

### 3 STAGE 2 - SWOT ANALYSES

#### 3.1 BROOKLYN

##### 3.1.1 STRENGTHS

###### IMPROVEMENT OF THE PEDESTRIAN, CYCLING AND PUBLIC TRANSPORT ENVIRONMENT

- Brooklyn acts as an intermodal transportation hub for both the Brooklyn residents and the surrounding river residents of Dangar Island, Little Wobby, Broken Bay, Bar Point, Milsons Passage and others. River residents rely on Brooklyn as a place to moor and park their cars, before continuing via car or taking public transport to the surrounding centres.
- The Central Coast and Newcastle Rail Line provides public transport connections to the surrounding local centres such as Hornsby as well as connecting to the major centres of the Sydney CBD and Newcastle.
- Kangaroo Point, Dangar Road, Brooklyn Central and Parsley Bay are all accessible by boat ramp, providing an additional method of transportation to the Brooklyn precinct.
- Karoola and George Streets provide parking for trailer boats as seen in Figure 3-1



Figure 3-1: Boat and trailer parking along Karoola Street

- There are numerous pedestrian crossing locations along Brooklyn Road, all with pedestrian refuges, as shown outside Brooklyn Public School in Figure 3-2.



Figure 3-2: Pedestrian crossing outside Brooklyn Public School

- Brooklyn Road has an off-street shared pedestrian/cycle path to provide accessibility for pedestrians and cyclists, as presented in Figure 3-3. The figure also shows the bus indent providing free flow for through traffic along Brooklyn Road.



Figure 3-3: Shared pedestrian/cycle path and bus indent on Brooklyn Road

- Bicycle parking is provided near the bus shelters outside Brooklyn Public School, as shown in Figure 3-4.



Figure 3-4: Bicycle Parking outside Brooklyn Public School

- Numerous bus stops are located along Brooklyn Road which are easily accessible.
- Hawkesbury River Station is located near the Brooklyn Wharf and is easily accessible from Brooklyn Road and Dangar Road.

#### AVAILABILITY OF SUITABLE LAND FOR ADDITIONAL PARKING

- The land on the corner of Brooklyn Road and Cole Street near the Rural Fire Brigade is Council owned. 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.
- The disused State Rail and on Long Island is a possible location for further parking supply.

#### LEVELS OF ENFORCEMENT AND COMPLIANCE

- Council rangers patrol the Brooklyn Activity Centre on the weekends when there is a significant increase in vehicle and boat parking in the area.

#### 3.1.2 WEAKNESSES

##### IMPROVEMENT OF THE PEDESTRIAN, CYCLING AND PUBLIC TRANSPORT ENVIRONMENT

- There is inadequate pedestrian access to parking at Parsley Bay.
- Pedestrian access to McKell park is unsafe.

##### SPATIAL EXTENT OF CONTROLLED PARKING

- Brooklyn Activity Centre includes a limited range of on-street parking controls as detailed below:
  - 4P limited sections of Dangar Road

- 4P Bridge Street near the intersection with Brooklyn Road
- 4P limited spaces in Dangar Road car park

#### ON-STREET AND OFF-STREET PARKING SUPPLY

- Limited Council owned off-street parking supply is provided in the precinct.
- There is numerous off-street parking supply in private car parks along Brooklyn Road.
- The on-street parking supply is limited by no parking zones and narrow streets such as the steep section of Karoola Street leading to Upper McKell Park as shown in Figure 3-5.
- There is no formal parking available at Little Wobby Beach so visitors park on the side of the Pacific Trail.



Figure 3-5: Karoola Street narrow street parking

#### EFFECTIVE UTILISATION OF CURRENT SUPPLY

- Parking demands differ throughout the precinct during different time periods due to the various destinations of parkers including commuters, shoppers and people accessing the wharf and parks.
- The parking delineation both on-street and in off-street parking areas is poor with limited aisle widths as presented in Figure 3-6.



Figure 3-6: Dangar Road Car Park narrow parking aisles

- Real-time parking supply information is not accessible.
- TfNSW owns and operates a 27-bay free commuter car parks near Hawkesbury River Station. These car parks operate at full capacity for the majority of the day throughout the week and are currently under

construction to improve the disability access to and from the platform, provide a disability parking bay, kiss and ride facilities and toilets. These car parks are accessible from Brooklyn Road to the south of the station.

- Long stay parking by houseboat owners along Lower McKell Park is not under surveillance and risks break ins.

**WAYFINDING SIGNAGE**

- There is very limited parking wayfinding signage along Brooklyn Road on approach to the activity centre. A simple P parking sign is located on Dangar Road providing no indication of the type of parking available as seen in Figure 3-7.



*Figure 3-7: P parking wayfinding sign on Dangar Road*

- Some of the signage is obstructed by foliage as highlighted in Figure 3-8



*Figure 3-8: No Parking sign obstructed by foliage outside Hawkesbury River Station*

**EXISTING COUNCIL POLICIES AND CURRENT PARKING MANAGEMENT**

- Council's involvement with parking issues to date has been reactive, providing inconsistent and bay or street specific solutions.
- There is no centralised coordination of parking management within Council.

**SPATIAL EXTENT OF CONTROLLED PARKING**

- There are many streets in and around the precinct with no controlled parking such as:
  - Most of Bridge Street

- George Street
  - Most of Dangar Street
  - Karoola Street
  - Brooklyn Road
  - William Street
- The car park near Brooklyn Wharf has some 4P parking but the majority of the parking is unrestricted. It is located right near Hawkesbury River Station and is used by commuters.

#### LEVELS OF ENFORCEMENT AND COMPLIANCE

- Due to the lack of on-street parking along Brooklyn Road Council regularly has problems with residents along parking illegally along Brooklyn Road causing traffic flow issues.
- Brooklyn Activity Centre is rarely patrolled by Council rangers on weekdays.

#### AVAILABILITY OF SUITABLE LAND FOR ADDITIONAL PARKING

- Council owns limited land in the centre of the Brooklyn precinct that would be suitable for additional parking.

#### INCREASING DEMAND FOR LIMITED BAYS

- The demand for parking in the Brooklyn precinct already exceeds the supply. As the location is surrounded by water, once in the centre, there is no other option for parking. The Town Centre is accessible from the surrounding major centres by vehicle via the Pacific Motorway and lesser used Old Pacific Highway connecting to the only road in and out of Brooklyn, Brooklyn Road.
- Some of the streets are at 100% occupancy such as Lower McKell Park towards the Brooklyn Playground as seen in Figure 3-9.



Figure 3-9. High occupancy parking in residential streets

#### SEASONAL PARKING SHORTFALLS

- Major problems occur in the centre with river settlement residents accessing parking on weekends.

#### INFILTRATION INTO RESIDENTIAL AREAS

- Despite the topography being quite steep, parking on streets such as the upper section of Bridge Street is common as shown in Figure 3-10.



Figure 3-10: Unrestricted parking in the upper section of residential Bridge Street

**PARKING FOR LOADING AND COMMERCIAL VEHICLES AND THE DISABLED**

- There are limited parking spaces for persons with a disability that have poor access due to the unstable surface condition from the car park to the person’s destination as shown at the Brooklyn Wharf car park off Dangar Road in Figure 3-11.



Figure 3-11: Parking for persons with a disability at Brooklyn Wharf

- No on-street loading zones were observed throughout the Brooklyn Activity Centre.

**3.1.3 OPPORTUNITIES**

The Council has many opportunities to improve the availability and convenience of parking within the Brooklyn Activity Centre study area.

**PARKING MANAGEMENT DEPARTMENT**

- A single parking management authority will allow efficient coordination of on-street and off- street parking bays.
- Parking surveys undertaken every three years will provide data which can be used to compare demand and supply issues and assist in managing parking into the future.

### 3.1.4 THREATS

#### SPATIAL EXTENT OF CONTROLLED PARKING

- The existing time restriction for boat trailers of 28 days on-street needs to be limited to areas of less parking demand by installing parking time restrictions or more boat trailers will occupy highly desired parking bays.

### 3.1.5 KEY FINDINGS

- *There are plenty of options for people to access this area, either through public or private transport.*
- *There is a limited range of parking controls in both on-street and off-street carparks.*
- *The on-street parking in this area is limited by no-parking zones and narrow streets.*
- *Utilisation of the current supply could be increased through the improvement of the delineation of parking.*
- *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.*
- *There is little parking for disabled individuals as well as no observed loading zones.*
- *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.*
- *Signage could be improved to show drivers where a parking bay that suit their needs could be.*
- *The improvement of integration of all transport modes will encourage less use of vehicles in this area.*

### 3.2 BEROWRA WATERS ACTIVITY CENTRE

#### 3.2.1 STRENGTHS

##### ON-STREET AND OFF-STREET PARKING SUPPLY

- The Bay Road car park provides numerous off-street parking bays in the Activity Centre.

##### SPATIAL EXTENT OF CONTROLLED PARKING

- The Bay Road off-street parking area has marked boat trailer parking areas.
- The Bay Road upper deck car park is marked as single vehicle only parking.

##### IMPROVEMENT OF THE PEDESTRIAN, CYCLING AND PUBLIC TRANSPORT ENVIRONMENT

- Due to the high pedestrian activity there is a shared zone on exit from the ferry to Berowra Waters Road as shown in Figure 3-12.



Figure 3-12: Shared zone near ferry terminal

- A pedestrian crossing and footpath are provided on entrance to the Bay Road Car Park as seen in Figure 3-13



Figure 3-13: Pedestrian crossing in Bay Road Car Park

- A bus stop is located inside the Bay Road car park beside the parking for persons with a disability due to the lack of width for a bus stop along Bay Road.
- A ferry provides access across the Berowra Creek for vehicles, persons, motorcyclists and cyclists.



#### PARKING FOR LOADING AND COMMERCIAL VEHICLES AND THE DISABLED

- There are four marked disability parking bays in the Bay Road car park as shown in Figure 3-14.



Figure 3-14: Bay Road Car Park parking for persons with a disability

#### LIGHTING AND SECURITY

- Both Kirkpatrick Way and Bay Road Car Park are marked as having security cameras in use as shown in Figure 3-15



Figure 3-15: Security cameras in use along Kirkpatrick Way

### 3.2.2 WEAKNESSES

#### SPATIAL EXTENT OF CONTROLLED PARKING

- Berowra Waters precinct has no controlled parking limits on-street.

#### ON-STREET AND OFF-STREET PARKING SUPPLY

- Limited Council owned off-street parking supply is provided off Kirkpatrick Way. The parking that is provided is signed as 'resident only' parking.
- Due to the widths of Bay Road and Kirkpatrick Way there is very limited parking as shown in Figure 3-16.



Figure 3-16: Kirkpatrick Way narrow street parking

**EFFECTIVE UTILISATION OF CURRENT SUPPLY**

- There is high resident parking demand and visitor parking demand along Kirkpatrick Way. The current fenced and gated resident parking section is underutilised while the visitor parking increases to full capacity as shown in Figure 3-17.



Figure 3-17: Kirkpatrick Way resident parking

- Figure 3-18 shows that during the week and on weekends the upper deck single car parking area off Bay Road is underutilised while single cars are parked in the boat trailer parking bays as seen in Figure 3-19.



Figure 3-18: Underutilised upper deck car park



Figure 3-19: Single cars parking in boat trailer parking in Bay Road car park

- Parking overspill occurring on weekends onto Bay Road due to the underutilisation of the available off-street parking. Trailers parked on Bay Road create a safety issue for through traffic.

**WAYFINDING SIGNAGE**

- There are limited parking wayfinding signs along Bay Road on approach to the activity centre as shown in Figure 3-20.



Figure 3-20: Limited parking signs for Bay Road car park

- There is no parking wayfinding signs for the Council owned car parking at the end of Kirkpatrick Way as seen in Figure 3-21.



Figure 3-21: No parking wayfinding signage at the entrance to Kirkpatrick Way

#### EXISTING COUNCIL POLICIES AND CURRENT PARKING MANAGEMENT

- Council's involvement with parking issues to date has been reactive, providing inconsistent and bay or street specific solutions.
- There is no centralised coordination of parking management within Council.

#### SPATIAL EXTENT OF CONTROLLED PARKING

- The following streets have either no parking or unrestricted parking areas dependent on the width of the road:
  - Bay Road
  - Kirkpatrick Way

#### LEVELS OF ENFORCEMENT AND COMPLIANCE

- Single cars are often parked in the boat trailer parking areas rather than parking in the dedicated upper deck car park.

#### INCREASING DEMAND FOR LIMITED BAYS

- The demand for parking in the Berowra Waters precinct already exceeds the supply on the Kirkpatrick Way side of the Berowra Creek as shown in Figure 3-22.



Figure 3-22. Kirkpatrick Way parking both sides

#### SEASONAL PARKING SHORTFALLS

- Major problems occur in the centre with visitors to the area accessing parking on weekends.

#### PARKING FOR LOADING AND COMMERCIAL VEHICLES AND THE DISABLED

- The uneven surface along Kirkpatrick Road is prohibitive for disabled persons so none of them are marked as parking for persons with a disability.

### 3.2.3 OPPORTUNITIES

The Council has many opportunities to improve the availability and convenience of parking within the Berowra Waters precinct.

#### BETTER USE OF CURRENT SUPPLY

- Council has the opportunity to introduce off-street parking time restrictions to the Bay Road car park to manage the current supply of parking and provide parking for short and medium term parkers within the precinct.
- Providing parking for visitors and residents in the residents parking area will alleviate weekend parking issues along Kirkpatrick Way.

#### PARKING MANAGEMENT DEPARTMENT

- A single parking management authority will allow efficient coordination of on-street and off-street parking bays.
- Parking surveys undertaken every three years will provide data which can be used to compare demand and supply issues and assist in managing parking into the future.

### 3.2.4 THREATS

#### EFFECTIVE UTILISATION OF CURRENT SUPPLY

- If changes to parking management are not implemented the use of parking near Bay Road will continue to exceed supply and drivers will continue to park on Bay Road instead of searching for available parking off-street in the Bay Road Car park.

### 3.2.5 KEY FINDINGS

- **Large amounts of vehicle and pedestrian activity on both sides of Berowra Creek.**
- **There are no controlled parking limits for on-street parking.**
- **The demand for parking is not satisfied by the limited Council owned off-street parking supply in Kirkpatrick Way.**
- **Disabled individuals will have trouble with the uneven surfaces of the roads and lack of disabled parking bays.**
- **The Bay Rd upper deck single car parking area is underutilised while single cars are parked in boat trailer bay as seen in Figure 3-18 and Figure 3-19. Parking management strategies to accommodate different levels of demand throughout the week.**
- **Parking information should be available to the public on an online platform so that drivers may have information about parking, especially on weekends.**
- **The frequency of parking enforcement needs to increase for compliance to increase.**