

## West Pittwater Community Association

Representing the communities of  
McCarrs Creek, Elvina Bay, Lovett Bay, and Morning Bay

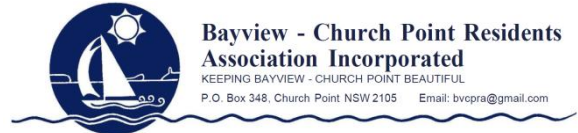


## CHURCH POINT FRIENDS



October 15, 2014

Mark Ferguson  
General Manager, Pittwater Council  
P O Box 882  
Mona Vale 1660



Dear Mark,

### Re: Council Report on Reducing Parking Demand at Church Point

Our three local resident Associations and Church Point Friends are working cooperatively to advance parking demand management at Church Point, as indicated in our joint letters of 28<sup>th</sup> July and 24<sup>th</sup> September 2014.

Council has recently contracted GTA Transport Consultants to provide a report to Council on the issues of Demand Management for parking at Church Point. We attended a meeting with the GTA consultant Michael Lee and his associate at the Boondah office on Monday 29<sup>th</sup> September. Mark Shaw and Mark Eriksson were in attendance from Council. Michael Lee also visited the Island early evening on Friday 3<sup>rd</sup> October with SIRA representatives to understand the special challenges for offshore residents.

The need to actively manage parking demand is fundamental in addressing this longstanding problem.

The following key points were raised in our recent meeting with Council and we request that these are seriously considered in the current preparation of reports. We also seek to clarify aspects of the process.

#### Key points arising in joint meeting with consultant and Council staff

##### 1. Church Point is unique

Comparisons were made with the many other areas across Sydney which suffer from parking congestion and large numbers of visitors. The vital difference is that at Church Point the residents can only go home by boat. Anyone considering parking demand management at Church Point needs to fully understand the physical realities of transporting shopping, young children, fuel cans, gas bottles and everything else across water in every weather.

##### 2. Rapid and continuing population growth in onshore population

The population of Sydney is projected to continue growing rapidly. Even within Pittwater, the huge increase in density at Warriewood, and soon Ingleside, provide many more local residents looking for a pleasant outing. In contrast, the offshore resident population will remain relatively stable.

##### 3. Investigate parking demand measures as requested in joint letter

The consultant confirmed that he would investigate the four measures proposed in our letter of 24<sup>th</sup> September. We again urge very serious consideration of these proposals as they arise from many years of lived experience and analysis of actual car counts.

#### **4. Council could implement changed parking controls in Reserve car park**

Mark Eriksson confirmed Mark Ferguson's previous advice that Council, as the Reserve Trustee, can set the requirements for parking and hence could restrict it to only CP Permits overnight. Mark Shaw will provide time-of-purchase information from the Pay and Display machines. This will give some estimate of impact on revenue if such restrictions were imposed.

#### **5. Raising CP Permit fee is NOT demand management**

It was suggested that raising the permit fee would be a simple way to reduce demand. While superficially this may seem plausible, we wish to strongly disagree for the following reasons.

- a. For visitors, raising pay and display fees significantly would certainly reduce demand in paid car parking areas, though this would also further increase the numbers seeking free parking in nearby streets.
- b. However, raising fees dampens demand only when parking a car is optional. For most offshore residents, having a car is not optional. Hence they will be obliged to buy a permit regardless of cost. Permit cost would only be a factor when owning a car, or 2<sup>nd</sup> car for a household, is optional. Permit cost could affect whether new people now decide to buy or rent offshore, but most offshore residents bought their properties when parking was free. Throughout the years of negotiation for CPPOM, Council has been very aware of the need to keep permit fees to the minimum reasonable amount.

#### **6. The need for better transport alternatives**

Improved transport options to Church Point are vital in reducing parking demand at peak periods.

Could the consultant investigate under what conditions a shuttle bus would be allowed to operate between Mona Vale and Church Point? Could the new Bungan Lane Council car park provide an option for evening parking? Where could Church Point visitors park at weekends?

We understand that a private bus cannot compete with a public bus route. Could the current development of the Bus Rapid Transit strategy give scope for more innovative solutions? For example, if the public bus *stopped* at Mona Vale in peak periods, could RMS estimate the money saved by *not* running a bus to its turning circle at McCarrs Creek, and instead contribute that money towards a shuttle bus? Negotiation with Church Point businesses could lead to sufficient demand at certain times.

#### **7. Asking marinas for offshore numbers**

It would inform our understanding of total offshore parking demand to know how many offshore residents park at marinas. While not obligatory, it is likely that marinas would be willing to provide this information to Council. We request Council's assistance in obtaining information from local marinas on the number of offshore residents using their car parking facilities.

#### **8. Separate consideration is needed for existing and proposed parking areas.**

Please clarify whether or not the reports currently being prepared relate to the adopted new car park as well as existing parking. The measures supported in our joint letter are for existing parking areas only. Specific separate consideration will be needed for the adopted new car park.

#### **9. Community consultation on Parking Demand Management reports**

As requested in our letter of 28<sup>th</sup> July, "Could you please forward the draft report to the Associations and CPF for our comments *before* it is finalised for presentation to Council?"

This was the process with the CPPOM and the more recent Hyder reports, enabling more efficient, effective input by key stakeholders.

- Please confirm whether we will receive the draft report for comment.
- At what point will the broader community be consulted?

## 10. Long term solutions – Council’s strategy?

The appointed GTA consultant, Michael Lee forwarded us the list of tasks agreed upon with Council (attached). Following is an excerpt from the introduction and the final two agreed tasks.

*“The outcome of this desktop study will feed into a Demand Management Strategy which is being developed by Council separately...”*

*9. Develop short term parking demand management options.*

*10. Develop (in consultation with Council) long term parking demand management options (if any).”*

Regarding item 10, we are concerned at the suggestion that there might not be any long term options. We need **long term** parking demand solutions. Surely this was the intention of the Council resolution calling for this report? Please clarify who in Council will prepare the long term solutions?

## 11. Timeframe

Please explain the timeframe for the report from the consultant and also the Council report which is to be prepared with long term solutions. Will the two reports be presented to Council together?

As we are keen to implement trial measures as soon as possible, please advise of the anticipated date for consideration by the traffic committee.

## 12. Budget

It was not appropriate at the meeting, but we again ask, what is the budget for the report?

## In conclusion

We look forward to continuing to work with the consultant and Council.

Please:

- clarify the questions raised in this letter,
- genuinely consider our input,
- propose viable long term options,
- forward draft reports for comment before finalisation.

Given that the summer squeeze is fast approaching, we urge that finalising these reports and the subsequent steps for consideration and possible approval are made a priority.

We look forward to your response.

Yours sincerely,



Stephen Richmond, President, BCPRA



Cathy Kubany, CPF



Bill Gye, President, SIRA



Michael Wiener, President, WPCA

Cc: Chris Hunt, Mark Shaw, All Councillors, Rob Stokes, Michael Lee (GTA Transport)