

# Brooklyn Car Parking Management Issues Paper

This Issues Paper provides background information and detail regarding the car parking management proposals put forward in General Managers Report GM24/22 on Brooklyn Car Parking Management. This detail is provided to assist the community in understanding why the recommendations contained in Council Report GM24/22 have been made.

In short, the following elements have driven the recommendations contained in the report:

1. Best practice car parking management recommendations from the Car Parking Management Study
2. The vision and guiding principles adopted by Council through the Discussion Paper – Brooklyn Place Planning
3. Data on the use of car parking in Brooklyn from a variety of sources
4. Legislative requirements for the management of public land
5. A position on what Council is and isn't responsible for when it comes to providing public land for the purposes of car parking.

A summary of recommended changes to car parking management are:

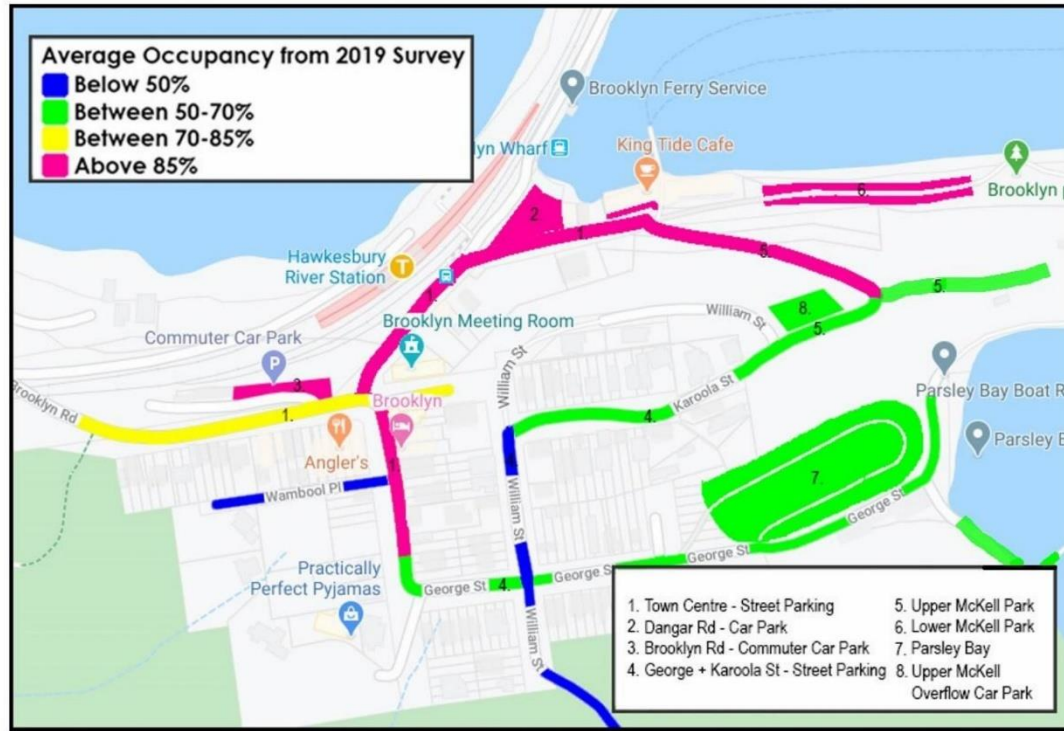
1. Time restrict car parking in all off street car parks in Brooklyn
2. Time restrict on street car parking servicing Upper McKell Park picnic areas
3. Exclude trailer parking from the village centre – excepting the timed parking in Parsley Bay
4. Provide space for a resident only parking area in Upper McKell Park overflow area and retain enough unrestricted on street parking within Brooklyn for a total of one parking space per offshore rateable property – 220 spaces.

## **Car Parking Management Study Recommendations**


Below are the recommendations for Brooklyn contained in the Car Parking Management Study adopted by Council in 2020. These best practice recommendations have been coupled with on the ground observations, other traffic and parking studies and land use management requirements to craft a recommended course of action.

## 2.5 BROOKLYN TOWN CENTRE

Figure 2.5 Brooklyn Town Centre occupancy heat map



Description of Information or Data	Findings
<b>Utilisation Surveys</b>	<ul style="list-style-type: none"> <li>There are 52 time-restricted and 580 unrestricted parking bays located within the Brooklyn Town Centre. Of these, 8% are time restricted and 92% unrestricted.</li> <li>42% of parking supply is on-street, while 58% is off-street including Dangar Road carpark, Brooklyn Road Commuter carpark, Upper McKell Park, Lower McKell Park and Parsley Bay..</li> <li>Peak occupancy on-street is 71% on a Thursday at 2pm, and, 77% on a Sunday with peak demand occurring from 12pm to 3pm.</li> <li>Peak occupancy off-street is 100% on a Thursday from 12 pm to 2 pm and 96% on a Sunday with peak demand occurring from 10 am to 12pm.</li> <li>The time-restricted areas of on-street parking generate an average turnover of 4.6 cars during the survey on Sunday.</li> <li>The unrestricted areas of on-street parking generate an average turnover of 2.3 cars during the survey on Sunday.</li> <li>The average length of stay on-street on a Sunday is 5 hours for on-street parking.</li> </ul>
<b>SWOT Analysis</b>	<ul style="list-style-type: none"> <li>There are plenty of options for people to access this area, either through public or private transport.</li> <li>There is a limited range of parking controls in both on-street and off-street carparks.</li> <li>The on-street parking in this area is limited by no-parking zones and narrow streets.</li> <li>Utilisation of the current supply could be increased through the improvement of the delineation of parking.</li> <li>Large demand for parking on weekends effects the residents' ability to park in carparks as well as in residential areas due to infiltration, resulting in drivers navigating through narrow streets for parking.</li> <li>There is little parking for disabled individuals as well as no observed loading zones.</li> <li>More proactive measures to control parking is required such as increased areas with time restrictions and the enforcement of time restricted zones throughout, especially during peak demand parking times.</li> <li>Signage could be improved to show drivers where a parking bay that suit their needs could be.</li> <li>The improvement of integration of all transport modes will encourage less use of vehicles in this area.</li> </ul>

Recommendations					
Hierarchy of Parking	Priority	Brooklyn Town Centre Parking		Outside Brooklyn Town Centre Parking	
		On-street	Off-street	On-street	Off-street
	<div>Highest</div> <div></div>	Disability permit holders (where appropriate off-street parking cannot be provided)	Disability permit holders	Public transport	Long-stay/ commuter, Facility user
		Special service vehicles	Special service vehicles	Special service vehicles	Special service vehicles
		Loading	Drop-off/pick-up	Residents	Park and Ride
		Public transport	Loading	Short to medium-stay	Drop-off/pick-up
		Drop-off/pick-up	Motorcycle/scooter, cyclists	Disability permit holders	Short to medium-stay
		Short to medium-stay	Short to medium-stay	Loading	Residents,
		Cyclists	Car share	Long-stay visitors, commuter and residents	Motorcycle/scooter
		Motorcycle/scooter	long-stay & residents	Drop-off/pick-up & motorcycle/ scooter & cyclists	Disability permit holders & loading & cyclists
				Layover zones for buses/community transport	Boats and trailers
			Boats and trailers		
Lowest	Motorcycle/scooter	Commuter		Disability permit holders & loading & cyclists	
Not allowed in this zone	Long-stay/commuter	Public transport		Public transport	
	Residents	Boats and trailers (excluding Parsley Bay)			
	Boats and trailers				
New technology can also be used to assist in enforcement including handheld enforcement devices and LPR surveillance which will decrease the time taken to issue fines, and, in return, increase compliance of parking restrictions.					
The Dangar Road car park near Brooklyn Wharf to be 4P parking and bays are to be line marked to increase the number of available bays and ensure aisle widths allow free flow of traffic. This is the main car park that is to be used by visitors to service the town centre businesses and restaurants.					
Encourage businesses on Bridge Street and Wambool Place to share their off-street bays to allow the number of parking bays required to service demand to be reduced significantly and allow on-street parking to be used by bona fide customers.					
Improve security and street lighting in town centre streets and car parks.					
Investigate and install parking for persons with a disability in conveniently located and easily accessible on and off-street parking areas.					
Keep foliage trimmed along Dangar Road to keep parking signs visible.					
Investigate a shared zone outside the train station along Dangar Road from Brooklyn Road to the Dangar Road car park due to the limited opportunity for pedestrian facilities in the area. This will slow down the movements of vehicles through the area and allow safer pedestrian accessibility in the town centre. Investigate installation of shared zone on all roads in Lower and Upper McKell Park to prioritise pedestrian access.					
Two parking time restrictions be implemented on-street in the Brooklyn Town Centre – subject to business demand depending upon the day of the week.					
Two-hour parking (2P) is to be implemented on:					
<ul style="list-style-type: none"><li>Wambool Place</li><li>Bridge Street</li><li>Brooklyn Road from the bridge over the train line to Dangar Road.</li></ul>					
Four-hour parking (4P) is to be implemented on:					



Recommendations	
<ul style="list-style-type: none"> <li>• Dangar Road</li> <li>• George Street from Bridge Street to William Street</li> <li>• William Street from George Street to Karoola Street</li> <li>• William Street from Dangar Road to Karoola Street.</li> <li>• Upper and Lower McKell plus slip road</li> </ul>	
Long-stay parking should be located at the outside edge of the centre so as not to compromise access and maximise use of the limited Brooklyn Town Centre space available. This should be achieved through the construction of a long-stay car park on the disused State Rail land on Long Island and a further car park on the land on the corner of Brooklyn Road and Cole Street near the Rural Fire Brigade, which is Council owned (Saltpan Reserve). It is located just 1.7km from the corner of Bridge Street in the centre of the Brooklyn Activity Centre and takes 11 minutes by bus that services Brooklyn Road every 30 minutes. Other government land on the eastern side of Government Road, north of the Brooklyn Road Rail Bridge may also be investigated.	N
<p>Install consistent parking wayfinding signage and ensure the location and size of the signs is clear. The signs are to guide drivers to the long-stay and medium stay parking available in the Dangar Road car park and the parking area at the top of Karoola Street – Upper McKell Park.</p> <p>These should be located before key decision making intersections such as Brooklyn Road and Bridge Street intersection, the intersection at the Marina and Upper McKell Park slip road and upon arrival at Upper McKell Park – top of Karoola Street.</p> <p>Wayfinding signage may also be installed on the Pacific Highway and/or slip road off the M1 to alert boat and trailer drivers when the carpark is full at the boat ramp.</p>	N
Investigate a loading zone/15-minute parking area near to the Brooklyn Mooring Co-op in Lower McKell Park and investigate short term storage lockers for off shore residents.	N
Investigate use of Old Dairy Site and / or Saltpan Reserve for long-term car parking for house boat hirers / overnight visitors along with boat trailer parking. This could be a fee for service.	N
Investigate pay parking for boat users in the Parsley Bay Car Park. Revenue generated from pay parking should be written into policy to be exclusively used for maintenance and upgrade of parking equipment, other town centre improvements and further pedestrian and cyclist facilities within the town centre.	N
Investigate the upgrade of Parsley Bay Car Park, Lower McKell Park, Upper McKell Park and surplus TfNSW land to facilitate a multi-level car park to accommodate the growing parking demand into the future. Parking supply would provide for visitors to Brooklyn and offshore. Pay parking to be investigated for this service.	N
Investigate priority parking opportunities for car share groups for off shore residents	D
Accessibility for pedestrians to be investigated further to provide safe pedestrian crossing locations and pathways throughout the Brooklyn Town Centre. This will improve connectivity with parking areas and improve pedestrian safety along the narrow streets.	D
Review the current Council Policy allowing a time restriction for boat trailers of 28 days on-street. The current restriction limits the use of high demand parking in and around the town centre due to the occupation of the bays with boat trailers. The policy needs to be limited to areas of less parking demand such as the longer-term parking provisions outside the town centre. Within the town centre area, installing parking time restrictions for all users will allow better turnover and utilisation of the high demand bays.	D
Investigate locations to provide tourist coaches and bus drop off near the town centre and parking further from the town centre to encourage tourists and visitors to the area without using further high demand parking in the town centre.	D
Remove informal boat and trailer parking in Upper McKell Park, George Street and Karoola Street. Subject to demand explore opportunities to relocate on surplus government land outside the town centre (e.g. Saltpan Reserve or Old Dairy Site at a cost to the owner / user – fee for service.	D
Investigate opportunities to formalise car parking in overflow Upper McKell area (top of Karoola Street). Increase availability of parking spaces in Upper McKell Park by converting kerbside parallel parking to angle parking subject to design. Include 4P parking and accessible spaces for park visitors.	D
Council liaise with the Central Coast Council to provide funding directly to Hornsby Shire Council to provide car parking facilities / mooring for their residents at Little Wobby. Council to prioritise Hornsby Shire residents in any future long-term car parking opportunities for off shore residents.	D
Council should lobby TfNSW to provide appropriate commuter parking supply commensurate with current and forecast levels of demand for train and ferry users in the town centre. Opportunity to partner with TfNSW for an integrated parking solution to also incorporate visitor and off shore resident parking (at a cost).	D

## **Vision**

### **How do the vision and guiding principles for Brooklyn inform car parking management recommendations?**

The coming together of place management and car parking management has provided a unique opportunity to address car parking within the context of an integrated vision for the Brooklyn Village Centre. The community driven vision and place principles for Brooklyn were adopted by Council in 2021 following an exhibition period. Council received 234 survey responses in response to the Discussion Paper – Brooklyn Place Planning.

The completed feedback surveys on the Discussion Paper constitute a 13% response rate from all Brooklyn residents (regardless of age) and a 28% response rate of residents of Dangar Island and Milsons Passage. The percentage of community agreement on the guiding principles for Brooklyn was high to very high. The following results were received with respect to the proposed guiding principles:

- A town centre that celebrates and preserves its connection to the river, the environment and its heritage – 92% agreement
- A town centre that is well maintained, attractive and with community custodianship – 88% agreement
- A town centre that supports local business – 85% agreement
- A town centre that is walkable, integrated, connected and active – 80% agreement
- A town centre that incorporates an appropriate community facility as a hub – 79% agreement
- A town centre that functions as a transport interchange – 71% agreement
- A town centre that maximises benefits of visitors for locals – 69% agreement
- A town centre that is a vibrant and welcoming visitor destination with an active spine along Dangar Road – 69% agreement

Compared to the agreement on the place principles, community agreement with the exhibited vision was relatively low, but still a clear majority at 56%. When respondents didn't agree 100% with the vision, they often mentioned parking in their description of why they didn't agree. Following community feedback, the vision was adapted (see Background Section of Council Report GM24/22) to emphasise that Brooklyn village is a liveable place for people that is welcoming and vibrant for the whole community – both residents and visitors. The amended vision also emphasised Brooklyn's function as a port and transport interchange – supporting all river communities to transition between river, road and rail.

## **Response to the vision and guiding principles as they relate to car parking management**

Within the context of a car parking discussion, a town centre that “celebrates and preserves its connection to the river” would suggest that the areas closest to the river should be reserved for people and not for cars. A town centre that “supports local business” would suggest that adequate car parking is available at an appropriate time for those wishing to spend money at village centre businesses so that businesses can grow and flourish. A town centre that is “liveable, welcoming and vibrant” would suggest that Council and the community needs to be working towards the village being a place for people and not cars. A focus on Brooklyn as a “port and a transport interchange” suggests that transit-oriented planning principles should be adopted – which, amongst other things, include a focus on walkability and pedestrian connections, the creation of public plazas, locating retail and cafes near the transit hub, reducing parking immediately adjacent to the transit hub, and providing enhanced multi modal transport connections to the transit hub.

In summary, the vision and guiding principles adopted for Brooklyn have been translated as guiding car parking recommendations in the follow ways:

1. Move car parking away from the river to make room for people
2. Move car parking away from the transit hub to create plazas and open spaces for people
3. Pedestrianise and activate the areas surrounding the transit hub for, and with, people
4. Make a liveable place for people, and not cars, by providing opportunities for people to stop, linger and connect
5. Ensure that visitors, both local to Brooklyn and from elsewhere, can access the recreational areas within Brooklyn Village.

## **Data used to make recommendations**

### **Offshore resident parking demand and parking policy considerations**

Since the commencement of the place management approach in Brooklyn, a common point of agreement amongst the river community was the need to measure the parking problem to understand it. Detailed measurement and survey work has been undertaken over the ensuing months and years – but with a view of understanding Brooklyn holistically from a place-based perspective, not just the needs of individual user groups which have been clearly articulated in the past.

A review of historic surveys, recent on the ground parking surveys, community submissions and Australian Bureau of Statistics data has been examined to estimate overnight/long stay car parking demand for offshore residents – including residents of Central Coast Council who access Brooklyn via boat. It is noted that several river residents moor boats at marinas throughout Brooklyn (east and west) and the parking associated with this service is required to be provided by the marina itself.

It is estimated from a review of historic surveys and a desk top analysis that demand for overnight parking for offshore residents is between 117 and 220 spaces – which is a significant quantity of cars being parked on public land. Practical, on the ground surveys, suggest that overnight parking demand for the entire village precinct east of the railway bridge (not just offshore residents) could be in the vicinity of 310 spaces (excluding trailers). This estimate is based on a survey conducted at 6am during the COVID lock down period in September 2021 when parking demand was anecdotally likely to be the highest for on and offshore residents.

Notwithstanding the demand for long stay car parking, Council will need to determine an appropriate policy approach to providing car parking for this user group i.e. resident parkers who have no access to parking on their own properties. Most local governments in this situation do not supply 100% of parking demand – often due to the competing demands for the use of public land. This report recommends that Council seek to make available one space per rateable offshore property – a total of 220 spaces.

The 2019 car parking survey that informed Council's Car Parking Management Study indicated that several parking precincts in the village centre of Brooklyn exceeded 85% utilisation and therefore it was recommended that the next stage in managing demand in those precincts is to install timed parking to manage this demand. Officers are aware from longitudinal studies, historical community feedback and on-site observations that the prime precincts on the waterfront in question in Brooklyn are used as long stay car parking over multiple days for offshore residents. Data on length of stay of car parkers using public land is critical to understanding an appropriate management and parking policy response in these high demand parking areas.

To this end, an 8-day study was conducted in December 2021 to understand parking patterns over the longer term in Brooklyn. The study area was focused on the unrestricted, off street car parking areas in the Dangar Road/Wharf Car Park and the Lower McKell Car Park as it has been noted in previous studies that areas further away from the river tend to have a higher turnover of car parking spaces. These two off street parking areas are also the high value parking areas sought after by visitors.

Number plates of cars in each unrestricted car parking space in these off street car parks were recorded on the 8 consecutive days of the study period at approximately the same time each day. The study focused on counting the number of days that a car was recorded in the same

parking space – hence, how many days the car likely sat in the same car parking space without moving. There were 110 car parking spaces within the study area.

To summarise the results, single night car parking space use accounted for approximately 30% of car parking use, on average, across the study period. Cars that were parked for 2-3 nights without changing car parking spaces accounted for roughly 33% of the car parking space use. The remaining 37% of spaces were used between 4 and 8+ consecutive days – referred to hereafter as long, long stay parkers. Interestingly, if these long, long stay parkers were excluded from parking in this precinct, Council could make 37% more parking available and only impact on 60 car owners. Also notably, 17 vehicles (which were parked in one of the 110 spaces) did not move at all over the 8-day study period – which accounts for 15% use of the available parking in these two car parking areas.

Taken together, statistics on the length of use of car parking spaces would seem to suggest that a significant proportion of the car parking issue in Brooklyn is related to a “car storage” issue – that is, cars parked over multiple days without being moved. There would appear to be an adequate amount of parking, at least in the short term, however, on average, 70% of car parking in the prime waterfront areas is taken up for consecutive multi day and night use. Consideration should be given to moving these 70% of users further away from their point of departure to the river as they do not appear to be using this convenient access with a high degree of frequency – compared to visitors and single night only users who are also seeking parking in the precinct on a daily basis.

When this same study data is coded to understand the day of the week that a vehicle moved, the two busiest days for turnover of car parking were Monday and Wednesday where 42 out of 110 vehicles were moved. This equates to only 38% of car parking spaces turning over on the busiest car movement days of the week – meaning that 6 out of 10 cars were left in situ. The frequency of car use declines over the course of the week to the lowest point on a Sunday whereby only 13 out of 110 car parking spaces (or 12%) in the survey area turned over. Anecdotally, this effect is due to offshore residents moderating their travel patterns in order to be able to find convenient car parking on their return. 1,600 vehicles have been recorded entering the Brooklyn village on a Sunday.

Other important data informing decisions around car parking management in Brooklyn relates to the arrival times of the 1,600 vehicles. Traffic volume (tube count) data from Dangar Road collected in November 2021 indicates that the morning peak arrival time in Brooklyn is 10am. The afternoon peak arrival is at 12pm. As such, Brooklyn appears to currently have a morning tea and lunch time visitor economy. The tube count data shows that, on average, at the peak morning arrival time of 10am on weekends, only 2 of 50 vehicles entering the Lower McKell precinct found parking in Lower McKell Park and only 5 of 45 vehicles entering at the 12pm peak found parking in the same area. The remaining vehicles were captured by the tube count leaving the precinct – often creating the traffic congestion that the community raise concern



about. Overall, this result suggests that Brooklyn is not accommodating the visitor demand for parking and therefore is not capitalising on associated economic benefits of this visitation.

Four main policy questions arise when considering this local data:

1. With data suggesting that 70% of offshore residents park for 2 or more nights in a consecutive fashion, is it appropriate to reserve the unrestricted car parking in the closest possible proximity to the Brooklyn Mooring Co-op and ferry wharf for the convenience of offshore residents or should such infrequent car users be moved further away from the key visitor destinations to support access to car parking for the up to 1,600 vehicles entering Brooklyn per day?
2. Can car parking be timed in these key destinations to benefit those offshore residents who are coming and going with a greater degree of frequency (30% of surveyed car parking spots turn over each day) such that they would still be able to park overnight and would benefit from a greater availability of parking on their return to Brooklyn in the evening. To achieve this, it is important to remove competition for car parking from the 70% of multi day stay parkers.
3. In timing the car parking restriction in these precincts, is it possible to time the commencement of restrictions such that car parking spaces are required to turn over at 10am and 12pm to match the peak of arrivals such that parking is available for visitors?
4. And overall, what is an appropriate and balanced approach to managing offshore resident parking demand?

The data outlined above suggests that not all offshore resident parking demand is equal in terms of the frequency that convenient access to boats and ferries is required. Given the competing demand for car parking at the regional park and village centre, a policy approach which prioritises access for daily offshore resident car users may provide an appropriate balance.

### **Land use and appropriate uses of public land**

#### **Crown Land**

Over the years, Council has received reports and advice regarding the management requirements for Crown Land in Brooklyn (Saltpan Reserve, McKell Park and Parsley Bay amongst other parcels) and the legislative requirement for Council, as the land manager, to provide equitable access to this land to the people of NSW. Unrestricted parking within a Crown Reserve (Lower McKell Park) - which practically functions to provide long term parking for offshore residents - effectively excludes other recreational users from accessing the reserve. Car parking turnover data discussed above demonstrates this exclusionary effect

given the very low turnover of parking spaces – particularly on peak recreational visitation days.

The following statement is provided on the Crown Land website - “Crown Land managers need to keep in mind that the reserve is to be managed on behalf of the people of NSW as a whole, and not for a particular group or interest or local community”. During this current review of parking in Brooklyn, Crown Lands Department have been clear in providing a pathway forward if Council is of a view to provide space to accommodate resident parking on Crown Land. To this end, the Department state that *“a direct lease with the department would be required to facilitate parking for offshore residents on public recreation reserves”*.

Further to this, advice has been provided that *“storage of watercraft and other private items on Crown land is considered unauthorised. Council in their capacity as Crown land manager need to assess the appropriateness of any storage activities and if deemed appropriate consider licencing and appropriate rental”*. Essentially, the advice received requires that storage of private items on public land must come at a cost to those benefiting from that use. In this regard, Crown Lands have advised that it is Council’s role to determine where such an arrangement may be feasibly explored within Brooklyn.

It is argued that formed car park areas servicing the regional park and boat ramp in Brooklyn are not suitable for a resident parking area as they will not facilitate access to the land for the people of NSW and, more broadly, will not ensure the delivery of the adopted vision for Brooklyn. The unformed open area in Upper McKell Park, known as the “overflow parking area”, is a site that does not overtly service the regional park or boat ramp at present and could potentially be made available for resident parking purposes.

## **Operational Land**

The Council owned Operational Land in Brooklyn is located at various locations on both sides of Dangar Road and includes the Dangar Road/Wharf Car Park.

When outlining how land should be managed by Council, land with an operational classification should ordinarily be used for the following three purposes under the Local Government Act 1993.

*“Operational land would ordinarily comprise land held as a temporary asset or as an investment, land which facilitates the carrying out by a council of its functions or land which may not be open to the general public, such as a works depot or a council garage”.*

Chapter 5, Sections 21-23 of the Local Government Act 1993 outlines the functions of Councils. The Act specifically mentions an example of a Council function associated with “land & property, industry & tourism development & assistance”.

In this case, it is considered that the function of the Operational Land upon which the Dangar Road/Wharf Car Park is located should fulfil the function of industry and tourism development and assistance through providing parking for visitors to the village centre – consistent with the Car Parking Management Study recommendation. In the shorter term, it is recommended that the site be managed via timed parking to support the economic functioning of the village centre. In the longer term, once additional parking supply in Brooklyn is identified, returning the site to public recreation use through the creation of a public plaza that connects people to the river would be consistent with both the land use zoning and the vision for Brooklyn.

With regards to the Operational Land along the southern side of Dangar Road, due to the public ownership of much of this land, Council is in a unique position to use publicly owned land in Brooklyn to leverage an outcome consistent with the vision for Brooklyn in a way that it is not able to in many other town centres. Council can do this through controlling how the land that it owns on the main street is utilised.

Concept designs presented to the Council's place managers by the community, and previously presented in various consultant's reports, have outlined community developed car park designs for the 6-10 Dangar Road site - which could accommodate up to 60 cars. In referring back to the adopted vision for Brooklyn, it is argued that creating a "welcoming and vibrant place for the whole community – both residents and visitors" will not be achieved through dominating the crucial village centre with a multi deck car park, regardless of the utility of this solution. Best practice car parking principles would recommend long stay car parking for offshore residents delivered on the outskirts of the village and encouraging a walkable village centre – as outlined in the adopted Car Parking Management Study.

The use of this critical connecting piece of land/infrastructure (Dangar Road properties) for a passive use such as long stay car parking is not in keeping with the vision that the community has for Brooklyn.

### **Summary of land uses for parking**

Whilst the above narrative of "appropriate uses of land" for parking would appear to significantly disadvantage offshore residents, it needs to be considered that in every other locality in the Shire, residents are required to store their private items either on street (as opposed to in off street parking areas as are currently provided in Brooklyn) and be subject to the relevant legislation, or to pay for private storage arrangements.

### **What is Council responsible for in terms of the provision of car parking?**

Council officers have sought legal advice on this matter and have been advised that there is no legal requirement for Council to provide access to car parking for water only access properties. Notwithstanding this, this report recommends that Council provide land for parking for offshore residents at a cost to the benefiting residents via access to a resident only parking

area. Crown Lands have offered an appropriate leasing pathway to facilitate this outcome if Council is of a mind, as the land manager, to make this space available. It also recommends that on street unrestricted parking spaces be retained to accommodate this demand.

Council is not responsible for providing parking for public transport users – this is a responsibility of the State Government. Similarly, if the State grants leased or licenced use of over water uses (such as moorings) or off reserve uses (such as the Great North Walk) that create demand for parking in the village centre, it is argued that Council should not prioritise parking for these user groups - but should instead focus on providing parking for use of the land that it is responsible for managing. If Council were to provide overflow commuter car parking for public transport users (beyond that currently provided by the State on Brooklyn Road) this approach would not encourage the State Government to take action on the provision of such parking. Council does have a role to play in supporting the community by advocating for the provision of parking for these uses – noting the availability of the Transport owned land on the western side of the Hawkesbury River Station.

#### **Detailed description of proposed off shore resident parking model**

- Council offer land for a leased “residents only parking area” in the overflow area of Upper McKell Park. Given the land area is Crown Land, inclusion in the resident only parking area should be open to any interested river residents – in the first instance.
- Lease of land to be negotiated with Crown Lands Department – costs to be borne by users.
- Approximately 2000 sqm of land accommodating an estimated 100 parking spaces at grade. This footprint has capacity to expand to the west along William Street.



- Design, construction, maintenance, operating and leasing costs of the car park should be borne by users.
- Capital costs for developing a sealed, compliant with standards, car park in the vicinity of 100 spaces has been roughly estimated by Council engineers at between \$8,500 and \$10,000 per parking space.
- Governance, management and funding model for the car park to be discussed/negotiated with the community.
- Feedback on the acceptance, or otherwise, of this offer to be provided within 12 months of the adoption of this report.

It is proposed that Council seek feedback from the community during the exhibition period as to whether a resident only approach to parking in Upper McKell Park (overflow area), and potentially Saltpan Reserve (for long, long stay parking, weekend/holiday peak overflow) would be of value and worth initiating discussions with Crown Lands Department about. It is important to note that these areas have been identified as appropriate for resident only leased parking as they do not, at present, service the regional park or regional boat ramp in Brooklyn i.e., McKell Park and Parsley Bay respectively.

More broadly, if Council is of the view to make space available for one unrestricted car parking space for each offshore dwelling, the parking solution for offshore residents being put forward for feedback involves a multi-site/multi-opportunity approach – designed to both respond to the land use management constraints of Council, the adopted vision for Brooklyn and after having observed the different travel patterns of offshore residents. The figures presented below reflect the quantum of parking spaces of each type if the proposed changes to car parking management in Brooklyn discussed in detail below are progressed.

#### Opportunity 1 - Resident only parking area in Upper McKell Park overflow area

The site is estimated to accommodate at least 100 cars at grade. The site would require a user pays approach – including capital costs, lighting, leasing, maintenance and security. It is recommended that the approach to development and management of the car park be determined by the users i.e., there may be more members than available car parking spaces or it may be that each space is allocated to an individual. A footprint of approximately 2000sqm has been identified for the resident only parking area. This car parking opportunity is designed for residents who do not use their cars daily (70%) but who are interested in having a reserved parking space at a cost. Historical car parking studies have indicated that there are multiple residents who are interested in such a user pays, dedicated car parking opportunity. Current interest in the resident only scheme would need to be tested during the exhibition period.

#### Opportunity 2 - On street unrestricted parking

Following the implementation of recommended actions, there will be an observed 173 unrestricted on street parking spaces available in the village centre. Parking in these on street areas would be at no cost to residents – however, there would be competition for these parking spots by other residents and visitors. This opportunity is similar to the approaches taken by other Council's when on site car parking is not available on a property. It is noted that there are also a number of onshore properties in the Brooklyn village that, due to the age of the property, do not have access to off street parking and would also utilise these unrestricted parking spaces.

#### Opportunity 3 – Lower and Upper McKell Park, Dangar Road/Wharf car parks, Parsley Bay plus existing on street timed parking

Following the implementation of recommended actions, there are an estimated total of 215 timed spaces available in the village centre. These sites will cater for single night, overnight parking only. It is noted that removing competition for parking from multi night parkers in Lower McKell and Dangar Road/Wharf car parks through implementing timed parking, the availability of these parking spaces for returning offshore residents is envisaged to increase dramatically. Given the proposed timing restrictions, there are various times that would be required for departure from the parking space following the overnight stay – ranging from 10am to 12:30pm. It is noted that these parking restrictions will not apply to people with accessible parking stickers.

#### Opportunity 4 – Saltpan Reserve – potential overflow resident parking for weekends and peak periods

In providing the above opportunities for unrestricted parking, Council's informal policy position is akin to providing one unrestricted parking space (on street and in a resident only parking area) at a rate of at least one space per offshore dwelling - accommodating Dangar Island and Milsons Passage residences. Further overnight parking is provided in off street car parks for single night users. This option will supply additional parking choices for some offshore residents. It is noted however, that the single night users are less likely to utilise this option on weekends based on current observed travel patterns. If this travel pattern continues, or during times of peak visitation, it may be the case that an overflow area is required – potentially in Saltpan Reserve, or spill over parking may occur on Brooklyn Road to the west of the railway bridge.

It may also be the case that residents with second cars or cars that are infrequently used (17 residents did not move their car over the 8-day survey period), may choose to store these vehicles outside of the village centre in order to free up car parking for other residents. It is noted that Saltpan Reserve is a longer walk/cycle/drive/bus ride from the village centre and that buses are infrequent – especially on weekends with no buses currently operating on Sundays. As such, Saltpan Reserve may play quite a bespoke or periodic role in providing a



car parking option for some users – if it has a role to play at all. However, it is recommended that Council consult the community on the opportunity given the likely tight usage of overnight village centre parking on weekends and peak visitation periods.