

ITEM 8.5	CHURCH POINT PARKING DEMAND MANAGEMENT STRATEGY
REPORTING MANAGER	DEPUTY GM ENVIRONMENT & INFRASTRUCTURE
TRIM FILE REF	2016/352013
ATTACHMENTS	NIL

EXECUTIVE SUMMARY

PURPOSE

To seek Council endorsement of the Church Point Parking Demand Management Strategy, for subsequent consideration of the Northern Beaches Traffic Committee and implementation

SUMMARY

Church Point is a local and regional transport node and tourist destination. Parking in the Church Point area has been a concern for many years for residents of Scotland Island and West Pittwater, Church Point residents and visitors to the area with demand exceeding the number of available car parking spaces.

Council has worked with the Scotland Island, Western Foreshore and Church Point residents and businesses for a number of years on strategies to manage the current and future demand for vehicle parking in the Church Point area.

Parking supply is being increased by 120 spaces through the construction of the new Church Point car park, expected to be operational by December 2017.

There is also a need to manage demand and use of existing parking spaces and the former Pittwater Council in December 2015 supported in principle a number of demand management measures, resolving to conduct further community engagement. Council has undertaken extensive community engagement, with over 400 submissions received from the community during the March 2016 engagement process and over 100 residents attending the 'drop in' session held on 30 March 2016.

The attached Church Point Parking Demand Management Strategy outlines recommendations to manage parking in the existing Church Point Reserve car park, local streets and the new Church Point car park while optimising overnight parking for vehicles displaying a Church Point Parking permit (CPP). A draft of this Strategy was the subject of further community engagement at a community meeting hosted by the Administrator at Mona Vale on 29 October 2016, attended by around 250 participants. The final Strategy recommended for Council endorsement includes modifications based on community feedback at this meeting.

RECOMMENDATION OF DEPUTY GENERAL MANAGER ENVIRONMENT & INFRASTRUCTURE

- A. That Council endorse the recommendations detailed in the 31 October 2016 Church Point Parking Demand Management Strategy for consideration of the Northern Beaches Local Traffic Committee and subsequent implementation.
 - B. That Council further:
 - a. Work with the NSW Government to seek more frequent 'shuttle' style bus services from Church Point to Mona Vale
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- b. Consider seeking EOIs from car share providers to provide services for off-shore residents
 - c. Consider traffic calming measures for local streets in consultation with residents
 - d. Explore and promote public transport, active and alternative transport measures in conjunction with the local Resident Associations, businesses, NSW Government and other stakeholders.
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REPORT

BACKGROUND

Church Point is a local and regional transport node and tourist destination. Over many years it has been recognised that the demand for parking is at a level which exceeds the available parking supply, particularly on weekends and peak summer and holiday periods. Despite the parking issue at Church Point having been raised and discussed in a robust manner for several decades, until recently there has not been a clear or tangible solution to address this issue.

The demand for car parking moves beyond the existing Church Point Reserve Car Park, McCarrs Creek Road and Bothams Beach to the local streets comprising of Eastview, Baroona and Quarter Sessions Roads resulting in safety and access concerns for the residents of these roads.

The Church Point area functions as a water based and vehicular transport interchange for approximately 560 households that reside off-shore, as well as for on-shore residents and visitors. It provides community access for Pittwater and the Ku-ring-gai Chase National Park and also supports local businesses and the off-shore and on-shore communities by providing a place to meet and gather.

For both the on-shore and off-shore communities in Church Point, the lack of available car parking is a contentious issue. The off-shore residents do not have an opportunity to park their vehicles at their homes and as such residents park their vehicles on-shore and access their residences by boat. The on-shore community also relies on publicly accessible parking to service the demands of residents and their visitors, patrons to commercial businesses and tourists and other visitors who come to the Church Point to recreate on or around Pittwater.

In December 2015 the former Pittwater Council considered a number of proposals to address the parking issues of Church Point. Council made a decision to progress with a new car park at Church Point, providing an additional 120 spaces. This car park project is underway and expected to be operational by December 2017.

Council also resolved to support in principle a number of proposals in regard to parking demand management and open these proposals to the community through further community engagement, with the objective of optimising the Church Point parking permit through availability of overnight parking within the two (2) main car park areas.

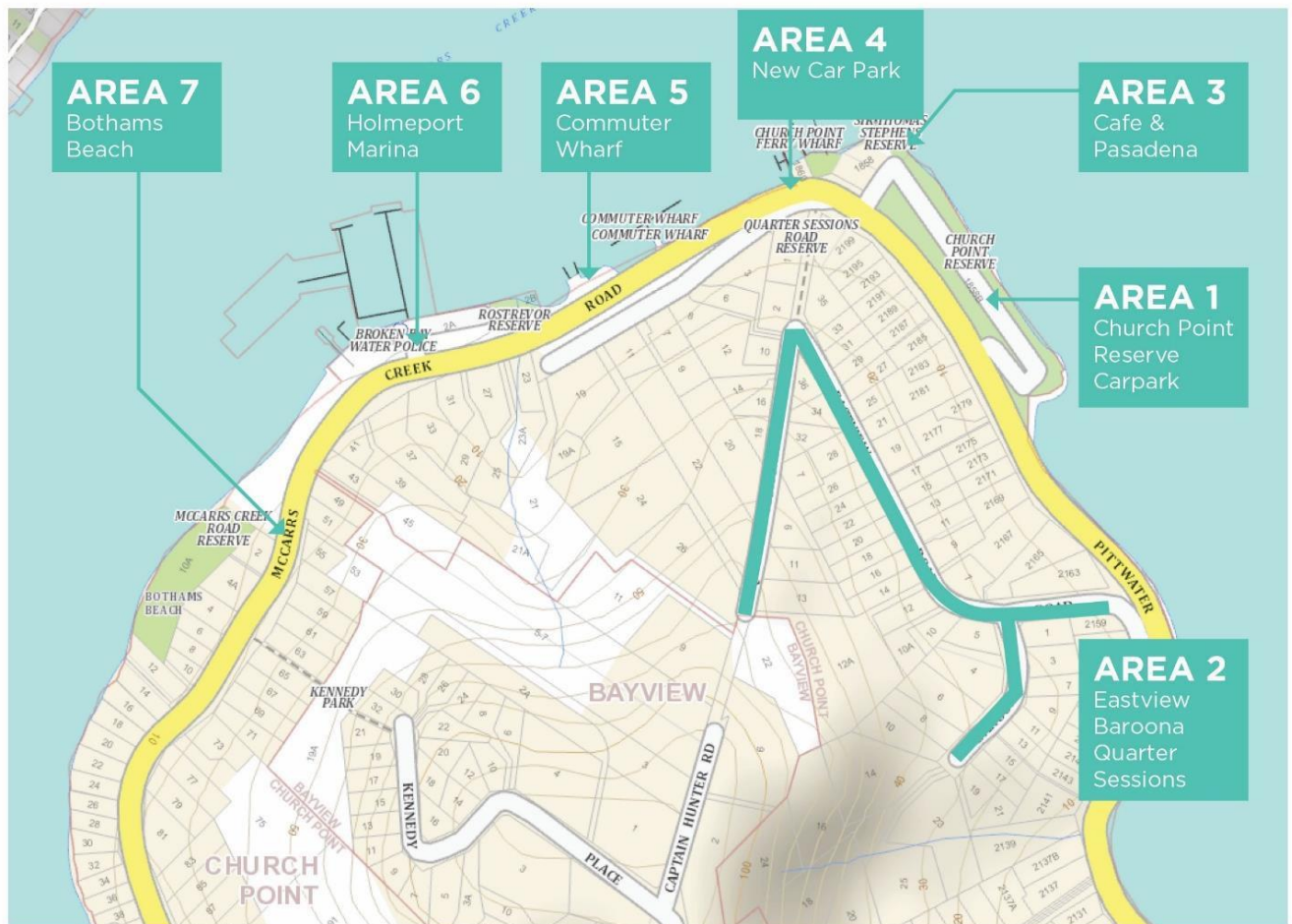
Council conducted community engagement and developed a draft Church Point Parking Demand Management Strategy. This draft Strategy was the subject of further community engagement at a community meeting hosted by the Administrator at Mona Vale on 29 October 2016, attended by around 250 participants. The final Strategy recommended for Council endorsement includes modifications based on community feedback at this meeting.

Parking Demand Strategy

The Church Point Parking Demand Management Strategy (attachment 1) recommended to be adopted by Council is based on the following priority principles:

1. Addressing safety issues in local streets immediately while minimising the parking spaces required to be removed
2. Offsetting these changes by providing more exclusive overnight parking for Church Point Permit holders in the Church Point Reserve car park
3. Completing the new Church Point car park, providing an additional 120 spaces
4. Introducing further changes to parking arrangements only when the new Church Point car park is operational
5. Balancing the needs of on-shore and off-shore residents and businesses whilst maximising availability of parking for off-shore residents in the Reserve and new Church Point car park.

The Strategy covers the following areas within the Church Point precinct



The Strategy will be implemented in two stages:

- Stage 1, December 2016
- Stage 2, December 2017 (New car park operational)

A summary of the proposed actions under the strategy is as follows:

1. Stage 1 December 2016

- Increase exclusive overnight spaces in the Church Point Reserve Carpark (Area 1) for Church Point permit holders from zero to 74 spaces
- Introduce No Stopping and No Parking in local streets (Area 2) where required for safety reasons to comply with RMS and Council policies
- Conduct road widening works on Eastview Road and Quarter Sessions Road to re-instate seventeen unrestricted car parking spaces.

2. Stage 2, planned for December 2017

- Increase available car spaces by 120 by completing the new Church Point car park
- Increase exclusive overnight spaces for Church Point permit holders from 74 to 204 spaces. This includes 148 spaces in the Church Point Reserve car park (Area 1) and 56 in the new Church point car park (Area 4)

- Provide available parking spaces for businesses and visitors through existing Pay & Display in the Reserve car park and surrounding areas
- Introduce 4P parking 6am-10pm seven days a week in local street parking to give more access to local residents, but also enable use by off-shore residents for short overnight stays when main carparks are full.

Further measures

The Church Point Parking Strategy seeks to address many of the major issues in the precinct. However demand continues to exceed supply and as such other measures should be pursued to help alleviate demand, increase safety and also address safety concerns.

Proposed additional measures include:

- Advocate that NSW Government implement more frequent 'shuttle' style bus services from Church Point to Mona Vale
- Consider seeking EOIs from car share providers to provide services for off-shore residents
- Consider traffic calming measures for local streets in consultation with residents
- Further explore and promote public transport, active and alternative transport measures in conjunction with the local Resident Associations, businesses, NSW Government and other stakeholders.

CONSULTATION

This issue has been the subject of community consultation for many years. Northern Beaches Council undertook extensive community engagement relating to the Church Point Parking Demand Management Strategy based on recommendations from a 7 December 2015 Council Report.

Over 400 submissions were received from the community during the March 2016 engagement process and over 100 residents attended the 'drop in' session held on 30 March 2016.

Based on outcomes from the community engagement, Council prepared a Church Point Parking Demand Management Strategy to address the current and future parking demands in the Precinct.

A community meeting to discuss the Church Point Parking Demand Management Strategy was held on Saturday 29 October 2016 at the Mona Vale Memorial Hall. This meeting was attended by around 250 residents. The final Strategy recommended for Council endorsement includes modifications based on community feedback at this meeting.

TIMING

It is planned that the proposed parking measures would be considered by the Northern Beaches Local Traffic Committee in December 2016 and, subject to approval by Council, implemented shortly thereafter.

The Church Point Parking Demand Management Strategy will be implemented over two stages.

- STAGE 1 – December 2016
- STAGE 2 – December 2017 (when new Church Point car park is operational)

FINANCIAL IMPACT

Proposed measures can be implemented using existing operational budgets. No financial impacts are expected by implementing the Church Point Parking Demand Management Strategy.

SOCIAL IMPACT

Overnight parking within the existing Church Point Reserve car park and new Church Point car park, for holders of a CP permit, will provide significant parking relief along McCarrs Creek Road and adjoining local streets.

ENVIRONMENTAL IMPACT

No environment impacts are expected by implementing the Church Point Parking Demand Management Strategy.

Attachment 1

Church Point Parking Demand Management Strategy

Revised 31 October 2016

Background

Parking in the Church Point area has been a concern for many years for residents of Scotland Island and West Pittwater, Church Point residents and visitors to the area with the demand for parking exceeding the number of available car parking spaces.

The demand for car parking moves beyond the Church Point Reserve car park, McCarrs Creek Road and Bothams Beach to the local streets comprising of Eastview Road, Baroona Road and Quarter Sessions Road resulting in safety and access concerns for the residents of these roads.

Northern Beaches Council has undertaken extensive community engagement relating to the Church Point Parking Demand Management Strategy. Over 400 submissions were received from the community during the March 2016 engagement process and over 100 residents attended the 'drop in' session held on 30 March 2016.

Through a review of the submissions received during the community engagement process for the Church Point Parking Demand Management Proposal, the following proposal is to be recommended for consideration by Council.

Parking Demand Strategy

The parking demand management strategy recommended to be adopted by Council is based on the following priority principles:

1. Addressing safety issues in local streets immediately while minimising the spaces required to be removed
2. Offsetting these changes by providing more exclusive overnight parking for Church Point Permit holders in the Church Point Reserve car park
3. Completing the new Church Point car park, providing an additional 120 spaces
4. Introducing further changes to parking arrangements only when the new Church Point car park is operational
5. Balancing the needs of on-shore and off-shore residents and businesses whilst maximising available of parking for off-shore residents in the Reserve and new Church Point car park.

Next Steps

It is planned Council will implement the Church Point Parking Demand Management Strategy in two stages:

Stage 1, December 2016

- Address safety issues and offset with more exclusive overnight parking for Church Point

Stage 2, December 2017

- New car park operational and all changes introduced, planned for December 2017 based on expected completion date of the new Church Point car park.

The Church Point parking demand study area is shown in Tab 1.

Stage One: December 2016

Area 1 – Church Point Reserve Car Park (Tab 2)

Strategy: Increase exclusive overnight parking in the Reserve car park for Church Point (CP)
Permit holders to offset changes in local streets

Action: Increase exclusive overnight spaces from zero to 74 spaces.

Recommended Measures:

Row 1	<ul style="list-style-type: none"> - 74 Pay & Display 6am – 6pm, CPP excepted - CPP only 6pm – 6am - 2 additional motorcycle parking spaces as requested.
Rows 2-6	<ul style="list-style-type: none"> - Existing conditions to apply for remainder of car park until new Church Point car park is operational.

Area 2 – Local Street Concept Plan, Baroona Road, Eastview Road and Quarter Sessions Road (Tab 4)

Strategy: Address safety issues in local streets immediately while minimising the spaces required to be removed

Action: Introduce No Stopping and No Parking where required for safety reasons to comply with RMS and Council policies

Conduct road widening works on Eastview Road and Quarter Sessions Road to re-instate seventeen unrestricted car parking spaces.

Recommended Measures:

The below tables represents the current number of legal car parking spaces on Eastview Road, Baroona Road and Quarter Sessions Road and the number of car parking spaces which are required to be removed as well as re-instated under Stage One of the Church Point Parking Demand Management Strategy.

Street Name	Current spaces	Spaces removed for safety	Spaces reinstated with roadworks	Total Spaces (unrestricted)
Eastview Road	61	-31	+12	42
Baroona Road	21	-6	0	15
Quarter Sessions Road	18	-10	+5	13
Total	100	-47	+17	70

This will meet RMS guidelines and provide a 3m traffic lane with passing areas for vehicle access, 2.5m parking area on the high side and 2.1m on the low side.

Stage Two: December 2017

Strategy: Complete the new Church Point car park, providing an additional 120 spaces
Introduce further changes to parking arrangements only when the new Church Point car park is operational
Balance the needs of on-shore and off-shore residents and businesses whilst maximising available of parking for off-shore residents in the Reserve and new Church Point car park.

Actions: Increase available car spaces by 120
Increase exclusive overnight spaces for CP permits from 74 to 204 spaces
Provide available parking spaces for businesses and visitors through existing Pay & Display
Change local street parking to give more access to local residents, but also enable use by off-shore residents for short overnight stays when main carparks are full.

Recommended Measures:

Area 1 – Church Point Reserve Car Park

Summary of changes:

- 148 spaces Church Point Permit only between 6pm–6am (up from zero currently and up 74 from Stage One)
- 15 4P parking spaces.

To provide car parking spaces to accommodate the demand for overnight parking for holders of a CPP, and to provide car parking spaces for other users of the Church Point Reserve Car Park, the following parking conditions are recommended;

Row	Recommended
Row 1	- As per Stage 1 measures
Row 2	- 74 Pay & Display 6am – 6pm, CPP excepted - CPP only 6pm – 6am
Row 3	- 64 Pay & Display, CPP excepted - 10 4P parking spaces 9.30am - 7.00pm, CPP not excepted
Row 4	- 6 disabled spaces - 52 Pay & Display, CPP excepted
Row 5	- 8 Pay & Display, CPP excepted
Row 6	- 5 4P parking spaces 9.30am - 7.00pm, CPP not excepted

Area 4 – New Church Point Car Park (Tab 3)

120 new parking spaces provided. The following distribution of parking spaces is being recommended under the Church Point Parking Demand Management Strategy:

- 4 Disabled Spaces
- 56 4P Spaces, CPP excepted 6am-6pm and CPP only 6pm – 6am
- 60 leased spaces.

Further information relating to the allocation and management of the leased car parking spaces in the new Church Point Car Park will be available in early 2017.

Area 2 – Local Street Concept Plan, Baroona, Eastview and Quarter Sessions

This stage builds on the changes proposed to be introduced in December 2016:

- Converting 53 spaces to 4P 6am – 10pm (as per Local Street Concept Plan October 2016)
- 17 spaces remain unrestricted.

Area 3 – Car parking at Café and Pasadena

- Existing conditions
- No changes will be made to the existing Australia Post dedicated parking space.

Area 5 – Commuter Wharf

- P15 parking spaces.

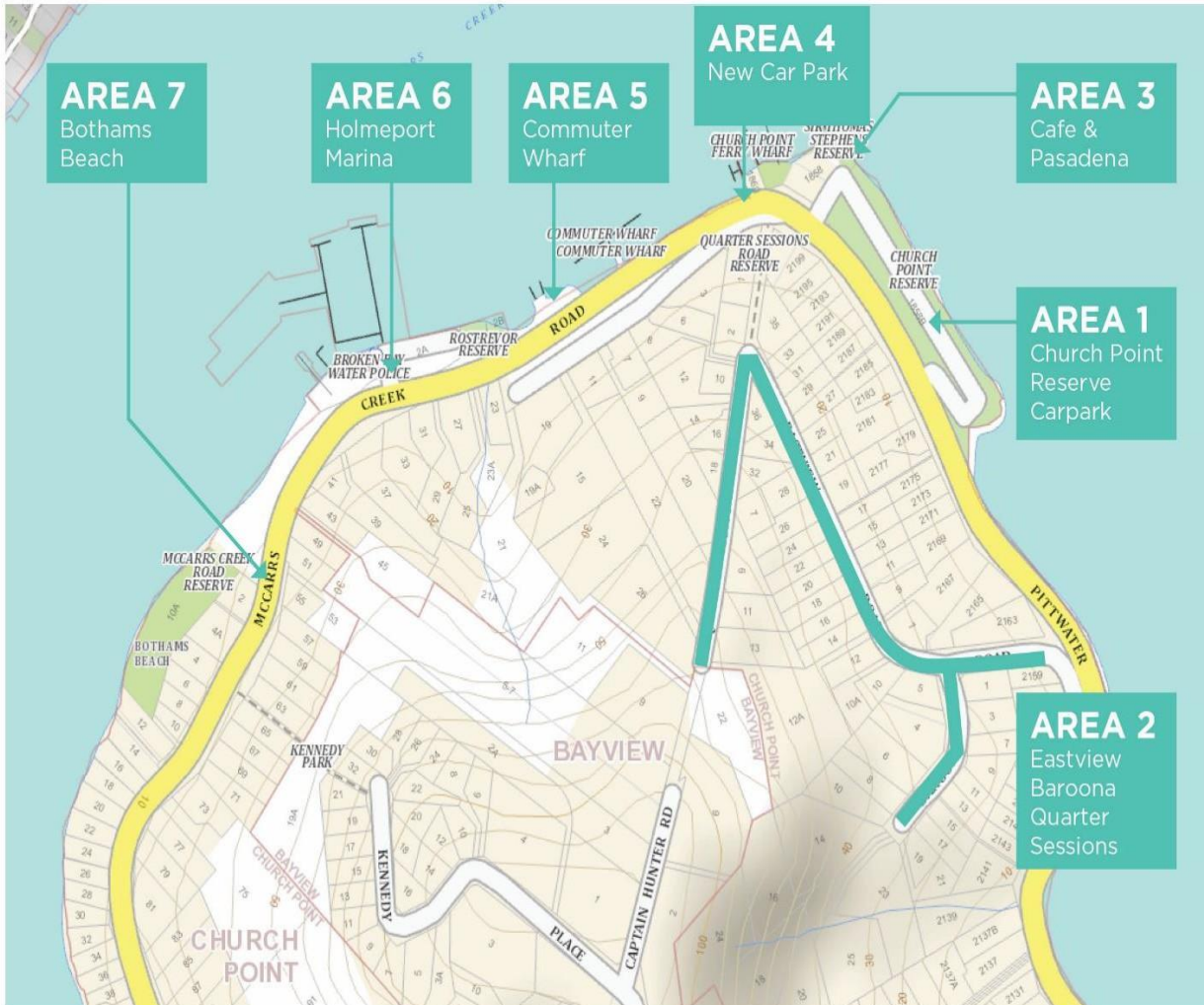
Area 6 – McCarrs Creek Road, outside Holmeport Marina

- All angled and parallel car parking spaces and existing parking conditions to remain in place
- Two P5 car parking spaces to be reviewed when the new Church Point Car Park is operational.

Area 7- Bothams Beach Car Park

- Ten car parking spaces 8P
- CPP excepted 6pm-6am

Tab 1 Church Point Parking Demand Management Strategy Study Area

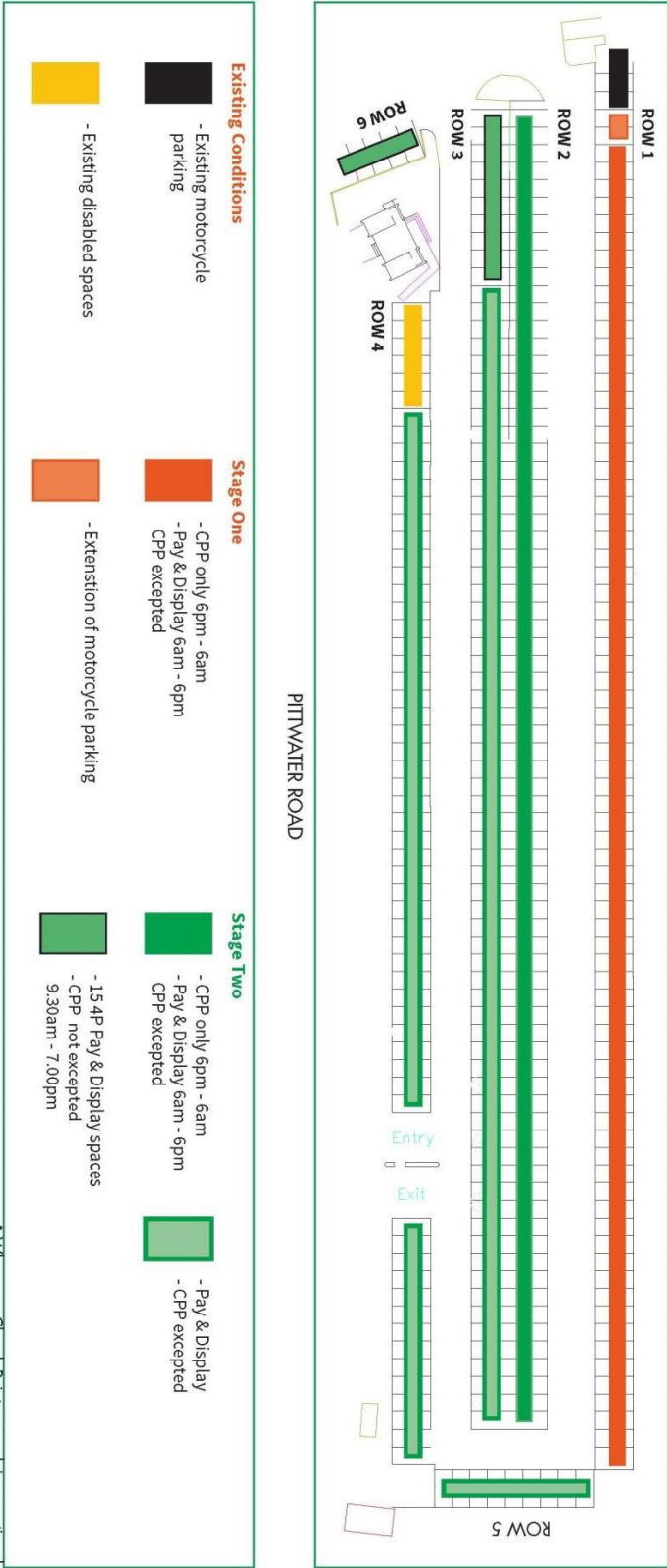


Tab 2 Church Point Reserve Car Park

NORTHERN BEACHES COUNCIL
CHURCH POINT RESERVE CAR PARK
CONCEPT PLAN

STAGE ONE: AREA 1 - EXISTING CHURCH POINT RESERVE CAR PARK
 December 2016

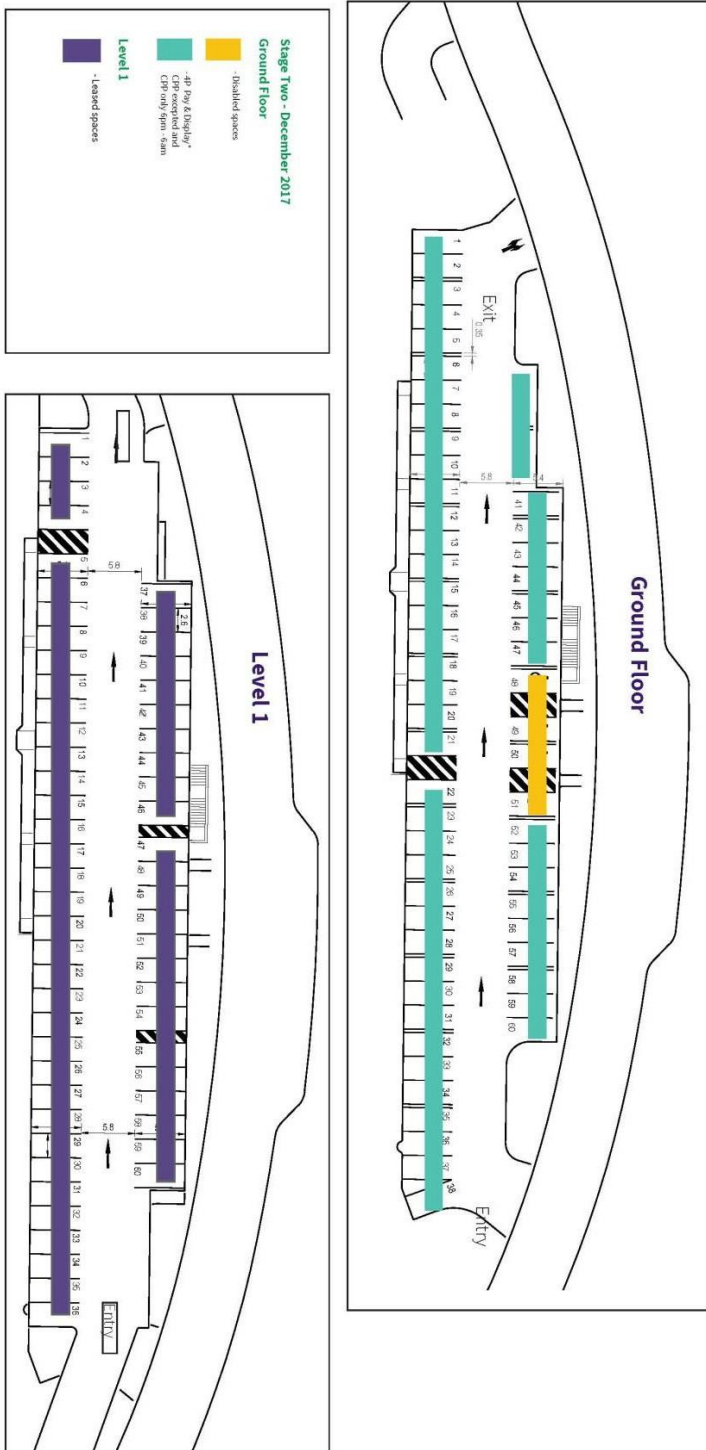
STAGE TWO: AREA 1 - EXISTING CHURCH POINT RESERVE CAR PARK
 December 2017*



* When new Church Point car park is operational
 CPP - Church Point Permit

Tab 3 New Church Point Car Park

NORTHERN BEACHES COUNCIL
**NEW CHURCH POINT CAR PARK
CONCEPT PLAN**



Tab 4 Local Street Concept Plan



*Note 4P only to be introduced in Stage 2, expected December 2017