

Church Point Demand Management

1. Reserve parking to be limited in the evenings to CP Permit-holders, 6.00pm to 6.00am, seven days a week.

The intention here is to prevent a future in which additional infrastructure is built and people who purchase CP Permit can still not find parking in the evening to get home (particularly if the Pasadena is redeveloped as an evening venue). This proposal needs data on P&D usage in the main carpark to determine the effect this would have on parking machine income (do the machines themselves give this data?). It may be worth exploring the alternative proposal of implementing this arrangement in part of the main carpark, or starting at 8pm. We are very supportive of this being the case with any new infrastructure!!

2. During hours when the Reserve car park has many empty spaces, parking could be available free for Pittwater Sticker holders **weekdays only**, between the hours of 6.00am and 6.00pm.

Again This proposal needs data on P&D usage in the main carpark to determine on weekdays how many people using the P&D have Pittwater Parking Permits so as to determine the effect this would have on parking machine income. But broadly supportive as we do not think this would have a large impact of weekdays, but would be a considerable gesture of goodwill to onshore associations.

3. Existing nominated 4-hour parking spaces at the Reserve car park to be retained. Pay & Display to continue in the rest of the Reserve car park except in the evenings.

Seems Ok

4. Differential pricing for first and subsequent CP Permits: the first Permit should be issued at a reasonable price on the basis of 1 per rated offshore property, thereafter a somewhat higher fee which would also be applicable to other applicants if Council continues to issue them to all who apply.

This may be difficult to administer and not sure of its equity to families whose kids still live at home who drive to work. We have no problem of changing very high fees to purchasers of CP Permits who are not local residents or landowners (e.g. non-local yachties). Could be as high as \$1,500 per year per Permit for this group. That is proof of offshore residence or landowning would be required at the purchase point.

5. Church Point streets to be designated 4 hours, Pittwater Sticker exempt. This would limit visitors outside the Pittwater LGA from parking for extended periods and conversely, allow all Pittwater residents full time free parking.

Seems OK as a concession to local residents

6. Research ways to encourage visitors, marina users, boat owners and holidaymakers to use alternate transport to Church Point.

Sure

7. In the medium term, 12-14 cars should be removed from the east end of the Reserve adjacent to Bennett's Beach to create a small park with these cars relocated to the area between Holmeport marina and the old bus turning area, *with no net loss of available spaces.*

*Very controversial particularly given how precious each space is (when it's the last one) and much per additional parking spaces (about \$50K) we are paying at CP giving any away seems very irresponsible. From me only, **IF AND ONLY IF** we could indeed do anything additional up behind Holmport maybe we could consider losing the 9 perpendicular spaces at the end of the carpark. I think this would need the construction of an overhanging board walk up behind Holmport, to give cars enough safety room and that the 50 KPH zone starts that the old bus turning circle. This of course would need to be paid for and **NOT** from our CP Reserve Fund!*