Objection to St Aloysius development:
Non-provisioning of staff parking

Current Parking Challenges

There are about 200 2hour car spaces along streets close to *St Aloysius* (ie Upper Pitt, Fitzroy, Peel, Park Streets). About 80+ teachers appear to be parking in these streets during Term times – creating parking stresses for residents in these streets and their visitors (e.g. friends, family, service personnel). An unspecified number of students have cars as well. The proposed development - which includes such facilities as *underground* sports courts, does *not* appear to address this current parking stress, let alone alleviate it. Indeed, the transformation of the traditional classrooms into configurable 'learning areas', group work, etc., envisaged in the Plan, suggest there will be an *increase* in support staff/teaching aides – thus even more cars parked in the street, even if enrolments and core teacher numbers remains much the same.

A further problem – distinct from teachers using up street parking – arises when *special function*s are held at the School that may produce more parking stresses for residents – on weekends and evenings. For instance the proposed rooftop area will provides excellent potential for hiring out such spaces for wedding, viewing of events (eg NYE) and the like.

Other private schools take their responsibility for parking seriously – e.g. *Loretto*, Kirribilli - be it with underground parking (for staff) or with provision for spillover parking to use open (sports) grounds when there is a function. *St Aloysius* appears not to be doing this.

A failure to address this issue, in effect, would extract an ongoing *in-kind* subsidy from residents to enable the full infrastructure cost of parking to be 'saved'. Such local appropriation of a public good raises issues for competitive fairness between private schools. This merits a comparison between 'spill-over parking by school staff' for similar schools in Sydney (and indeed Jesuits schools wider afield – given their particular commitments and overarching concern for their overall brand).

The need to collect data

The proposed development does not appear to have much rigorous data on parking behaviours or quantitative modelling of different scenarios (of building/not building car parking facilities, changes to parking rules, compensation to affected residents etc.) on such behaviours or their impact. The level of community concern ought to prompt serious investigation by the plan proponents or by oversight bodies within the planning process.

Fortunately for the community, the measurement and analytic challenges of evaluating the impact on parking of this development proposal can be addressed through a volunteer operation – given on the one hand, the *few* streets in Kirribilli *and* it is on a peninsula (i.e. all cars in and out can be accounted) and on the other hand, the use of relevant data capture tools and professional (*pro bono*) oversight.

Specific types of impact of loss of parking

There are three distinct *types* of impacts that have affected local residents due to a lack of street parking: increasing walk-to-car distances, parking transgressions and social isolation. Beyond quantification (see below), these very types can also provide what might be terms 'storyboard templates' into which exemplifications of issues can be organised into human stories that give a human face to the distress resulting from parking stresses.

1. **Increased walking distances from parked car to home for residents:**
   Residents may drive their car only to find, on return (eg later in the morning), that they cannot find a parking spot close to their residence. They therefore need to drive around - often parking some distance from their home. The resident then has the ordeal (if they are old or incapacitated) of perhaps carrying their shopping (eg perishable food) back to their apartment over a longer distance. The operational measure of this distress is the average distance between residents' home and their parked cars per month (comparing in particular school times/terms and non-school times/terms).

2. **Spill-over of parking into non-permitted zones:**
   Due to the congestion, drivers at times end up parking their cars - often in desperation - in non-permitted zones. This includes in off-curbs in front of garages; in *Care-Share reserved* parking zones; in No-parking zones; and in open apartment car parking that lack a boon gate. This leads to moments of aggravation between relevant parties - without regard to the underlying cause: the loss of parking spaces. One operational measure for this is to calculate the *street parking transgression rate* (SPTR) – i.e. how many 'parked cars' are wrongly parked compared to all cars parked in target streets –particularly in the wake of a function at *St Aloysius*.

3. **Social Isolation: Loss of discretionary travel to/from Kirribilli:**
   The ever growing lack of parking and the resulting 'driving around' to find a spot nearby has, over the last few years, discouraged friends and family of Kirribilli residents to make visits to this area due to frustrations about parking. Further residents themselves hesitate to do a drive for fear of not being able to park nearby on return. Either way, the risk of social isolation grows as a result. This cannot be measured observationally (eg from the street parking behaviors or car movements): it requires survey data to get a precise estimate of the resulting 'social isolation'. Such surveys in such a small area are feasible so that such an impact can be estimated should its salience be lost within the planning process.

Monitoring challenges and relevant 'parking rates'

While the elaboration of local stories that give a 'feel' of the problem has some merit with respect to a public debate (and guiding the resulting narrative), hard data are required to assess the impact of the proposed development on the quality of life for residents.

In this way, the policy debate can focus on modelling specific alternatives ranging from incorporating car parking in the schools; giving incentives for teachers to use public transport (eg free travel-to-work OPAL card) or disincentives to use cars (eg requires purchase of daily parking permits); or paying to access other underutilized *off-street* parking in the area (eg apartment blocks) – to name but a few options.

The core parameter of concern to residents and their visitors is obvious: the availability of parking spaces near where residents live. To quantify this, what is required is *street parking occupancy rate* across time (with particular regard to School and non-School times/terms). From this measure it becomes possible to calculate the *probability of a vacant car spot* being found within a specific search time (given the area). This latter measure merits attention by planners.

Given the extent of *on-street* parking by school staff, residents are keen to know, and planners ought to require to be informed about: what proportion of the street parking occupancy rate can be linked back directly to *St Aloysius* (and which streets are most affected). This then would enable the corresponding loss of vacant car parking spots to be estimated. There are ways (not discussed here) to estimate in turn the total value of this 'loss'.

It is not simply the loss of car spaces that causes disquiet. The bigger issue relates to the proportion of cars that *overstay* the 2hour limits in the street. Such over-stays flout the parking norms. This becomes particularly irksome when there appears to be a coordinated effort by staff to move their cars in the wake of parking inspectors appearing in the street.

I urge that the challenge of car parking in Kirribilli be quantified along with its possible impacts on residents. From there, there are many ways to solve this problem if all the relevant information can be at hand.