

January 20, 2015

All Councillors
Pittwater Council
P O Box 882
Mona Vale 1660

Dear Councillors,

Re: Parking Management at Church Point

We thank Council for the support shown in moving forward with the implementation of the Church Point Plan of Management and the new parking infrastructure on McCarrs Creek Road.

We begin with an invitation to Councillors to meet us for a walk around the Church Point area at a convenient time. This would be timely before any constructions starts and whilst awaiting the requested review on parking management specified in the December 7, 2015 Council motion on this matter.

The focus of this letter is on parking management in the Church Point area. **The issue of Church Point Parking Permit fees will be the subject of later correspondence** closer to the April budget review. However, we again register our strong dissatisfaction that the fees, advertised by Council at the end of 2013 as \$300 and upon which all community consultations were based, have been increased by 66% to \$500. Similarly, the proposed higher fee for a second vehicle was introduced without consultation. We are currently undertaking our own Offshore community survey on this matter.

Parking Management at Church Point

You will recall that at the Council meeting on December 7, 2015 it was resolved:

- 5. a). That recommendation 1, 3, 4, 7, 12, 14 and 15 outlined in Attachment 6 of the report in relation to parking configuration, restrictions and signage be supported in principle and opened to the community for comment before returning to Council for review and referred back to the Traffic Committee.*
- 5. b). That the review seek to optimise the Church Point parking permit through availability of overnight parking within the 2 main car park areas.*

As the above motion invites community comment, please find in **Appendix 1** our initial comments in regard to recommendation 1, 3, 4, 7, 12, 14 and 15.

In summary, we do support recommendation 1 and 14, however, the other five recommendations need "fine tuning" due to lack of local knowledge and where there could be **serious negative consequences if implemented**. Some recommendations **risk not only negating the positive benefits that should be gained from the introduction of the new infrastructure**, but indeed could result in a worse situation than the status quo (see **Appendix 2** for details).

Our three **primary concerns** are:

1. The potential **loss of approximately 90-95 usable parking spaces** in local streets
2. The need for a reasonable degree of Church Point Parking Permit **exclusivity in the evenings**
3. Ensuring that recommendation 15 "a review of current configuration of all parking spaces at Church Point **with a view to optimising available spaces where possible**" is, indeed, implemented.

Parking Signage

Please also find in **Appendix 3** below our recommendations for parking signage in the Church Point area. The Report recommends 13 different parking signs and arrangements which is complicated both for visitors and regular users. We believe that a maximum of 10 signs are necessary and have included a table of our recommendations.

Resident Parking Scheme

Finally, we wish to claim eligibility for an Offshore Resident Parking Scheme in relation to the Church Point area (both on the foreshore and local streets) and ask that Council formally adopt it.

At the Council meeting on December 16, 2013 Council resolved that *“a report be presented on transport options, **resident parking scheme**, availability of parking stickers and other mechanisms to reduce parking demand at Church Point for consideration by Council.”*

In the December 2015 Report to Council, on page 97 in regard to RMS guidelines for Resident Parking Schemes, the Report states *“**Offshore residents satisfy these requirements**”*

Indeed, RMS has clear guidelines on this matter that do confirm the above. On page 12 of the Roads and Maritime Services (RMS) Guideline for Parking Permits (Version 3.3) in Section 9.4 Resident parking permit, it states that:

The following eligibility criteria must be met:

- *resident has no on-site parking or limited on-site parking and also has no unrestricted on-street parking available near their residence.*
- *place of residence could not be reasonably modified to provide onsite parking space(s).*
- *vehicle is not a truck, bus, tram, caravan trailer (boat trailers are permitted) or tractor.*
- *applicant establishes residential status within the RPS to the satisfaction of the council, e.g. entry on the electoral roll.*
- *vehicle is registered in NSW. For exceptions, see Section 12, ‘Interstate’ registered vehicle*

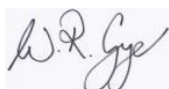
The benefit of the formal adoption of such a scheme by Council is that it legitimises the usage Offshore residents’ make of this area in the absence of alternative off-street parking. This area is the closest vicinity available where residents can park to access their homes. The approval of such a scheme would support future planning and provide an understanding for all current and future stakeholders of the status of parking for Offshore residents in this area. We ask that Council request the Traffic Committee to consider this matter as an item in its own right.

In Conclusion

In addition to this correspondence, we request a further opportunity to have discussions with relevant Council staff who are preparing the review requested in the December 7 motion.

And finally, we look forward to an opportunity for you to visit Church Point to walk around so we could discuss some of the above matters with you in situ.

Regards,



Bill Gye OAM
President
SIRA



Michael Wiener
President
WPCA

cc: Mark Ferguson, Ben Taylor, Melinda Hewitt, Les Munn, Paul Davies, Ricky Kwok

Appendix 1:

Report Recommendations	Our Comments	Alternate Recommendation
<p>1: A recommendation be made to Council's Traffic Committee that CP Parking Permit holders have exclusive use to a portion of the carpark between 6pm and 6am.</p>	<ul style="list-style-type: none"> • We support this recommendation, but it will only be effective if the "portion" is significant. • The motion passed on December 7 stated "That the review seek to optimise the CP parking permit through availability of overnight parking within the 2 main car park areas." • Both Onshore and Offshore Associations are on record as supporting the proposal for 100% exclusivity in the existing carpark area. • It is a necessary risk management strategy against increased capacity being gradually diminished though additional demand from outside users. • In Table 2.6 in the Report to Council from GTA Consultants, there are 435 currently available public parking spaces in the CP area. After construction, approximately 60 non-leased spaces will be available in the new infrastructure, while approximately 10 will be lost due to construction, bringing the total closer to 485. The exclusivity requested in the evening, is only for approximately 200 spaces (140 in the main carpark and 60 in the new), representing 42% of all available spaces. 	<p>That 50% of the spaces in the main carpark and 100% of the non-leased spaces in the new carpark have exclusive use between 6pm and 6am for CP Parking Permit holders.</p>
<p>3. Following completion of the new carpark, the number of 4P 'Pay and Display' spaces in the Church Point Reserve be increased to 20 spaces (<i>Note: currently 9 spaces</i>).</p>	<ul style="list-style-type: none"> • We see no need to change the current arrangement from 9 spaces. • Each of these 4P spaces is lost to us during the day time hours (CP Exemption does not apply). • There are too many unknown factors regarding post-infrastructure construction needs and usage patterns. It is prudent not to recommend any changes until the new infrastructure is complete and after a settling in period. 	<p>Maintain current numbers of 4P 'Pay and Display' spaces and review needs and usage patterns on completion of the new infrastructure.</p>
<p>4. A recommendation be made to Council's Traffic Committee that Church Point residential streets (Baroona Street, Eastview Road and Quarter Sessions Road) be changed to 4P 6am to 10pm.</p> <p>On-street parking in these streets is to be evaluated, with a view to optimising available spaces</p>	<ul style="list-style-type: none"> • We do not support the first part of this recommendation, though we are comfortable with the second part depending on its application. • The implementation of recommendation 14, the removal of parking spaces on one side of these streets, will solve the issue of unsafe roadway congestion which has been a major concern. • On the other hand, the introduction of 4P 6am to 10pm in these streets would mean that Offshore residents who park in this area when foreshore parking is full e.g. Friday evenings, would have to return the next morning to move their vehicle. For resident's dependent upon the Ferry this may mean an hour or more return journey. • The same applies on any other day of the week if it is intended not to leave the Offshore the next day. • At the very least this proposal is one that should be delayed until the new infrastructure is complete and the 	<p>That following the immediate implementation of recommendation 14 below, that the necessity for further parking restrictions in this area is reviewed following the construction of the new parking infrastructure.</p>

<p>where possible and improving safety.</p>	<p>effect on parking patterns evaluated. Indeed, it may be unnecessary to introduce restricted parking and additional signage at all.</p> <ul style="list-style-type: none"> • If the 4P restrictions are to be introduced, despite our strong disagreement as local stakeholders, then this must at the very least include CP Parking Permit Exemption (consistent with parking behind Holmeport 	
<p>7. Repeats recommendation 4</p>	<ul style="list-style-type: none"> • As above for recommendation 4 	<p>As above for recommendation 4</p>
<p>12. Existing 30- minute parking (beside Cargo Wharf) to be maintained. Additional 30-minute spaces to be provided along realigned road.</p>	<ul style="list-style-type: none"> • To our knowledge there is no existing 30-minute parking beside Cargo Wharf • There is only a limited need for short term parking beside Cargo Wharf – local knowledge would indicate that 2 or 3 spaces is sufficient. • There is a need for a short term “loading zone” area to allow a larger vehicle to park whilst waiting when the Wharf is already occupied by another large vehicle loading or unloading. • The Cargo Wharf facility is vital for the Offshore communities. The possibility of relocation has been previously reviewed and the existing location is the only viable option. Local marine based businesses have made submissions to Council. Many of their interests are in alignment with those of the broader Offshore community. There needs to be a three-way community, local business users and Council review of Cargo Wharf operations. 	<ul style="list-style-type: none"> • That a review of Cargo Wharf operations be undertaken as an independent exercise. • That as part of this process a 3-way group of Offshore community representatives, local business users and Council is convened. • That this review begins immediately so any recommendations can be made before construction of the new infrastructure commences.
<p>14. A recommendation is to be made to Council’s Traffic Committee that all residential streets (Baroona, Eastview, & Quarter Sessions) with a carriageway width less than 7.2m to park on one side only.</p>	<ul style="list-style-type: none"> • As discussed above we support this safety measure. • We would add that, as per the second part of Council’s recommendation 4 above, each street area be reviewed and “evaluated, with a view to both optimising available spaces where possible and improving safety.” • The reason for such a close review is that there are a few places on Eastview with a large pull-off area on one side, so that parking can be safely accommodated on both sides. 	<p>As per the Council recommendation, with the proviso that this does not apply in sections of these roads which have a wide pull off area that can accommodate vehicle verge parking on both sides while still leaving a 5m + vehicle open carriage way.</p>
<p>15. Council’s Traffic Engineers to undertake a review of the current configuration of all parking spaces at Church Point.</p> <p>Recommendations are to be reported to the Traffic Committee for endorsement.</p>	<ul style="list-style-type: none"> • We welcome this proposal if its guiding principle is as per the December 7 Council motion and recommendation 4 that this review seeks to “... to optimising available spaces where possible...”. • There are several places in the CP area where additional safe and environmentally acceptable parking could be created at relatively little cost. We look forward to the opportunity of discussing these with Council staff. • Over the years many changes to parking arrangements have been made at Church Point with the outcome being a reduction of parking spaces. Parking spaces are at a premium and a review that seeks to look for safe and viable options for increasing available parking spaces would be of great value 	<p>Council’s Traffic Engineers to undertake a review of current configuration of all parking spaces at Church Point with a view to optimising available spaces where possible.</p> <p>Any recommendations are to be reported to the Traffic Committee for endorsement.</p>

APPENDIX 2:

SUMMARY OF BEFORE AND AFTER PARKING SPACES COMPARISON

HOW MANY ADDITIONAL PARKING SPACES WILL THERE BE AFTER THE NEW INFRASTRUCTURE IS BUILT?

To answer clearly, two separate issues **need to be distinguished**:

1. The effect of the **additional infrastructure**
2. The effect of the **proposed changes to parking arrangements**

It is also necessary to **distinguish between**:

1. **All available parking spaces**
2. Spaces where a vehicle with a **CPPP can park unrestricted (24/7)**
3. Spaces where there is a proposal for **exclusivity in the evenings for CPPP holders**

New Infrastructure Alone - with no changes to parking rules			
Spaces Available (including local streets)	Before	After	Difference
All Parking Spaces	470	580	110 ¹
CPPP Unrestricted Parking	442	497	55 ²
Privately Leased Spaces	0	50	50

¹ New infrastructure is 120 spaces but 10 lost in construction at Cargo

² 65 in new carpark but 10 lost in construction

Change to Parking Rules Alone - with no new infrastructure			
Spaces Available (including local streets)	Before	After	Difference
All Parking Spaces	470	455	-15
CPPP Unrestricted Parking ³	442	311	-131

³ Where someone can park overnight and not have to move their vehicle the next morning (e.g. weekend)

Combination of Both Above - Council Proposal			
Spaces Available (including local streets)	Before	After	Difference
All Parking Spaces	470	565	95 ⁴
CPPP Unrestricted Parking	442	366	-76
Privately Leased Spaces	0	50	50

⁴ New infrastructure is 120 spaces but 10 lost in construction at Cargo & 15 spaces removed in backstreets

Combination of Both above - Offshore Counter Proposal			
Spaces Available	Before	After	Difference
All Parking Spaces	470	565	95
CPPP Unrestricted Parking	442	482	40
Privately Leased Spaces	0	50 ⁵	50
No Parking (6pm to 6am) CP Permit Exempt	0	205	205

⁵ Support for possibly exchanging fewer leased spaces for higher fees to be determined by Offshore survey

APPENDIX 2: (continued)

EVIDENCE TABLES (for those who like detail!)

Effect on Parking of New Infrastructure Alone	Total Parking Spaces Available		Spaces where you can park 24/7 with CPPP	
	Before	After	Before	After
Eastview, Baroona and Quarter Sessions (local streets)	110	110	110	110
Pittwater Road east of Main Carpark	4	4	4	4
In front of Pasadena	13	13	0	0
Main Carpark (including Disability and 4P Only)	287	287	272	272
New Carpark Infrastructure	0	120	0	65
Cargo Wharf: 14 x cars double stacked where one vehicle minds 2 x spaces (thus really 7 x active spaces)	10	0	10	0
Adjacent Rostrevor Reserve	20	20	20	20
Behind Holmeport	16	16	16	16
Old Bus Turning Circle	10	10	10	10
Total	470	580	442	497
Increase between Before and After		110		55

Effect on Parking from Proposals to Change Parking Rules - with no new infrastructure						
Proposals in Council Report	Total Parking Spaces		Spaces where you can park 24/7 with Church Point Parking Permit			
			Numbers in Council Report		Offshore Proposal to Council	
	Before	After	Before	After	Before	After
Eastview, Baroona and Quarter Sessions Roads: Remove 15 x spaces for safety; Remainder 4P parking 6am to 10 pm	110	95	110	0	110	95
Pittwater Road past Main Carpark	4	4	4	4	4	4
Main Carpark: 11 x more spaces 4P parking	287	287	272	261	272	272
In front of Pasadena	13	13	0	0	0	0
Beside Cargo Wharf (due to construction)	10	10	10	10	10	10
Adjacent Rostrevor Reserve	20	20	20	20	20	20
Behind Holmeport	16	16	16	16	16	16
Old Bus Turning Circle: make 12P Parking	10	10	10	0	10	10
Total	470	455	442	311	442	427
Difference between Before and After		-15		-131		-15

Exclusive Overnight CPPP Parking - i.e. No Parking 6pm to 6am - CP Permit Exempt				
	Proposed in Council Report		Offshore Proposal to Council	
	Before	After	Before	After
Main Carpark	0	Some	0	140
New Carpark Infrastructure	0	Some	0	65
Total	0	?	0	205

APPENDIX 2: (continued)

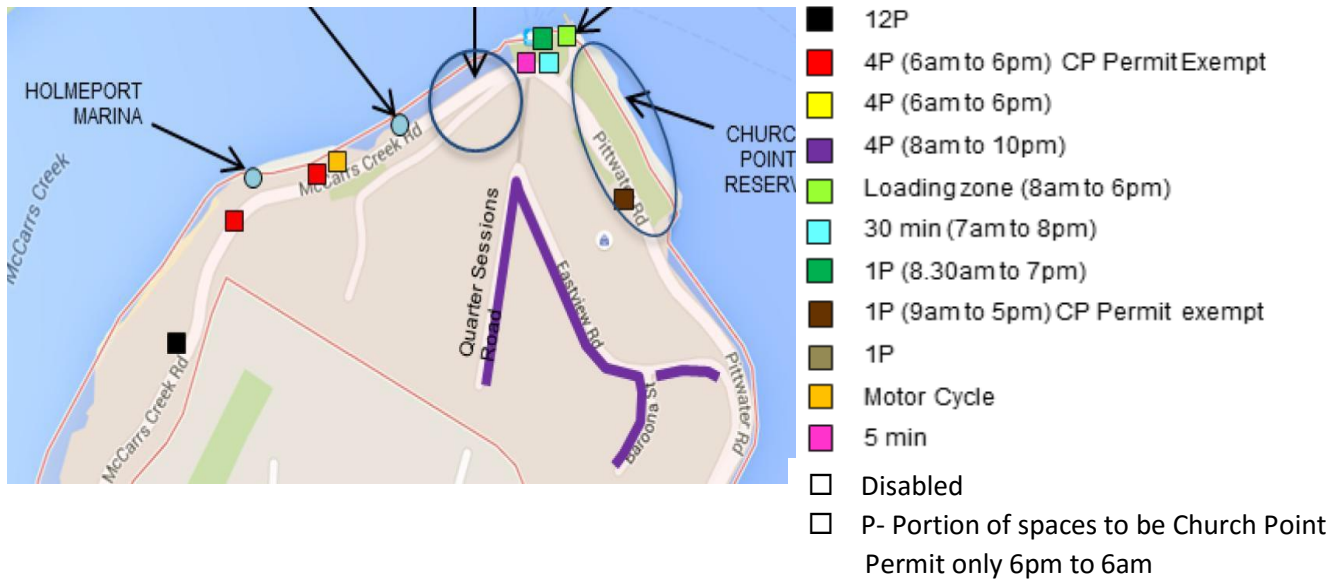
Parking Spaces in the Local Streets at Church Point			
Eastview	Total current spaces	Probably being removed (for safety)	Available for 24/7 Parking
Rising up from Pittwater Road (on left) ¹	6		6
On grassy area before bush path	1		1
On the right side going up towards Baroona	6	6	0
On the left side going up towards Baroona	6		6
On the bend of Eastview	7	1	6
On the water side alone Eastview	14	3	11
On the high side alone Eastview	28		28
Sub-Total	68	10	58
Baroona			
On the left (water) side going along Baroona	5	5	0
On the right side going along Baroona ²	17		17
Sub-Total	22	5	17
Quarter Sessions			
Right side going up	8		8
Left side going up	12		12
Sub-Total	20	0	20
TOTAL	110	15	95

¹ No Parking on weekends and public holidays (reason unknown)

² Two spaces have “No Parking on Thursday” (for Garbage collection)

APPENDIX 3: PARKING SIGNAGE

Council Report Recommendations



Alternative Suggestion

In the Council Report there are **13 different types of signs**. These could /should be **rationalised to 10**.

	Parking Rule	Area	Existing (E) or New (N)
1	4P (6am to 6pm) CP Permit Exempt	Beside Rostrevor Reserve and Behind Holmeport	E
		Behind Botham's Beach (old bus turning circle)	N
		Eastview, Quarter Sessions and Barroona Streets	N
2	4P (6am to 6 pm)	9 x spaces in the main Carpark	E
3	Loading Zone (7am to 6pm)	1 x spaces in front of Pasadena	E
4	30 min (7am to 8pm)	Approx. 4 x spaces in front of Pasadena	E
5	1P (8:30am to 7pm)	Approx. 10 x spaces in front of Pasadena	E
6	1P (8:30am to 7pm) CP Permit Exempt	Approx. 4 x spaces on Pittwater Road east of Main Carpark	E
7	Motor Cycle	At west end of Carpark and near Cargo Wharf	E
8	5 Min (for Loading and Unloading)	Approx. 4 x spaces front of Thomas Stevens Reserve	E
		Spaces opposite the new Commuter Wharf	N
9	Disabled	7 x spaces in Existing Carpark	E
		Spaces in new Infrastructure OR additional spaces in exiting main carpark (to avoid necessity for road crossing)	N
10	CP Permit Exempt (6pm to 6 am)	100% of non-leased spaces in the new infrastructure and 50% of the existing carpark	N