

# Community Engagement Consultation Report for heavy vehicle parking

<b>Project title:</b>	Heavy Vehicle Parking
<b>Consultation period:</b>	20 July to 28 August 2009
<b>Duration:</b>	5 weeks
<b>Scope of the project:</b>	To receive public feedback in order to help Council find a future direction in managing heavy vehicle parking on roads and residential premises in Logan City.

**This report is based on the information received during the consultation period for heavy vehicle parking.**

## 1. Purpose of consultation

To provide the community with the opportunity to have their say on a public consultation document in relation to parking heavy vehicles on residential property and on the street in Logan City.

## 2. Format of consultation

Opportunities for input included:

- Email
- Public forum website '*Bang the Table*' ([www.bangthetable.com/logan](http://www.bangthetable.com/logan))
- Council website '*Have your say*' ([www.logan.qld.gov.au](http://www.logan.qld.gov.au))
- Survey and feedback form (available from administration centres, on-line and at discussion sessions/meetings)
- Telephone and written submissions.
- Six gatherings, initially in the format of "informal drop-in and chat open-house" (Jimboomba) and later as a presentation/question format at Shailer Park, Beenleigh, Logan Village, Loganholme and Logan Central.

Council produced information papers as an initial discussion point from which aspects of a new law would be examined; for example, property size, vehicle weight, exemptions and criteria.

Attendance at the consultation sessions/meetings included a high representation of heavy vehicle owner/driver residents and a low representation of non-truck owner/driver residents. However, comments gained from all avenues of community consultation (as mentioned above) resulted in substantial constructive feedback.

In response to suggestions raised during the first phase of consultation, an Advisory Working Group has now been convened.

### 3. Key issues identified

The following information is an analysis of the 354 specific issues-based comments received by Council via written submissions, email, telephone, surveys, web forum 'Bang the Table' and session/meeting notes. There were 67 written submissions, 104 survey respondents, 45 web forum participants ('Bang the Table') and 138 suggestions/concerns identified from the meeting notes.

Results from the survey showed that of the five main areas associated with heavy vehicle parking laws, 80% of respondents were concerned about criteria or guidelines, while 75.3% were concerned about the application fee, 74.1% were concerned about the size of land, 68.2% were concerned about the annual renewal fee, and 56.5% were concerned about exemptions. (Refer to Table 1)

Please note that graphs relate to survey questions and that 74.7% of the survey responses were received from heavy vehicle owner/drivers.

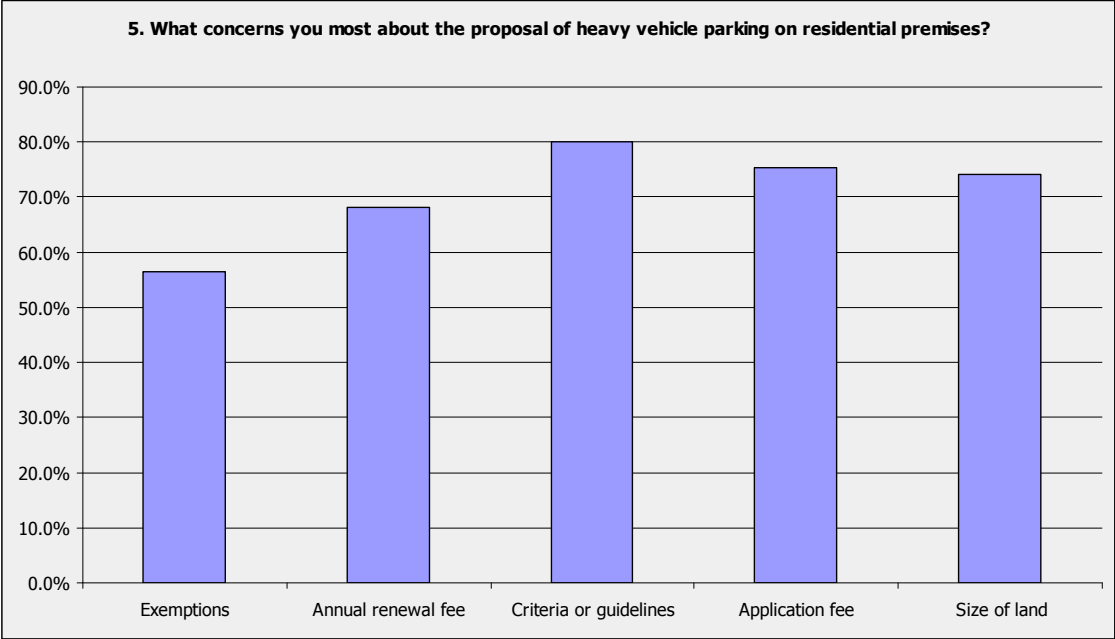


Table 1 - Survey results on what concerns residents the most about the proposal for a heavy vehicle parking law on residential premises.

#### 3.1 Defining a heavy vehicle

- Residents identified the following key aspects: the importance of clarifying the term 'heavy vehicle' before determining a licence; defining a heavy vehicle in terms of trailer combination, length or type; and understanding definitions with regard to the relationship between a new local law and existing State laws.
- When discussing whether a licence should be based on tare weight or GMV (gross vehicle mass) survey results showed that 52.3% of respondents believed a licence should be based on a tare weight of more than 4.5 tonnes, while 40% believed that it should be based on gross vehicle mass. (Refer to Table 2)

- Some residents suggested that weight wasn't the issue alone and that the yard size (manoeuvring area), and length of the vehicle (attached trailer) should be given greater consideration.
- Suggestions from residents include: tare of 6 tonnes; tare of 8 tonne, tare of 10 tonnes, GMV 10.4 tonnes and GMV of 16 tonnes.

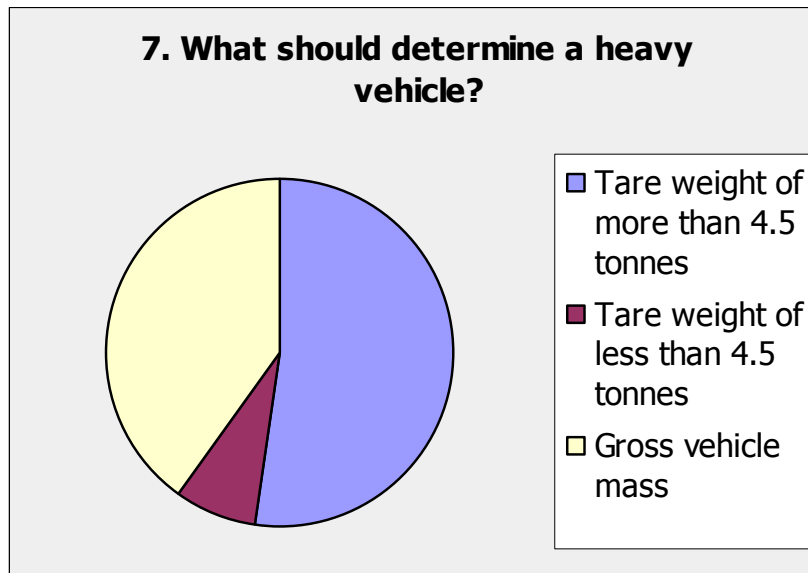


Table 2 - Survey results on defining a heavy vehicle

### 3.2 Heavy vehicle exemptions

- Residents were concerned that the following vehicles should be exempted: caravans, motor homes, horse floats, boats, historic/antique heavy vehicles, and farm vehicles; and that more clarification is needed.
- Most heavy vehicle owners believe that there should be no exemptions for heavy vehicles such as Council trucks and recreational vehicles; while many non-truck owner/driver residents believe that recreational vehicles should be separated from other heavy vehicles due to infrequent use and compliant operating times.

### 3.3 Requirements for a licence

- The former Beaudesert area was highlighted as the area of most concern for heavy vehicle owner/driver residents. While many heavy vehicle owners/drivers moved to the former Beaudesert area in order to operate their vehicle unrestricted, other non-truck owner/driver residents moved to the same area for lifestyle. Both groups have invested large sums of money to achieve their future goals.
- Many residents believe that acreage properties are not the same as urban residential and therefore it is impossible to make one law to fit all areas.
- The majority of heavy vehicle owner/driver residents believe that all heavy vehicles should be allowed to park on their own property (especially acreage) if the vehicle fits within the yard. In contrast, however, other residents believe that heavy vehicles do not belong in residential areas and are concerned that their suburbs will be turned into semi-industrial estates.

- While non-truck owner/driver residents believed that allowing trucks in suburban areas would lower their property values, heavy vehicle owner/driver residents believe that in some cases, neighbouring property values would increase due to the reflected value of truck owner resident infrastructure investment (e.g. driveways, sheds etc.).

### 3.4 Property size

- Results from the survey showed that size of land concerned 74.1% of respondents. (Refer to Table 1)
- When asked what property size would be acceptable for a licence, 30% of respondents believe that 1.1 acre (4,500m<sup>2</sup>) is an acceptable property size for a heavy vehicle parking licence; 21% believe that small blocks of 500m<sup>2</sup> are suitable; 20% believe that half an acre (2,023m<sup>2</sup>) is an appropriate size; 11% selected 2.47 acres (10,000m<sup>2</sup>) and 10% believe 4.94 acres (20,000m<sup>2</sup>) should be the property size to acquire a licence. (Refer to Table 3)
- Additional feedback (written submissions and 'Bang the Table') showed that residents believe that one truck on a property of more than an acre (4,500m<sup>2</sup>) is acceptable, while in contrast, other residents felt that five acres was acceptable (and two trucks). Non-truck owner/driver residents believe that suburban blocks are too small for heavy vehicles, while heavy vehicle owner/driver residents believe that exemptions should apply to land area and not zoning; and that licences should be on an individual basis (e.g. physical layout of property, placements of buildings etc).
- When considering zoning, many residents believe there is a need to have 'distinct areas' of rural zones versus residential zones. However, there is also concern that planning scheme zones would be a problem as planning schemes are likely to change in the future. Non-truck owner/driver residents who responded to the survey form and on 'Bang the Table' wanted to keep heavy vehicles out of residential areas altogether.

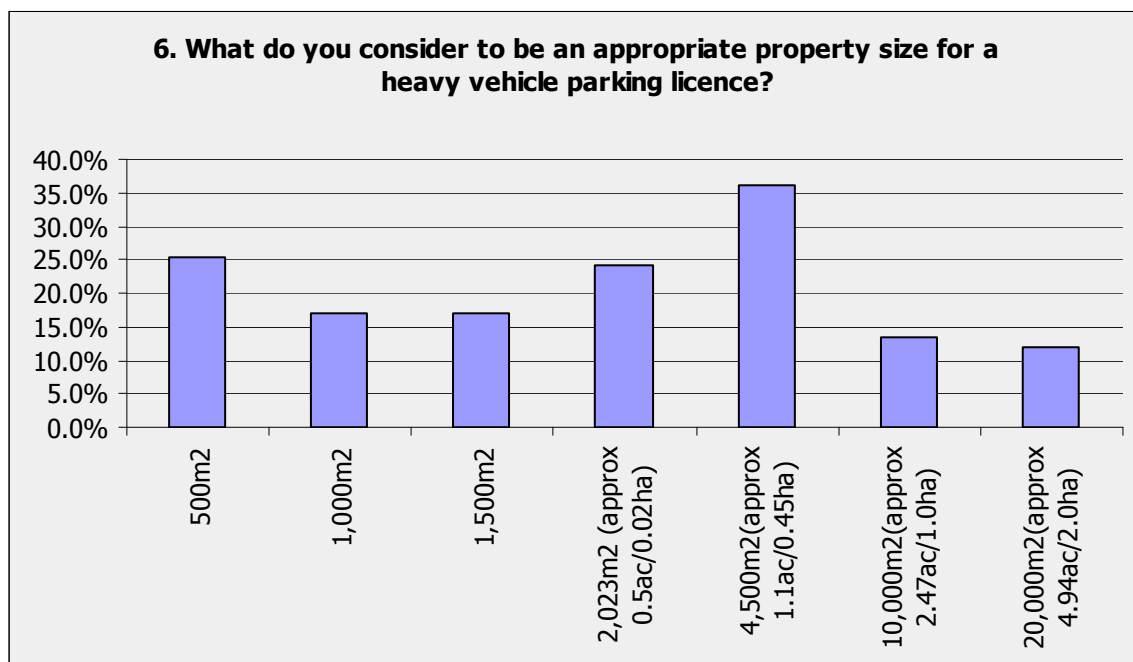


Table 3 - Survey results on size of property

### 3.5 Licence conditions (criteria or guidelines)

- There were conflicting views regarding start-up times of heavy vehicles. The majority of heavy vehicle owner/driver residents believe there is a need for realistic start-up and warm-up times as it takes more than three minutes to get a truck to operating temperature, to warm the turbo charger, and to build up the air pressure in the brakes (safety issue). In addition, they are concerned that restrictions on start up times will affect their livelihood and limit their working hours (e.g. some drivers have to start between 1.30am and 4.30am while others are on-call any time of the night). In contrast, non-truck owner/driver residents believe that there should be restrictions on start-up times in residential areas and are particularly concerned about “all hours” access and every day early start times.
- The distance from a parked heavy vehicle to the neighbour's house was identified as a concern by non-truck owner/driver residents. On average this group believe that the law should include boundary distance from neighbours when travelling to and from property (e.g. 20-30 metres from boundary line) and distance from a habitable room (e.g. 30 metres).
- The general view of heavy vehicle owner/driver residents is that, should there be restrictions or a curfew for the use of trucks, this will create greater chaos and safety issues on roads at 6am. They also believe that the guidelines for vehicles such as builder’s trucks, tow trucks, emergency maintenance trucks, and delivery trucks should be flexible.
- Undertaking truck maintenance on residential premises is a major concern for all residents. Heavy vehicle owner/driver residents believe that there are safety issues if they are unable to undertake truck maintenance on their property as there would be no other time to carry out this work. They also believe that truck maintenance is no different than other vehicle maintenance undertaken on residential premises (e.g. car, motorbike, boats). However, non-truck owner/driver residents are concerned that large-scale (industrial) work is being carried out in residential areas including the use of angle-grinders and air compressors, and they are also concerned about the impact this has on noise levels and the environment.
- Crossovers and the potential cost implication are of major concern for heavy vehicle owner/driver residents, particularly as most of the former Beaudesert area doesn’t have kerb or channels. This concern was extended to those renting properties as it was felt that the owner would not be interested in complying and therefore the heavy vehicle owners/drivers would be penalised.
- There were a number of concerns by heavy vehicle owner/driver residents regarding the need for barriers, such as: the exact meaning of a property being “fully enclosed”; whether existing property infrastructure would be taken into account (location of existing sheds, driveway etc); the time needed for growing a barrier; the water requirements for landscaping; and the potential security issues resulting from erecting barriers. However, non-truck owner/driver residents were fully supportive of noise barriers and the visual screening of heavy vehicles as a requirement for a licence.
- On the suggestion by some residents that neighbour consent should be required on an application for a heavy vehicle parking licence, heavy vehicle owner/driver residents are concerned that this could affect their livelihood and cause them to be subject to individual whims or group petitions. However, other residents believe people adversely affected by heavy vehicles in residential areas should have some input into licence application, while others believe that truck drivers need to develop good relationships with their neighbours.

- Noise caused by operating heavy vehicles in residential areas is of a major concern for non-truck owner/driver residents. Their concerns include; excessive noise caused by reversing trucks, idling, all-hours operations, and running compressors (refrigeration trucks) throughout the night. In addition, residents are concerned about the quality of life as it affects sleep patterns, lifestyle and air quality. They are also concerned about potential pollution from truck maintenance and run-off. However, heavy vehicle owner/driver residents believe that other vehicles, not just trucks, are noisy and polluting and that restrictions should be placed on all noise, not vehicle type.
- Analysis shows that 80% of respondents to the survey selected 'criteria or guidelines' as their greatest concern. (*Refer to Table 1*)

### **3.6 Cost of licence and renewal**

- Results from the survey/feedback form showed that 64% of respondents are concerned about the application fee, while 58% of respondents are concerned about the annual renewal fee. (*Refer to Table 1*)
- Both non-truck owner resident and heavy vehicle owner/driver residents believe that the application fee of \$900 is unjustified.
- "Reasonable fee" was the term used by some residents and a refundable fee was suggested for failure to gain a licence.
- When asked what a reasonable fee would be, suggestions other than "none" ranged from \$100 to \$300; but with a breakdown of cost structure. The majority were against the \$900 application fee.
- Some heavy vehicle owner/driver residents believe there should be a benefit for having a licence, such as; a licence being transferable between properties; a licence being of at least five years or lifetime duration; and that the former Beaudesert area should be exempt from needing a licence.

### **3.7 Amenity concerns**

- Non-truck owner/driver residents are concerned by the general appearance of the area they live in and the impact heavy vehicles have on their neighbourhood, such as unsightly, smelly (e.g. sewage trucks), visually unattractive (e.g. stacked tyres), the affect on wildlife, and general concerns for lowering property values. However, heavy vehicle owner/driver residents believe it is unreasonable to fine someone for the presence of a truck.

### **3.8 On street parking**

- Heavy vehicle owner/driver residents have identified problems with existing heavy vehicle street parking areas, such as Magnesium Drive having a problem with lights and vandalism and Euphemia Street not having enough room. In addition, heavy vehicle owner/driver residents are concerned about parking on the street as this affects vehicle insurance (insurance companies require an address for the vehicle). [Note: Of the 74.7% of heavy vehicle owner/driver residents who responded to the survey, 14% parked on the street.]
- Security is a major concern for heavy vehicle owner/driver residents to park their vehicles in designated street areas. Many cases of vandalism were cited.
- Some residents believe there needs to be a more orderly procedure for heavy vehicle parking in streets while other residents believe there should be no parking in any suburban streets.

- While it was suggested by some residents that Council should provide secure guarded lockup yards with 24 hour, 7 days a week access, other residents said that Council would need to compensate heavy vehicle owners/drivers for travel time and cost of parking. In addition, there was a concern that log times would be affected if heavy vehicle drivers had to go to a depot (safety and income issues). However, other residents believe that Council is not responsible for getting anyone to and from work.
- Traffic and safety concerns were recognised by non-truck owner/driver residents who believe that the increasing number of trucks parked in suburban streets at night is becoming more dangerous for pedestrians and other vehicles (restricted access). Damage to roads and footpaths were also mentioned, as well as damage caused by heavy vehicles reversing up a street.
- There is a concern among non-truck owner/driver residents that truck companies are using their employees to store their trucks and that business operators should be made to move to industrial estates when their business grows. In contrast, heavy vehicle owner/driver residents say they have to work from home and that sub-contractors are not permitted to park in depots.

### **3.9 Investigation**

- Non-truck owner/driver residents believe that Council needs to ‘crack down’ on heavy vehicle parking in residential areas and on streets, while heavy vehicle owner/driver residents believe that Council should punish one, not all, as not all truck owners/drivers are the same.
- Most residents believe Council should look at concerns on a “case by case” basis.
- Residents made suggestions related to; spot checks, reporting procedures, and complaints system.
- Overall residents believe Council should be proactive with regard to those not complying and believe Council needs a framework to deal with residents' concerns.

### **3.10 Miscellaneous**

- Non truck owner/driver residents are concerned Council will dilute current laws due to the pressure of outspoken truck owner/drivers to the detriment of the general community.
- A few residents questioned whether Council had the power to make laws affecting privately owned land.
- Heavy vehicle owner/driver residents are concerned for their livelihood, believe they are being singled out for more fees, and are being discriminated against at a time when they face other rising government and fuel costs.

## **4. Suggestions from residents**

- Don't try to make one law fit all (e.g. one process for rural, one process for urban residential).
- Amalgamate existing laws and keep the former Beaudesert without a law (keep status quo).
- Council should take best out of the three laws that work and combine them.
- Ensure laws are not duplicated (e.g. Queensland Transport).
- Try a multi-vehicle licence/permit – will be fairer.
- Small rigid vehicles should be acceptable.
- Assess each case individually.
- Breakdown of fee application.
- Extra service is need if paying a fee.
- In semi-rural and rural areas, charge an extra fee for extra vehicles. Allow so many acres to so many trucks.

- Licence should be for more than one heavy vehicle per property.
- Refundable fee if applications fails or is rejected.
- Life time licence.
- Licence for 5 years duration
- Licence transferable between properties.
- Apply licence to new residents not to existing residents (don't make it retrospective).
- Designated 'truck friendly' areas that have access to motorways.
- Boundary south of Browns Plains – suburbs versus rural (one acre for trucks).
- Council to plan land reserves for truck parking.
- Licence should state that heavy vehicles should not be driven within 30 meters of a habitable room and 20 meters of a boundary fence line.
- Application process needs to strike out conditions where there are reasonable grounds they should not apply (e.g. start time restrictions).
- Set time and days of the week when maintenance is allowed.
- Offer part refundable licence fee return when crossover is complete.
- Crossover requirements should be subject to site and conditions for each property.
- Greater clarification on screening – water issue.
- Guidelines for noise and safety required.
- No parking in residential streets greater than two hours (including interstate drivers).
- No parking on footpaths.
- Separate truck owners from truck drivers.
- Council should provide secure, guarded lock-up areas with 24/7 access.
- Suggestions for problems:
  - set-up reporting system for those who cause trouble – spot checks
  - three complaints before action taken
  - offence scaled for first, second and third offences at 20 penalty units
  - increase fines for those doing wrong (case by case basis)
  - need more Council resources
  - Council to act as mediator with mediation process
- Use licence fees to regulate parking
- Establish an advisory group

## 5. Summary

When asked at the final heavy vehicle parking session (Logan Central) should an advisory group be formed to continue the consultation on heavy vehicle parking laws, the majority of attendees (more than 80%) agreed that an advisory working group should be established. The formation of an advisory group was suggested by a number of residents throughout the consultation period.

Phase 2 of the community consultation begins on 23 September 2009 with the first session of the Heavy Vehicle Parking Advisory Working Group. Membership reflects the *'Terms of Reference'* for the working group.

Members were invited by Council to create a fair, balanced and outcomes driven group who will analyse existing feedback (from Phase 1 community consultation) and contribute to the constructive analysis and discussion on heavy vehicle parking within Logan City.

**September 16, 2009**