

Analysis of Parking Demand Measures

Short Term Measures

No.	Measure	Current Arrangement	Proposed by	Comment from GTA	Comment from Council	Recommendation
Parking Permits and Time Restrictions						
1	Church Point Reserve Carpark to be limited in the evenings to Church Point Parking Permits, 6pm to 6am, 7 days per week except for existing nominated 4 hours parking spaces, 'Pay and Display' to continue in the rest of Reserve car park, except in the evenings.	Arrangement in the Church Point Reserve Carpark: <ul style="list-style-type: none"> 10 spaces marked 4P 'Pay and Display' 9.30am to 7.30pm (no permit exemptions) Remainder of spaces 'Pay and Display' up to 7 days with Church Point Permit Holders exempt from payment or time restriction. 	Resident Groups	Not supported as per below: <ul style="list-style-type: none"> Church Point Reserve carpark appears to be predominantly occupied by Church Point parking permit holders. As such, the exclusion of other users is unlikely to resolve the parking problem. Whilst there needs to be some car parking for 'off shore' residents, there also needs to be an acknowledgement of the conditions of accommodation that they have bought into Parking resources on public land are provided for shared use and benefits of all. Excluding other general public would be unequitable. Treat similar to inner city residential areas Creates a timed private carpark which would have negative consequences to nearby businesses Does not provide any real incentive to reduce motor vehicle ownership for residents 	This measure is partially supported. While GTA's comments in relation to the shared use of parking resources on public land are supported, allowing exclusive use to a portion of the carpark overnight is not considered to significantly impact on the rest of the community's use of the car park. It must also be recognised that ownership of vehicles by the off-shore community is generally self-limiting due the availability of parking in Church Point.	Measure partially supported A recommendation be made to Council's Traffic Committee that Church Point Parking Permits holders are to have exclusive use to a portion of the car park between 6pm and 6am.

2	Church Point Reserve Carpark and all other parking in Church Point to be free for Pittwater Parking Permits weekdays only, between the hours of 6am and 6pm as there are ample spaces available during these hours. This will also have a beneficial flow on effect for local businesses.	Only Church Point Permit holders are exempt from parking fees.	Resident Groups	<p>Not supported as:</p> <ul style="list-style-type: none"> • Unlikely to yield any benefits in terms of managing existing parking. • Likely to add to the confusion due to the different fee arrangements applying at different times of day and day of week • Creates additional parking demand during the 'free' parking period as well as those that tend to overstay 	This measure is not supported for the reasons outlined in the GTA's report. The free parking proposal for resident permits does not serve to manage the available parking spaces and does not address the competition for the limited resource.	Measure not supported
3	Increase number of 4P 'Pay and Display' spaces in Church Point Reserve Carpark	<p>Arrangement in the Church Point Reserve Carpark:</p> <ul style="list-style-type: none"> • 10 spaces marked 4P 'Pay and Display' 9.30am to 7.30pm (no permit exemptions) • Remainder of spaces 'Pay and Display' up to 7 days with Church Point Permit Holders exempt from payment or time restriction. 	Council	N/A	4P 'Pay and Display' spaces to be increased to 20 once new car park is complete. This will increase spaces available for visitors, assisting local businesses.	Measure supported Following completion of new car park, the number of 4P 'Pay and Display' spaces in the Church Point Reserve Carpark to be increased to 20 spaces.

4	Church Point streets to be designated 4P, Pittwater Parking Permits exempt. This would limit visitors outside the LGA from parking for extended periods and conversely allow all Pittwater residents full time free parking.	Church Point residential streets are unrestricted parking.	Resident Groups	<p>Only Church Point Parking Permit is to be applicable within Church Point.</p> <p>Mainland residents are to be allowed a maximum of one permit per household at a charge.</p> <p>Offshore residents are to be allowed a maximum of two permits per household with the first permit at a discount and second permit at say two times the first permit.</p>	<p>The measure in this form is not supported.</p> <p>Residential streets to be 4P 6am to 10pm. This will prevent visitors parking all day but will allow Pittwater Parking Permit holders, including off shore residents who hold a permit, overnight access to these streets should they be unable to find parking elsewhere. This measure is not likely to improve parking for residents on local streets.</p> <p>This area does not meet the RMS' guidelines for Resident Parking Schemes, which state resident parking schemes can only be considered where residents have no off street parking or limited off street parking and also have no unrestricted street parking near their residence and the place of residence cannot be easily modified. While offshore residents satisfy these requirements, onshore residents do not. It is therefore preferable to consider an alternative 4P restriction on these streets.</p>	<p>Measure partially supported</p> <p>A recommendation be made to Council's Traffic Committee that Church Point residential streets (Baroona Street, Eastevue 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 where possible and improving safety.</p>
5	Research ways to encourage visitors, marina users, boat owners and holiday makers to use alternate transport to Church Point.	NA	Residents Group	Supported.	Supported. These measures are discussed below.	<p>Measure supported</p> <p>Council to consider ways to encourage visitors, marina users, boat owners and holiday makers to use alternate transport to Church Point.</p>

6	Exclude Pittwater Parking Permit holders from parking on all residential streets in Church Point.	Pittwater Parking Permits do not confer any special parking privileges in Church Point.	GTA	Pittwater Parking Permits to be made invalid to all on-street parking facilities within Church Point including all residential streets.	This is not supported as it would exclude residents from the rest of Pittwater from parking on-street in Church Point. No other on-street parking exemptions for Pittwater Parking Permit holder currently apply anywhere in Pittwater.	Measure not supported
7	Implement daytime time restrictions on all residential streets in Church Point.	Church Point residential streets are unrestricted parking.	GTA	All on-street parking spaces within residential streets within Church Point are to be made 4P from 6:00am to 6:00pm 7 days a week. Church Point Parking Permits are not valid.	This measure is supported in principle. All residential streets to be 4P 6am to 10pm. This arrangement will limit the length of stay of cars during the day, but still enable off-shore residents who are unable to find parking elsewhere of staying here overnight only.	Measure supported. A recommendation be made to Council's Traffic Committee that parking in all residential streets in Church Point (Baroona Street, Eastview Road and Quarter Sessions Road) to be restricted to 4P between 6am to 10pm.
8	Limit Church Point Parking Permits to Church Point communities only (including off-shore communities). Restrict mainland residents to one Church Point Parking Permits per household.	Church Point Parking Permits generally available. People living outside Pittwater pay additional 10% surcharge.	GTA	Church Point parking permits to be available for residents living in Church Point only (including offshore) with mainland properties only permitted one Church Point parking permit per household.	This measure is not supported it would discriminate against other Pittwater residents and visitors and would effectively create an exclusive parking zone for particular Pittwater residents. It would also be complicated to administer.	Measure not supported

9	Discourage purchase of multiple Church Point Parking Permits	No limit on number of Church Point Parking Permits that can be purchased.	GTA	Off-shore residents permitted one Church Point Parking Permit per residence. This permit to be at a discount rate (relative to price paid by mainland residents). A second (Church Point) permit for off-shore properties should be allowed, but at additional charge (such as two times the cost of the first permit). Any additional parking permits (third and subsequent permits) should not be permitted.	This measure is partially supported as a method of limiting vehicle numbers and encouraging other methods of transportation. Both limiting the number of permits that may be purchased and increasing permit prices is not supported as this would potentially penalise larger families double fold. Introducing a sliding scale fee will encouraging the use of other methods of transport is preferred as an initial first step. However it is important that the impact on parking demand is monitored.	Measure supported in principle. That the Schedule of Fees and Charges in the draft Delivery Program and Budget 2016-2020 incorporate a sliding scale for Church Point Parking Permits. Permits are to be priced on a sliding scale with the second and subsequent permits purchased by households priced at 1.5 times the price of the first. The impact of this change on demand for permits is to be monitored.
10	The issuing of Church Point Business Parking Permits is to be ceased	Church Point Business Parking Permits may be granted on application for businesses that can prove they need access to off-shore communities as part of their trade.	Council	N/A	To simplify the Church Point Business Parking Permit system and to prevent potential abuse of a permit which is considerably cheaper than a general Church Point Parking Permit and noting the purchase of these permits is a tax deductible expense to a business these types of permits should be eliminated and businesses requiring permits may purchase a general permit.	Measure supported. Church Point Business Parking Permits to no longer be offered for sale.
11	Implement time restriction along Pittwater Road and McCarrs Creek Road.	Pittwater Road spaces are 1P. McCarrs Creek Road spaces are 4P (free) with a blanket exemption on Church Point Parking Permits.	GTA	All parking spaces on Pittwater Road and McCarrs Creek Road are to be made 2 hour parking (2P) from 6:00am to 6:00pm seven days a week. Church Point Parking Permits are not valid.	This measure is not supported as it will have a significant impact on those reliant upon access to this car parking. Current situation to remain.	Measure not supported.

12	Provide a small number of short term (30 Minute) parking spaces at the Cargo Wharf car park for use by off-shore residents as loading spaces.	Parking in the Cargo Wharf car park is unrestricted. There are also some 30 Minute parking Cargo Wharf and outside the General Store.	GTA	The parking spaces at the Cargo Wharf car park can be converted to provide short term loading spaces for all offshore residents. These spaces should be restricted to 30 Minute parking at all times. All parking permits are excluded in these spaces.	The provision off short-term parking spaces is supported as the existing 30 minute drop-off zones are currently well utilised. The spaces identified by GTA to be utilised as loading spaces will be lost as part of the seawall and McCarrs Creek Road realignment, however additional 30 minute spaces are to be provided along the realigned road, adjacent to the Commuter Wharf.	Measure supported in principle. Existing 30 minute timed parking to be maintained. Additional 30 minute spaces to be provided along realigned road.
Enforcement						
13	Dedicated foreshore ranger.	Council has introduced a dedicated foreshore Ranger.	GTA	Council to provide a dedicated ranger to enforce restrictions at Church Point.	This ranger service has been introduced and is functioning well with the initial focus being on education and awareness in particular around car parking, dinghy tie ups and use of the Cargo Wharf. More recently the focus has included the valid use of the facilities and traffic management requirements. Regular surveillance is encouraging reasonable turnover of spaces.	Measure already implemented
On Street Parking Configuration						
14	Restrict parking along one side of narrow residential streets.	No signage generally exists.	GTA	All residential streets with a carriageway width less than 7.2m are to be signed "No Stopping" along one side. Parking permitted along opposite side.	This safety initiative, in particular to facilitate emergency and service vehicle access as well as access to properties, is supported and warrants consideration by Council's Traffic Committee.	Measure supported. A recommendation is to be made to Council's Traffic Committee that all residential streets (Baroona Street, Eastview Road and Quarter Sessions Road) with a carriageway width less than 7.2m to be parking on one side only.

15	Review configuration of all existing car parking spaces in Church Point, with the view to optimising the number of parking spaces and improving safety.	N/A	Council	N/A	<p>Council to review the current configuration of parking spaces in Church Point and where necessary consults with relevant stakeholders.</p> <p>These could include reviewing the following parking arrangements:</p> <ul style="list-style-type: none"> • Church Point Reserve Carpark – review current configuration to increase short-term parking for motorcycles, disabled spots and general parking spots. This may include a dedicated entrance and exit, a one-way car movement system, removal of non-indigenous trees and restrictions enforcing 90 degree parking only. • Triangular car park at Bothams Beach – this car park is currently unrestricted and currently holds cars that appear to be permanently 'stored'. Time restrictions could be implemented in this car park. • Australia Post Pick-Up Zone – liaise with Australia Post in relation to pick-up times. If possible, allow space to be utilised at other times and sign accordingly. • Parking along McCarrs Creek Road – this area should be examined by Council's Traffic Engineers with a view to optimising the number of spaces. This may include reconfiguring existing line markings. • Local Streets – Council's Traffic Engineers should examine the parking arrangements in the local streets to ensure safe egress and ingress from properties and optimise parking spaces where possible. This could include line marking along streets. 	<p>Measure supported</p> <p>Council's Traffic Engineers to undertake a review of current configuration of all parking spaces at Church Point. Any recommendations are to be reported to the Traffic Committee for endorsement.</p>
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Alternative Transport Options						
16	Introduce car-share scheme	N/A	GTA	The re-introduction of a share car program could be a key driver of reducing the need to own a private motor vehicle and thus reducing car parking demands; especially for multiple car households	A shared use car scheme was trialled previously with dedicated spaces in the carpark made available for this purpose. Unfortunately this scheme did not attract the intended level of use for various reasons and the provider of the service withdrew. A trial could be promoted, taking on board the previous concerns and lessons learnt to make this more attractive for users to ideally convert from car ownership to car share use.	Measure supported Council to work with car share providers to examine the feasibility of reintroducing a car share program at Church Point.
17	Make public transport timetables more easily accessible	N/A	GTA	A public transport information board advising bus services operating to and from Church Point should be displayed in a prominent location, close to the activity hub in Church Point.	This improved public transport information can be facilitated via Transport for NSW.	Measure supported Recommendation: Council to liaise with Transport for NSW to introduce a public transport information board at Church Point.

Long Term Measures

No.	Measure	Current Arrangement	Proposed by	Comment from GTA	Comment from Council	Recommended
Supply Measures						
18	New carpark	N/A	GTA	Council to proceed with the new carpark as currently planned.	This reinforces Council's resolution of 16 December 2013.	<p>Measure supported</p> <p>The proposed parking arrangements in new car are as follows:</p> <ul style="list-style-type: none"> - 2 x 5 minute spaces - 4 x disabled spaces - 60 x licenced spaces - Remaining to be 4P 'Pay and Display' spaces <p>In addition, Church Point Permit holders allowed exclusive use of a portion of car park between 6pm and 6am</p>
19	Expand the McCarrs Creek Reserve Car Park.	N/A	GTA	Expansion of the McCarrs Creek Reserve Car Park will allow offshore resident parking demand to be relocated here as an overflow car park. It is noted that there are several issues which may mean that this option is not viable.	<p>The recommendation that McCarrs Creek Reserve be further considered as an overflow commuter carpark is not supported for the following reasons (and as indicated in the PoM and previous reports to Council):</p> <ul style="list-style-type: none"> • Located on a Crown Reserve under the care, control & management of Council and as such there would need to be a change to the PoM and the approval/concurrence of the State Government. It is noted that the Crown is generally averse to commuter parking on a Crown Reserve and reluctantly agreed at Church Point Reserve as part of the PoM deliberations, due to the historical circumstances and social 	<p>Measure not supported</p>

					<p>need and on the basis that there be a fee for use.</p> <ul style="list-style-type: none"> • Adds over 7km to each return car journey relative to the main carpark at Church Point – this increases the number of car trips on this narrow and winding section of McCarrs Creek, adds to fuel consumption and greenhouse gas, and adds to the overall combined journey distance and time taken. • Adds about 4km return to the dinghy boat journey compared to Church Point Commuter Wharf noting that Church Point is only about 350m from closest western foreshores properties and 500m to closest Scotland Island properties – this significantly adds to journey safety, time and fuel consumption, in particular when added to the extra car journey. • In addition, the boat journey along the McCarrs Creek waterway is congested with moored boats adding to safety concerns, particularly at night and is a low speed zone. • Adjoining residents would also be subjected to added noise from outboard motors along this waterway • Commuters would be travelling to the southern extremity of the McCarrs Creek inlet by car to then come back out again by dinghy which would add to an already complex commute. • McCarrs Creek Reserve is currently closed from sunset to dawn for security reasons with vehicles required to be removed. Being an isolated location overnight parking would be less safe and less secure for both vehicles and occupants. • An additional carpark and Commuter 	
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					<p>Wharf would need to be built given that McCarrs Creek Reserve is already a popular recreational venue – this will increase hard stand and as such take away existing green space right next to the National Park. This green space is important for recreation as well as habitat.</p> <ul style="list-style-type: none"> • There is no connecting footpath or cycle facility to Church Point. • The closest bus stop at the turning circle would be about 500m away with no footpath connection. • There is no ferry service to this area and is unlikely to be added as a regular stop. • A fee for use would still need to be applied. 	
20	Restrict parking in private marinas that is not related to the lease of a berth.	It is understood some marinas in the area allow off-shore residents to use their car park under private arrangements not related to the lease of a berth.	GTA	Council to investigate the use of marina parking not related to the lease of a berth and take action to prevent this occurring. This practice reduced parking capacity for genuine marina users.	Council has limited authority over private marina parking and any actions would be costly and unlikely to yield any significant result.	Measure not supported
21	Management of private mooring licenses	-	GTA	Negotiate with RMS to provide additional resources and funding to manage parking demand generated by the private mooring licenses.	<p>Council has approached the RMS to conduct a review of the Pittwater Waterway infrastructure, activities and development controls. In addition, a review of private mooring licences should also be undertaken.</p> <p>An audit of current practice may be warranted however the recommendation to take further action to prevent this practice may merely add to the long stay parking and dinghy tie up pressure at Church Point and as such could be counter-productive.</p>	<p>Measure supported.</p> <p>Council to negotiate with RMS to provide additional resources and funding to manage parking demand generated by the private mooring licenses.</p>

Parking Permits, Time Restrictions & Fees						
22	Following completion of new car park, impose time restrictions and discourage off-shore residents from using Church Point Reserve car park	Arrangement in the Church Point Reserve car park: <ul style="list-style-type: none"> • 10 spaces marked 4P and 'Pay and Display' 9.30am to 7.30pm (no permit exemptions) • Remainder of spaces 'Pay and Display' up to 7 days with Church Point Permit Holders exempt from payment or time restriction. 	GTA	Following completion of the proposed parking structure on McCarrs Creek Road, parking spaces within the Church Point Reserve car park is to be designated 4 hour parking (4P). In addition, half of the parking spaces within the Church Point Reserve car park are to be Church Point parking permit exempted from 6:00pm to 6:00am. That is vehicles displaying a valid Church Point parking permit can park longer stay up to 10P without charge. The remaining half of the proposed 4P parking area is not exempted i.e. Church Point parking permit not valid.	The GTA recommendations are not supported given the significant impact this would have on current car parking. This in turn impacts the pressing social need for parking and potentially affects the viability of the new carpark as it relies on income from the precinct to repay loan commitments. In this regard, the PoM and subsequent reports to Council articulate the quadruple bottom line need for additional car parking, in particular the social need. The GTA parking restrictions are therefore not supported and the alternative arrangements be considered.	Measure not supported
23	Increase the Pay & Display Fees at Church Point Reserve Car Park to \$5 per hour.	Pay & Display fees at Church Point Reserve Car Park are currently \$3.40 per hour.	GTA	This fee increase may influence parking demand and would need to be balanced against the economic impact of a fee increase on local businesses and recreational use. It is noted that the general Pittwater Parking Permit does not currently apply at Church Point and as such this fee change would affect all residents and visitors if not using a Church Point Parking Permit. It should be noted that a recommendation is to allow the Pittwater General Parking Sticker to provide parking exemption Monday to Friday from 8am to 5pm and this may offset in part the concern of a fee increase.	An increase from the current \$3.40 per hour to \$5 per hour is an increase of 32%. It is recommended a more modest fee increase to \$4 per hour (15% increase) be introduced across the whole of Pittwater to ensure equity of all 'Pay and Display' parking users. This may influence parking demand and would need to be balanced against the economic impact of a fee increase on local businesses and recreational use. It is noted that the Pittwater Parking Permit does not currently apply at Church Point and as such this fee change would affect those without a Church Point Parking Permit.	Supported in principle That the Schedule of Fees and Charges in the draft Delivery Program and Budget 2016-2020 be amended to increasing 'Pay and Display' parking fees from \$3.40 to \$4 per hour for the Pittwater LGA.

Enforcement						
24	Implement a car park control system at Church Point Reserve car park.		GTA	A car park control system (i.e. boom gates at all access points to the car park facility) could improve the turnover of the car park thereby increase the car park capacity without the need to physically provide additional parking spaces. A related benefit is that users do not over stay the maximum permitted duration.	Newer technologies, such as in ground parking sensors, may be available in lieu of a boom gate to achieve the same outcome. These technologies are currently being investigated for some of Council's primary car park locations and they may be applicable to the Church Point precinct also, including the new car park.	Supported in principle. Council investigate new parking technologies generally for the Pittwater area that may also provide benefit to the Church Point precinct.
Policy Measures						
25	Conduct a parking study with a view to overhaul existing parking requirements for all types of new developments going forward.	Current parking rates are outlined in Council's DCP.	GTA		This is supported.	Measure supported.
25	Require all new non-residential developments to prepare a Transport Management Plan (TPM) for specific events where large numbers of visitors are expected to attend.		GTA	Council to put in place a policy requiring all new non-residential developments that attract visitors/patrons to the site to provide a TPM for specific events where large numbers of visitors are expected to attend. The management plan is to detail the measures the site owner will implement to reduce travel by private cars and encourage more sustainable transport modes such as public transport and (decentralised) car parking. In addition, all future developments are to prepare a green travel plan and travel access guide to assist building occupants and visitors to make more appropriate travel choices. Council to require all developments to prepare and implement a green travel plan and travel access guide.	This is supported. A TPM and other initiatives for developments and events at Church Point can be considered as part of Development Applications/consents as well as by negotiation.	Measure supported. Council to undertake the necessary amendments to Council's DCP.
26	Monitor development	The Passadena currently has a	Council		The Passadena represents an important site in the Church Point area and its	Measure supported

	outcomes as the Pasadena site as this will generate greater parking demand.	limited number of parking spaces on-site.			development could help create a precinct area. However, any development of the Pasadena will create further parking demand. The GTA report estimates the need for 40 spaces would be associated with the Pasadena's development.	Council to enter into discussions with the current owners of the Pasadena site in relation to their future intentions for development and/or sale.
Alternative Transport Options						
27	Council may consider the provision of pedestrian and cycle facilities to promote active transport for short trips from Church Point to other destinations such as Mona Vale. This could be in the form of providing new pedestrian and cycle networks and/or upgrade of existing infrastructure to provide for safer and convenient alternative transport options. This would not only reduce demand in Church Point, but would also promote healthier lifestyles		GTA		<p>The RMS' Guidelines state that 2km for walking and 5km for cycling (dependent upon the access gradients) is reasonable as part of a regular commute to a public transport node or similar destination. Although the Scenic Foreshore Pathway and other pathway links provide reasonable pedestrian access from Church Point to Mona Vale the distance involved is almost 5 kilometres to the main bus stop at Mona Vale.</p> <p>The existing gravel path segment of the foreshore pathway is also only suitable for family based recreational cycling with care and not for regular commuter cycling given the generally higher cycle speeds involved with the latter. The on-road shoulder is also narrow or not continuous. There is limited practical ability to widen the gravel pathway or the road shoulder due to existing constraints.</p> <p>Council has recently been successful with a reduction in the speed limit from 60kph down to 50kph on McCarrs Creek Road from Church Point Reserve to the Ku-ring-gai National Park boundary. This adds to the existing 50kph from Cabbage Tree Road to Church Point Reserve. The reduced speed and recently painted bike logos and signage</p>	<p>Measure supported</p> <p>Council to consider the improvements to pedestrian and cycle facilities to promote active transport for short trips from Church Point to other destinations such as Mona Vale as part of 2015/2016 review of Pittwater Cycle Plan and Pedestrian Path Plan.</p>

					<p>will reinforce that this is a high use on-road cycle route and the importance to safely share the road.</p> <p>Cycle node facilities can be provided at Church Point, at Mona Vale and other mid destinations along the route. There may also be interest in a bicycle hire scheme where users can pick up and drop off at recognised nodes.</p>	
28	Shuttle-bus	No shuttle bus service currently exists.	GTA	<p>Provide a shuttle bus service at no cost to Council.</p> <p>Negotiate with Transport for NSW to convert existing scheduled route service into a shuttle service on a temporary basis.</p>	<p>A shuttle bus feeder service that increases the frequency of bus times and hence user convenience may encourage further use of public transport. This could provide a more 'tailored service' and has been discussed with Transport for NSW as an adjunct to the proposed BRT. This may reduce the need for larger buses to travel to McCarrs Creek but would rely on an efficient bus interchange at Mona Vale to access BRT and other services.</p> <p>A shuttle bus could also be encouraged/required for larger private and public 'events/functions' centred on Church Point. This could possibly link with Council's Bungan Lane Car Park at Mona Vale at compatible times</p>	<p>Measure supported</p> <p>Council to approach Transport for NSW to commence a trial converting the existing scheduled route service into a high frequency shuttle bus service between Church Point and a BRT stop.</p>
Other						
29	Storage lockers	No storage facilities currently exist.	GTA	Provide storage lockers near the Commuter Wharf.	<p>This is supported in principle and could be further discussed with the off-shore Residents Associations with a possible location as an adjunct to the new car park facility, for example, under the upper access ramps.</p>	<p>Measure supported</p> <p>Council investigate including storage lockers as part of the design of the new car park</p>

Possible Future Parking Arrangements

NEW CAR PARK (122 spaces)

- 5 min
- Disabled
- 4P Pay & Display
- P – portion spaces Church Point permit only 6pm to 6am
- Licensed

CHURCH POINT RESERVE (303+ spaces)

- 4P Pay & Display (20 spaces)
- Disabled
- P – portion spaces Church Point permit only 6pm to 6am
- Motor Cycle

SURROUNDING STREETS
(Total number of spaces unknown until formalised by Traffic Committee – approx 154)

- 12P
- 4P (6am to 6pm) CP Permit Exempt
- 4P (6am to 6pm)
- 4P (8am to 10pm)
- Loading zone (8am to 6pm)
- 30 min (7am to 8pm)
- 1P (8.30am to 7pm)
- 1P (9am to 5pm) CP Permit exempt
- 1P
- Motor Cycle
- 5 min

