appendix A).”

“It is recommended that a condition be included to require the Applicant to provide a detailed car parking analysis which demonstrates the proposed road carriageway will accommodate the required number of on street visitor spaces as part of the subsequent Local Area Development (Neighbourhood) Plans (refer to Condition 24 in Appendix A).”



Organisation Sunshine Coast Association of Residents

Good example?

- ▶ Sunland's Terraces development at Peregrian Springs
 - ▶ How was this achieved:
 - ▶ Application of planning scheme?
 - ▶ Goodwill of developer?
 - ▶ Negotiated outcome?

The following slides show how verge parking has been implemented in parts of this development:



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Recommendations

- ▶ Set up a consultative group to follow-up the outcomes of this Workshop and make specific recommendations for the long term.
 - ▶ The MRECG process in 2017 was an excellent example of what can be achieved when the Council and community work together; let's use that model again for this issue
- ▶ Consider a moratorium on issuing verge parking infringements when no obstruction of footpaths is evident while the consultative group considers long term solutions
 - ▶ In this period focus on warning notices and an education campaign
- ▶ Traffic and parking requirements for residential development approvals must take account not only of lot densities but allow for significantly higher population density than has been the case in the past. May require modification of Council's Planning Scheme Policy for Transport and Parking.



Organisation Sunshine Coast Association of Residents

Submissions made to OSCAR

NB *Text highlighted in orange has been identified by OSCAR as a key point in the representations that have been made.*

It does not necessarily represent a particular emphasis by the author of that submission.

Good morning

A good outcome from this workshop would be for SCRC to develop and implement planning measures that ensure future developments include sufficient parking for onsite parking commensurate with number of residents and therefore likely vehicles per lot, together with provision for on-street parking bays which would of course only be possible if development approval was given on the condition that road widths were sufficiently wide to accommodate parking bays. This would also deal with the current situation where some developments have roads so narrow that trucks cannot even negotiate them.

The workshop is an opportunity to address some of the poor planning decisions that has been made by SCRC in recent years, presumably to ensure developers can achieve maximum density and return on their investment without regard to good planning practises.

Yours faithfully

Christine Tainsh - Secretary
FRIENDS OF LAKE WEYBA INC.

Dear OSCAR

A recent article in the SCD the council's CEO Michael Whittaker said "carports had been raised at a recent planning workshop" that he said, "arose as a result of the challenges we have with cars in the streets."

He said amendments to carport regulations had been added to a queue of planning scheme amendments.

Palmwoods Living History Society has heard concerns by older residents for improved parking in Palmwoods if not the entire Region.

Please note these few suggestions by our group members to put forward by the Oscar representative at the Verge Parking forum. If you need a person to attend I am available.

1. Allow verge parking and have a paid option to register your verge for no parking.

2. Provide free adequate parking in all towns.

3. Identity potential vacant land to use for parking. Not necessarily sealed roads, but grasses areas or natural areas that are not picnic or play areas. Eg community halls, scout halls etc often have grass areas, or as in Palmwoods next to the Rural Fire Shed there's vacant government land, also Council owned buildings with car parking areas.

4. Regulations for wider roads in new estates, footpaths and increased parking spaces overall.

Thank you.

Pam Rogowski
Palmwoods Living History Society

In response to your request for input on the subject of verge parking and OSCAR'S attendance at the upcoming February Meeting please find our comments below:

There is a role for Community Associations to play in representing the issues to their Councillor and Council Officers. The SSCA has regularly met with Council to discuss related matters and has been successful in obtaining parking regulation amendments throughout the community for business and residents and we regularly raise our concerns with Council on behalf of our residents.

Perhaps there is a role that Oscar can play in the future in this area both with Council/Councillors and the DMR in conjunction with our State member?

We clearly have a lack of understanding in the Community in relation to the rules that govern parking regulations and traffic management.

We have advocated with Council that there needs to be improved communication regarding the rules and have offered to play a role by communication of a newsletter focussing on the issues.

There are many other ways this could be done but just have a fining blitz every few months in the area does no good as it just upsets everyone at the time and within weeks the situation reverts to exactly as before.

Education and prevention beats the fining blitzes in our opinion every time and we would like to see this happen in the future.

This is made even harder due the fact that we are a tourist area and so many homes that have absentee owners that are available for holiday let.

Air B and B has only made this worse with large numbers of extra vehicle parking at these homes within our community. We find in general that these visitors do not know or care about the street parking regulations.

I am not sure what we can do about this other than to suggest that the property's managing agents have a role to play in advising tenants and Council must consider this in regard to their Policy for properties that are registered for Air B and B.

Both groups need to get involved in an effort to reduce the problem.

We would also like to see as part of the solution a change in the regulations regarding the use of garages. Too many are being used as extra rooms, gyms or storage areas instead of the design function of a garage. I am not sure whether Council are able to enforce the proper use of garages but the majority of houses in our community that are driveway or verge parking are because of improper use of garage space this putting pressure on drives and verges.

Council needs to consider how to enforce the proper use of garages.

It can be done as I have stayed in a 4500 home estate in Arizona where cars had be parked in garages. This was understood and enforced and not one car in the street.

The estate had a zoned parking area for RVs, boats and caravans something that we would also like to see introduced here as they are becoming a real problem too.

Finally we need to do something about public transport on the Coast as our bus service is not working to reduce the traffic on the road.

We fully support every effort that is made to improve the rail service to Brisbane but also would ask that you raise what are the plans to introduce a local bus service that moves people in and out of our communities with smaller, frequent vehicles that can move people to the hubs and in general what are the plans for our bus services for the future.

As a summary verge parking is happening for a number of reasons which are fairly complex and would urge that the Workshop focusses on the causes and looks at proactive community based solutions together with improving Council regulations, policies and method of education and enforcement as a method of doing our bit towards finding a solution and the improved quality of our community lifestyle.

Regards,

Richard Dennis

President SSCA Inc.

Dulong Futures: Community Perspective

Local government faces many challenges and opportunities in the coming years.

Since 2012, many grey literature articles have been published about '[m]oving beyond, roads, rates and rubbish' to successfully delivering broader objectives to promote social, economic, environmental and cultural wellbeing of communities (Government News 2012).

There is increasing community expectations on councils to provide a wider range of services (Government News 2012) and to allow citizens to provide input into decision-making and policy formation (Naidoo, cited in Herriman 2011, p. 10).

Combined with the ambitious economic goals of the Sunshine Coast Regional Council, a greater financial burden is placed on the council, and a changing relationship with citizens and ratepayers. In addition, population growth projections are creating a sense of urgency to act now.

The project to reshape the Sunshine Coast has begun with many major, expensive development projects underway by the Sunshine Coast Regional Council. The introduction of a Parking Management Plan, to regulate parking and enforce parking regulations, such as illegally parking on the 'road verge', by issuing parking fines is widely understood as an intentional action to increase revenue and seems to work in a similar way to lucrative bank fees. Even though we are told we can avoid them, billions of dollars are still collected every year. Sounds like a reasonable argument from people whose stories we've read about in the media. Fined for parking in their driveway but encroaching on the council controlled public space.

There seems to be lots of assumptions being made about parking behaviour and finding a suitable, legal place to park a vehicle. Most of us are aware that we live in a car centric region with most households owning multiple vehicles. This is hardly surprising, and we are unable to change this pattern of behaviour to rely on an inadequate public transport system.

There is no access to public transport in Dulong.

There are lots of reasons why people park where they do, and more work needs to be done to understand this better. Parking fines may succeed to change behaviour where bank fees have failed. Perhaps it's the decision makers who need to work collaboratively with the community and get better educated on this topic, rather than blaming the individual or relying on tools such as handing out a Fact Sheet.

In our hinterland community of Dulong, we are experiencing pockets of residential development. It is not uncommon to see low loaders, trucks and trade vehicles parking on grassy road verges, particularly when it is the safest place to park. Our roads are designed for cars, so we don't see many walkers or cyclists,

especially along busy Dulong Road. It may be illegal for vehicles to park on the verge in our community, but it usually the best option.

With no public space within our ten kilometre square community, we have successfully held community gatherings 'on the verge', such as Australia Day and Neighbour Day Morning Teas with support from our local Councillor. However, access to a council controlled public space for a small community gathering has been more of an issue for some people within our community, yet no one seems to care if vehicles are parked 'on the verge'.

Does your organisation and/or its members have specific concerns with vehicles parking on road verges? What issues do you feel have contributed to these concerns?

No. Sometimes the safest and best place to park is on the road verge.

Often, inappropriate actions by the council in addressing the issue.

Do Council's current parking management practices for vehicles parking on road verges address these concerns? Why or why not?

No.

Shifting values. Judge them by their actions, not their words.

Communities remember the actions of the Sunshine Coast Regional Council towards Urban Food Street in Buderim. The Nature Strip (road verge), has become a highly contested space and it can be interpreted as a new opportunity to enforce control with fines to increase revenue and extend social control over individuals and communities. This seems to be the dominant discourse, a consequence, other messages, such as 'community safety' are not heard.

In a 24/7 news cycle and social media, we hear more about accidents involving cyclists and pedestrians.

Unsure if parking on the nature strip is a safety issue that has caused serious injuries and death, or property/vegetation damage. Maybe, vehicles are blocking pedestrian access? Surely, there are better solutions to change behaviour than a quick, heavy handed fine which can damage the relationship between the council and the community?

We are unaware of any media reports or other, about the safety issues of parking on the road verge.

Does your organisation and/or its members have any alternative proposals for the management of parking on road verges which would lawfully and appropriately address these concerns?

Move away from the one size fits all approach.

Introduce a hierarchy of appropriate responses:

- ✦ Less fines; instead give a useful tips guide and/or design/promote a useful App – needs to be engaging so people will keep/use it (smart, creative, innovate).
- ✦ Improve the resources available on the SCRC web site.
- ✦ Share some good stories about how drivers are managing parking in narrow streets and new developments.
- ✦ Talk to tradespeople and contractors in new developments and commercial projects. Listen to their ideas. While parking is covered at Induction, there are often limited places to park near a work site, especially in new developments with lots of trade vehicles in the area.
- ✦ Long term strategies with the aim of reducing the number of cars on our local roads.
- ✦ Car Free Fun Day in an area/zone where there is a public event to be held – get people using public transport, walking and cycling. (Contribution to changing behaviour).

Note:

- ✦ **Terminology:** Please clarify definitions – *road reserve* and *nature strip/verge*.
- ✦ *On road reserves, footpaths and nature strips under council control you need a permit to: ...* (SCRC 2017 <https://www.sunshinecoast.qld.gov.au/Pay-and-Apply/Treand-Vegetation-Clearing/Vegetation-on-Council-Controlled-Land>)
- ✦ Is the terminology being used consistent with government Acts?

References:

Government News 2012, *Moving beyond roads, rates and rubbish*, viewed 16 January 2018, <<https://www.governmentnews.com.au/2012/08/moving-beyond-roads-rates-and-rubbish/>>.

Herriman, J. 2011. *Local Government and Community Engagement in Australia*. Working Paper No 5. Australian Centre of Excellence for Local Government, University of Technology Sydney.

Vehicle Parking

The issue of vehicles parking on the verge is a real problem on the Sunshine Coast and the difficulties are different for the diverse situations.

In an area which is 'high use' like a beach side area or in a commercial area like shopping vicinities cars are often illegally parked on the verge. A major cause of the problem in this situation is that the high rise apartments in these areas have not provided adequate parking and in the high season their patrons then occupy all the street parking spaces by the beach or in the shopping vicinity. This causes a problem for other day visitors who wish to spend 2-3 hours at their destination as the car parking spots are permanently taken for a number of days or even weeks by the apartment dwellers.

Apartments need to provide adequate (not minimum) car parking facilities for their patrons enabling rate paying residents to have access to their shops and beaches. This should become policy immediately to at least alleviate the problem in the future. It needs to be recognised that the Sunshine Coast is a destination for a lot of Australians who arrive by car! (Train is not yet an option for them.) They need to have a car parking space allocated to them. They often tow a boat or a Jet Ski and often accommodate visiting friends or family at their accommodation, who then also needs to park their car, and so the problem is magnified.

This problem of vehicles parking on the verge is an issue brought about by poor planning and a readiness to allow developers to cut costs.

It is not desirable to allow verge parking in these 'high use' areas as this destroys the natural beauty and 'greenness' of our community.

Those visitors who are fined for parking illegally may then be encouraged to travel by bus, as inconvenient as this may be, or they may choose not to return to that site. For residents (rate payers) it is preferable that the verges stay green and clear for pedestrian traffic. The verges are our green spaces. They prevent the high rise areas from becoming 'hot spots' and therefore they are crucial to the scenic value of the Sunshine Coast.

(It is interesting to note that the Gold Coast is often at least 2 or 3° hotter than the Sunshine Coast due to the amount of concrete and the lack of greenery in that confined space). Parking on verges should not be allowed in this area.

The Council needs to recognise that permanent parking by holidaying residents is a real issue for the daily visitors and restricts street parking in these areas to 4- 6 hrs to allow day visitors fair access to the parking spots. Council also needs to provide more off street parking in the more popular spots.

The parking problem in the newer developments with extremely narrow streets is a major concern.

The policy of 'car free estates' has not been supported by adequate alternative transport provisions from either the government or council and the reduction of street width is therefore the catalyst for the problem currently experienced.

It is desirable to have a population who don't need vehicles to take them to their destinations – to have a situation where the public transport system allows them

to get to their destinations quickly and easily – however this is not the case on the Sunshine Coast and is unlikely to be in the immediate or near future. The decision to create communities with this premise in mind is faulty as in the meantime there is a very real and dangerous parking problem. High density living requires the commitment of the policymakers to fulfil, in advance, the provision of promised infrastructure. Developers are generally making huge profits. It could perhaps be incumbent on them to provide some space in their communities for visitor parking.

Homes in new developments often take up the majority of the land space; they have little room to plant a garden or even a tree. A green verge therefore is imperative; it needs to remain a green space. Streets in newer developments often act as the drain. In periods of high rainfall the roads could become quite flooded. As there are no gardens to absorb the rain falling, the amount of runoff is exacerbated. Verges are very important as they are a green, water absorbent belt which allows the water runoff from the houses to soak into the soil, preventing it from flowing onto the street. It is preferable that parking on the verge is not allowed.

To accommodate the increased population we are told that we need to have medium to high density residential areas. It is understandable that the building blocks need to be smaller; however the streets need to be wide enough to accommodate the residents and their many needs.

Developers need to provide a space to enable residents to have visitors who can park near their homes. Construction vehicles, buses and emergency vehicles all need to have easy access to homes and at the moment this is not the case. Roads simply need to be wider.

It is a safety issue. (The fire at AURA last year presented a major problem in traffic flow as emergency vehicles could not get into the residential area as quickly as they needed to and residents, who were asked to evacuate, were having difficulty leaving as the roads were unable to handle the amount of traffic. It highlighted the narrow road issue.) Council needs to take this into consideration for future development.

In a new development, residents often don't have an alternative but to park on the verge. It is hard to justify penalising someone for a breach when you have failed to provide the capacity for compliance. The situation is far from desirable.

Carla Clynick

Secretary

Take Action for Pumicestone Passage (TAPP)

8 February 2017

Mr Greg Smith
President, OSCAR Inc.

Dear Greg,

Thanks for requesting a submission to Sunshine Coast Council's invitation to a workshop to discuss unlawful parking on road verges and I'm sorry it's overdue.

The Peregian Springs Residents Association (PSRA) represents several hundred residents in Peregian Springs and the Ridges, which now numbers around 8,000 residents in total, based on the 2016 census. The older sections mostly have sufficient parking for the residents and their visitors, but the newer sections, especially those in the Ridges, have many problems.

A high proportion of the lots in the Ridges have been designated duplex or dual key. These concessions allow a high population density and, supposedly, greater housing affordability. However, the main result here is that many dwellings are rented to two families or six or more adults, leading to many more vehicles than the Planning Scheme expects. It is not uncommon for one lot to have five or six vehicles parked there. Even if both garages are properly used, there will still be several extra vehicles that must be parked in the narrow streets or on verges. Furthermore, many streets in the Ridges are private roads, owned by the respective Bodies Corporate, which have been "yellow-lined" to reduce illegal parking, especially near Peregian Springs State School.

The Sunshine Coast Regional Council is well aware of these issues and has discussed them with the PSRA, but to no avail.

It is unfair for Council simply to mount regular parking fining blitzes on illegally parked cars, which cannot be parked elsewhere. On the other hand, it is unsatisfactory to waive the relevant Council rules and to permit vehicles to be parked anywhere – this will simply lead to a ghetto-style appearance, unsuited to the character of the estate.

Council and the state government allowed the developer, Aveo Group Ltd, to build the estate without adequately sized streets, or sufficient on-street parking bays or public parking areas. Council should refuse to approve any more dual key or duplex applications by Aveo until they acknowledge and address the problem. If all remaining lots to be developed have been considered already, then Council should apply other sanctions on Aveo to cause some solutions to be put in place.

With kind regards



Bob Joubert
President, PSRA

As a member of YADCA (YANDINA) please find below my ideas on the parking in Yandina

1. At present the general street parking is OK for me. Signs indicating parking time limits might be useful.

2. I would like to see an overnight stop available for caravans. I would suggest along the railway line below the station to the north.

I have looked at this section and there is a toilet there.

More trees could be planted to make it attractive, shady and private

3. My concern is the entry exit to the IGA.

Saturday parking is very tight at times.

Twice before Christmas I encountered a scary situation with a truck backing in when I had to reverse and escape to the grassed footpath and then one coming away from the unloading shed which was hidden by a shrub.

Not to mention the odd car driving fast into the exit sign outside the Indian Restaurant - I encountered that this week. A NO EXIT sign could be painted on the road.

Its the only supermarket I know that has only one exit and entry combined.

Parking on Road Verges

- Unregistered vehicles should be prohibited
- Long-time parking of vehicles not being used should be prohibited.
- In development plans, roads should be wider so cars can park outside the residence or business. Penny pinching by developers and Councils causes many problems for residents and customers.
- Part parking ie two wheels on the verge and two on the road could be the only answer.
- Compulsory for residents to park in their garages and driveways. More often than not, residents don't do this.
- With dense housing on smaller blocks, visitors to homes cannot always park on the road as there is no room.

I may have strayed off the track a bit with my response, but the verge parking is noticeable as I drive around the coast and in my street.

There is much for and against, but to find the happy medium is the answer. I noticed that many residents do not park in their driveway/house yard but on the street. Its easier to park outside the house. If encouraging to park on their property could be enforced it would certainly help reduce the cars on the verge and the roads. Residences where the people have more than two cars, is a problem and I also feel that this situation is not considered when development takes place. House blocks are too small, some streets are too short, and streets narrower and closeness of tall housing contributes to lack of parking. This is when cars park on the verge. Hope the workshop can come up with some helpful ideas.

Re the Caravan site and IGA entry/access have been discussed at YADCA but I did not think anything concrete had been decided. This is a separate topic, but of concern as two weeks ago I had a frightening experience coming out of the IGA. A large white truck was parked across the road facing UPTON's garage. I presumed it was driving into their premises but while I waited to let traffic go by, the truck reversed towards me. I quickly reversed and drove onto the footpath to avoid a collision. There has been another situation too. This is the problem as the one exit/entry is not catering for the extremely large number of cars shopping at the IGA. This patronage of the IGA must have exceeded the expectations of the owner/developers in a very short time.

I took a walk down to the Railway site and had a look at the options discussed and thought it was worth developing the site as a night stop over for travellers. Access is good once an exit is built at the other end of the strip.

Marlene Hoskin

40 Old Gympie Road, Yandina.

Thanks for the opportunity to comment.

The rules re parking are clear-cut and should be enforced. It is that simple!

However the real problems include issues such as the narrow streets in higher density new subdivisions, residents using their garage space so their cars and other vehicles eg boats, end up parked on the driveway which is intended to cater for visitors parking etc but not across the verge or footpath ie not blocking those for whom the footpath is provided.

Authorised vehicles eg police, telecom, council, etc would normally be exempted if on official authorised business but equally should be expected not to block expected users.

Builders and others too often assume they can take over both the street parking and the footpaths as well as the verge whether for materials storage or for parking. Perhaps the contractors should rent a nearby spare site for parking?

Neighbours should also have a say in regard to how much they are inconvenienced!!

A thought too for those required to enforce the rules given the rules are not discretionary. Why have the rules if they are not enforced or the enforcers are open to the problems of discretion?

Too often builders' illegal parking then encourages others to also park illegally and enforcers to adopt a "blind eye" approach.

Then the parking breaches and related illegalities spread both to other areas as well as continuing to other times.

Finally it is difficult to know whether and where to park!

One other common complaint used to justify parking on the footpath or verge is fear of losing side mirrors and through vehicles travelling too fast.

This latter point raises questions as to whether there should be 30 or 40km/h speed limits to be much more readily, widely and easily used by local authorities in residential and similar places where the street or road is a bit narrower or slower speed more appropriate, whereupon the parked cars if parked legally will help encourage slower traffic and illegal parking enforced.

Hope that helps.

Happy to discuss.

Michael Y

BArch, MScEnvMan, MEnvEd

(Brisbane and Golden Beach – regular visitor to Sunshine Coast for over 60 years.)

Further responses from Michael ...

Your points re the parking issues are very much consistent with mine. However the main problem is the over-reliance on cars instead of the other options plus the large numbers of tradies and others with multiple vehicles eg a work vehicle, a car and a boat but nowhere to park. Then sharing a house or unit exacerbates the problem with a group of them!

I spent a few minutes driving the area south of and at Coolum where this problem is also an issue in regard to both Coolum and the proposed development at Yaroomba! It is an ugly problem in that it reflects something of a “not in my back yard” issue yet so many depend on development somewhere else! The parking is just one of the issues. I would suggest trying to extend the focus to the regional planning ... Yeah I know !!

Campaigns such as the 40k campaign at Sunshine Beach and a focus on increased avoidance of car use for short trips might help. Otherwise it could end up with the situation in parts of London (and elsewhere) where you cannot use a car parked on the street because someone else will have the space leaving nowhere to park on return. Mooloolaba and Noosa are examples!

Building wider roads and more car parking is not an answer either – other than for developers and those who can afford to purchase or pay for what they build!

I speak as someone who knows the topics but also the Sunshine Coast from the late 1960s and from visits well before that too.

Good luck as the SCC and its Mayor, Deputy and several councillors seem totally committed to maximum development!

Michael

I have had a look at the OSCAR aims etc and see regional issues as well as local as of significance, hence my previous comments may be relevant viz ...

Well the local car traffic and parking problem starts (or is generated by) the need to have more cars as there are no other options. A lot of the traffic on the Bruce Highway and locally is inter-urban and single occupant. Without the rail link, and buses or LR (as with the GCL Gold Coast now) and bikes or walking to higher frequency transport other than car, guess what 😊 So in my view, the SCL with the branch to Maroochydore’s supposedly “new” CBD is absolutely essential and way overdue. One successful strategy for dealing with questions as “big” and difficult as this is to raise awareness. So perhaps a couple of interested people could enjoy a trip by public transport to the Gold Coast together such that pros and cons can be discussed. I have done this previously to generate both awareness and interest. I also did the trip to the GC from Brisbane on the first working day it was possible to use both the NGRs and the GCLR to inform a submission to the AHRC (Human Right Commission) against the TMR proposal to remove the toilets from about half of the NGR sets! Happy to discuss further on a separate subject line...

At the administrative level, I note that OSCAR has awareness roles but is also potentially limited by the requirement for matters to be raised by local residents or groups. Personally,

I think this may be addressed by way of planning processes which are both regional and local and strategic and pragmatic (aka as politically sensitive).

As to the suggestion of the “audit” of the SCL,

GCL and GCLR, it would be good to ask the RDA CEO to come too. His month of “withdrawal” would be a very interesting and informative contribution.

Note however it would require a day ... preferably a week day as the level of service is higher but a day very well spent indeed essential if those interested in the topic really do want to be informed.

One other issue is the problem of “tourism” v commuter “needs” esp here on the SC but similar for SEQ given the reach of Citytrain and Translink services. I suspect TMR is very much more road oriented despite the retirement and tourism “markets” hence emphasis on “reducing congestion”. Brisbane Road Mooloolaba is one example where congestion has hardly reduced since the four lanes.

However, looking north from Sugarbag Road yesterday morning around 11am the “haze” aka air pollution was staggering and while heat associated no doubt, motor vehicles would seem to be involved but who is monitoring and where?

Happy to discuss.

Michael

I think casual parking on wide verges is OK in many circumstances by the home owner or guests they have authorised to do so.

There needs to be room for people with prams or wheel chairs to pass without going on to the roadway.

Many areas of the Sunshine Coast do not have concrete footpaths but where they do have them they should be kept clear at all times.

Maybe we need a permit system like they have in Sydney for local residents to park on busy roads with regulated parking.

The extension of regulated parking to Coolum and Maleny with paid parking meters would be very unpopular and should be opposed.

Some thoughts.

Cheers Tony

Tony Gibson

Comments on the OSCAR Facebook page:



Chris McDonnell My daughter lives in Banora Point down in Australia where the Tweed Council is much more practical about 'verge' parking. An SCRC ranger would have a heart attack in the streets around there. At the State level of more importance is the application of Rule 169 of the Australian Road rules enabled by the deletion of Rule 12 in Queensland. Unique in the world to my knowledge. Everywhere else you can park outboard of the yellow line, though depending on the circumstances, it may be a lesser offence. But of course Queensland always knows better.

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Chris McDonnell What verges? There are no 'verges' under the Transport Operations (Road Use Management—Road Rules) Regulation 2009.

[Like](#) · [Reply](#) · [Message](#) · 3w



Michael Burgess Also in many of the new Sunny Slums there are no physical verges or you must drive through a bio-retention trench to get to it

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David Fawcett perhaps you could ask the mayor about the 58 year old man who never returned from work because the general consensus is if the road wasn't so narrow it would not have happened.
and don't forget the truck driver who has to live with it

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OSCAR Inc Sunshine Coast Daily, 8 Febraurty 2018:
<https://m.sunshinecoastdaily.com.au/.../parking.../3329848/>



Parking fine blitz a 'rampant attack' on Coast residents

SUNSHINECOASTDAILY.COM.AU

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Chris McDonnell I hope somebody asks why council fines are far more than police fines issued for the same offence.

[Like](#) · [Reply](#) · [Message](#) · 1d



Chris McDonnell I fear that the participants will get an explanation of why the status quo has to remain. Many areas will head towards the UK experience of having to pave their front yards.



🙄 1

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↳ 3 Replies



OSCAR Inc Chris McDonnell, members of the public can request an invitation to attend the workshop. Perhaps, like a Council Meeting, although no invitation is required to sit in the public gallery and observe proceedings? The workshop will be an opportunity to hear perspectives from different groups and organisations. No Agenda available at this stage.

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Chris McDonnell OSCAR without changing State legislation there is little that can be done. I wonder what obligation there is on councils though to enforce the laws leaving only police to enforce. Councils like SCRC and GCCC like the revenue stream though evidenced by the fact that their penalties are way in excess those the police render for the same offence.

John Smith Don't forget to ask why the council fines are about double the police fine for same offence. That seems very inequitable.

Like · Reply · Message · 8m

Lee-Ellen Crispin My biggest complaint is the ridiculous narrow streets & limited parking in devopments. Council should be held legally accountable for such rubbish planning. Take a drive down Martins Creek Rd in Buderim for a prime example - very steep winding road with barely enough room for 2 cars.
Like · Reply · Message · 3w



OSCAR Inc Lee-Ellen Crispin, thank you for this valuable feedback and location details. Drive and park with care!
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OSCAR Inc Sunshine Coast Council: Workshop to focus on the management of unlawful parking of vehicles road verges
Tuesday 16 January 2018 <https://www.sunshinecoast.qld.gov.au/.../Workshop-to...>



Workshop to focus on the management of unlawful parking of vehicles road verges

SUNSHINECOAST.QLD.GOV.AU

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Chris McDonnell Interestingly the word 'verge' does not appear in the Transport Operations (Road Use Management—Road Rules) Regulation 2009 which contains a Queensland adapted version of the Australian Road Rules. Nor does it appear in the Commonwealth guideline version. But I am sure as usual the SCRC in it's great wisdom knows best.