

1 CAR PARKING MANAGEMENT - BROOKLYN

EXECUTIVE SUMMARY

- The adoption of the Discussion Paper – Brooklyn Place Planning in 2021 outlined a working vision and strongly identified that the community saw parking as the highest priority issue to be undertaken in working toward that vision.
- Over the last 30 years, Council has commissioned in excess of 20 studies, reports, consultations or surveys on the issue of car parking management in Brooklyn.
- The Car Parking Management Study (GM21/20) and the Discussion Paper – Brooklyn Place Planning (GM31/21) are the most recent documents considering car parking management in Brooklyn.
- To improve functionality and provide equitable access to destinations within this precinct, this report recommends undertaking community consultation and implementing time restricted parking on Council managed land in various locations within the Brooklyn Village Centre. It also recommends the exclusion of trailer parking in the village centre – except Parsley Bay where trailer parking should remain, albeit timed.
- Community consultation on the development of an offshore resident only parking area in the overflow area of Upper McKell Park is recommended on a user pays basis.

RECOMMENDATION

THAT:

1. Council endorse the car parking management plan and attachments outlined in this report and place it on public exhibition.
2. Council undertake consultation with the community as outlined in the report and attachments.
3. Following the exhibition period, a briefing be held with Councillors outlining community feedback. Subject to feedback, the recommended changes may then be forwarded to the Local Traffic Committee for consideration.
4. Council, in principle, endorse the use of Upper McKell Park overflow area to be used as a resident only parking for offshore residents on a user pays basis - subject to formal community acceptance of the scheme within 12 months of this report. The balance of parking for offshore residents should be provided via restricted and unrestricted on and off-street parking.

PURPOSE

The purpose of this report is to seek Council's endorsement to exhibit proposed changes to car parking management in Brooklyn. It also seeks Council's in principle endorsement to establish a resident only parking area in the overflow parking area in Upper McKell Park, if agreed to by the community.

BACKGROUND

At its July 2021 General Meeting, Council considered a report on the community feedback on the *Discussion Paper – Brooklyn Place Planning* and resolved to:

1. *Note the survey results and summary of comments received during the exhibition of the Discussion Paper – Brooklyn Place Planning.*
2. *Endorse the guiding principles and priority actions for the development of the Brooklyn Place Plan as outlined in the Discussion Paper.*
3. *Endorse the revised "working version" of the vision for Brooklyn such that it may be further tested with stakeholders as the Brooklyn place planning process progresses.*

The “working version” of the vision for Brooklyn is:

“Brooklyn protects its unique natural environment and celebrates its rich European and Aboriginal heritage and waterfront village atmosphere. The Brooklyn village is a liveable place for people that is welcoming and vibrant for the whole community – both residents and visitors. The village centre is attractive, well maintained and provides support for local businesses. In fulfilling its function as a port and transport interchange, Brooklyn village will support all river communities to transition between river, road and rail.”

4. *Staff to hold a workshop with Councillors to discuss an approach to, and principles associated with, car parking management in Brooklyn.*

In summary, Report No. GM31/21 recognised that in order to effectively implement the Place Plan objectives in Brooklyn the first action would need to address car parking, noting this was the clear feedback of the community.

The Car Parking Management Study (CPMS) was adopted by Council in September 2020 via Report No. GM21/20. In adopting the study, Council resolved to:

1. *Adopt the Hornsby Shire Car Parking Management Study as a technical document to provide overall car parking policy direction and recommendations for Council over a 10-year horizon in accordance with General Manager's Report No. GM21/20.*
2. *Undertake engagement with stakeholders where appropriate, to build community and stakeholder support in advance of implementation of any recommendation in the Hornsby Shire Car Parking Management Study within a precinct.*

The CPMS is a Shire wide study that sets out the challenges, objectives, principles and policies to proactively manage parking needs across the Shire, including Brooklyn. Councillors were provided with a series of informal workshops on 16 March and 18 May 2022 to outline the background, history, and current car parking practices in Brooklyn.

DISCUSSION

Over the last 30 years, over 20 reports, studies, consultations or surveys have been conducted into appropriate measures to address car parking concerns in Brooklyn. This work has been completed at a significant cost to all rate payers in the Shire and, in essence, looked to address the issue of it, how and where to accommodate private parking on public land for offshore residents who do not have access to parking on their own land.

The historic off shore user driven decision-making process associated with car parking management in Brooklyn has resulted in an approach to car parking management that constrains access to the village centre and regional park for residents of the Shire and other visitors. Access has been constrained through the non-application of time restricted parking. In doing so, the recreational and economic potential of the village has been inhibited.

Data collected in 2021 shows that 50% of all visitors to Brooklyn are from elsewhere in the Hornsby Shire, with up to 800 vehicles per day. The data also shows that these residents are not being accommodated by current car parking management practices. A further car parking utilisation survey was undertaken in Brooklyn over an 8-day period in December 2021 and showed that 70% of parking in the off street car parks of Lower McKell Park and Dangar Road/Wharf Car Park were taken up by multi night stay parking. The data illustrates that 33% of car parking spaces in this precinct were occupied for 2-3 consecutive nights, 37% of car parks were occupied for 3-8+ consecutive nights and 30% of car parks were occupied for a single night. It would appear from this data that car storage requires a different management approach compared to car parking. This longitudinal car parking data has informed recommendations for car parking management given that the offshore community has historically argued that unrestricted car parking should be provided at the closest location to their departure point to the river. The data would suggest that the requirement for convenient access to car parking is not being used with daily frequency by 70% of car park users.

To progress car parking management in Brooklyn it is recommended that Council give equal weight to the best practice car parking management recommendations in the CPMS, its land management responsibilities for public land and alignment of the recommendations with the adopted vision and guiding principles for Brooklyn.

The recommendations put forward in this report have been informed by:

- Amended recommendations from the Car Parking Management Study
- Feedback from numerous discussions with various community groups
- Extensive historical background research
- Legal advice
- Advice from the Crown Lands Department
- Data on car parking usage throughout the previous three years
- On ground observations in Brooklyn over three years by Council's Place Managers.

The attached Issues Paper provides a background explaining why the associated recommendations have been put forward for consultation and provides:

1. Recommendations from the Car Parking Management Study 2020.
2. Vision and guiding principles adopted by Council through the Discussion Paper – Brooklyn Place Planning 2021.
3. Data on use of car parking in Brooklyn from a variety of sources.
4. Legislative requirements for the management of public land.
5. A position on Council's responsibilities with regards to car parking provision.

Much of this detailed information will be made available to the community throughout the exhibition period of the proposed changes to car parking management on Council's new HiVE consultation platform.

PROPOSED ACTIONS RECOMMENDED FOR EXHIBITION

Whilst Brooklyn is a complex place with many user groups and complex interactions, the recommended way forward for car parking management for Brooklyn is relatively simple. It is recommended that Council align best practice car parking management practices, with legislatively driven, land management requirements and the community driven vision for Brooklyn. The recommended approach is for existing off street car parking locations in Brooklyn and on street parking on the northern side of the road servicing the Upper McKell Park picnic area be time restricted. Trailers are also recommended to be excluded from parking on public land in the village centre - subject to further consultation. Ultimately to facilitate this outcome, a focus needs to be placed on providing space to accommodate car parking and car storage for offshore residents on an appropriate parcel of land – at the cost of those residents who will benefit.

Proposed resident parking model

The goal of the resident parking model is to provide space for one vehicle per rateable property for offshore residents – a total of 220 spaces.

Details of the proposed model can be found in Attachment 1.

In summary, it is proposed that offshore residents be offered space in the overflow area of Upper McKell Park to develop a resident only parking area – at their cost. This space is estimated to accommodate approximately 100 cars at grade and is estimated to cost around \$10,000 per space to construct. The space would also need to be leased from Crown Lands. The balance of resident parking would be available in unrestricted on street and (timed) off street parking – 173 and 215 parking spaces are respectively available if recommended car parking management changes are implemented. This volume of unrestricted off street and on street parking exceeds the target of 220 spaces by 53 spaces.

It is noted that when competition for parking is high, such as on weekends or holiday periods, overflow resident parking may be required in Saltpan Reserve or elsewhere. It is recommended that Council consult the community on the need for this overflow parking area during the consultation period.

Car Parking Management - Stage 1

Brooklyn Village Centre

- Consult the community on the most appropriate way to prohibit the parking of trailers, on and off street on public land, within the precinct east of the railway bridge in the Brooklyn Village Centre. Consultation will be on the total exclusion of trailers within the precinct versus street specific exclusions
- Encourage trailer owners to find trailer storage arrangements on private land. If on street trailer storage throughout west Brooklyn becomes an issue, consider implementing further "car only" or

timed parking restrictions – noting the forthcoming Public Spaces (Unattended Property) Act 2021 – which will likely shorten the time that unattended property can be left on public land

Dangar Road/Wharf Car Park

- Operate the car park in a manner consistent with its operational classification under the *Local Government Act 1993* and in alignment with the recommendation in the CPMS to service businesses/industry/tourism in the village centre by implementing timed parking. (e.g. 4P – 6am to 6pm). Consult the community on the duration of restrictions and the start and finish time
- Install a car share service in the two existing unrestricted on street parking spaces outside 12 Dangar Road – subject to feedback on user demand. Consult with the community on location and volume of spaces for car share vehicles
- Consult on the need for storage lockers for ferry users and associated need for short term car parking (30 min)

Lower McKell Park

- Time restrict all off street car parking (e.g. 4P - 6am to 6pm) to meet land management requirements of Crown Land and consult with the community on the duration of restrictions and the start and finish time
- Retain existing accessible parking spaces
- Install 2 x 30-minute (6am to 6pm) spaces to facilitate loading/unloading to service park users at the eastern end of the car park
- Retain Brooklyn Mooring Co-op access to pontoons
- Consult on the need for short term storage lockers

Parsley Bay Boat Ramp

- Install approximately 3 x 30-minute parking spaces to facilitate loading/unloading on the eastern end of the break wall for non-powered watercraft (e.g., 30min – 6am to 6pm) and consult the community on the duration of restrictions and the start and finish time
- Time all car only parking in the precinct (e.g., 6P - 6am to 6pm) to meet land management requirements of Crown Land and consult with the community on the duration of restrictions and the start and finish time
- Time car and trailer parking in the northern/main trailer parking zone (e.g., 12P - 6am to 6pm) and consult with the community on the duration of restrictions and the start and finish time
- Make car and trailer parking on southern side of the site adjacent to the toilet block flexible such that it can be used by car or cars with trailers – time this section (e.g., 6P - 6am to 6pm) to support shorter boating and recreation trips and consult with the community on the duration of restrictions and the start and finish time

It is noted that the potential exclusion of trailer parking on road and elsewhere in the eastern Brooklyn village precinct will mean that capacity of the boat ramp is capped, and that overflow car with trailer parking will be limited to west of the rail bridge outside of the village centre. The impact of this approach will need to be monitored. In the longer term (Stage 2), pair a paid parking arrangement in Parsley Bay with a smart notification system that alerts incoming boat launchers to the absence of available parking prior to launching their boat.

Upper McKell Park

- Time car parking (e.g., 4P - 8:30am to 6pm) in Upper McKell Park on the no through road leading to the picnic area (northern side of road only) to meet land management requirements of Crown Land and consult with the community on the duration of restrictions and the start and finish time
- Install one new accessible car parking space at the eastern end of the formed, on street parking (northern side) to support access to the new accessible picnic shelters and public amenities
- The unformed overflow area at the western end of the Upper McKell Park near Karoola Street is not currently considered to be serving the park visitors given that it is unsealed. Commence discussions with offshore residents regarding use of this space for a resident only parking scheme – user pays.

Time limit agreement to this offer to 12 months from the adoption of this report. Subject to resident support, consultation be undertaken with Crown Lands concerning the terms of any lease.

Advocacy

Advocate, in conjunction with the community, to formalise commuter parking and to enhance supply of parking (possibly a multi deck) to respond to State generated parking demands in Brooklyn e.g., moorings, Great North Walk and public transport (ferry and rail). Council is not responsible for providing parking for these uses.

Signage

Install directional signage within the village centre to improve traffic flow.

Shared zone

Install a shared zone in Lower McKell Park along Dangar Road (between heritage palms) to improve village centre walkability and pedestrian safety.

Alternative transport

Promote visitation to Brooklyn via public and active transport.

More details on the proposed changes and community consultation can be found in the attached Consultation Paper and Engagement Plan (Attachment 2 and 3).

Stage 2

Following the exhibition of the proposed changes and implementation of adopted parking controls for Stage 1 measures, a review of the efficacy of the car parking changes should be undertaken after 12 months. This will guide Stage 2 actions. Stage 2 actions may include:

- Extension of shared zone along Dangar Road from the Brooklyn Wharf to Brooklyn Road
- Paid Parking in Parsley Bay
- Investigations into additional parking supply
- Additional parking restrictions

The provision of additional parking supply in Brooklyn will be key to achieve the long-term vision for Brooklyn.

PROJECT ROLL OUT

Subject to feedback received during the exhibition period, the actions will be rolled out in a measured and staged manner throughout 2022/23 with adequate notice and signage provided in the lead in to changed parking management arrangements. The changes to car parking management will need to be accompanied by an enforcement regime to ensure that they achieve the desired outcomes.

CONSULTATION

In the preparation of this report significant consultation with the people of Brooklyn and river communities by Council's Place Managers over the last 3 years has been drawn upon along with a review of survey data and the volumes of submissions made over the last 30 years. It is noted that the executive of the Brooklyn Community Association and the Dangar Island League have been particularly forthcoming in assisting staff to understand the circumstances and context of life in Brooklyn and on the river. It is important to be clear that their views are not necessarily reflected in the recommendations associated with this report and it is understood that there is not likely to be majority support for the recommendations contained within this report – especially from offshore residents. The recommendations put forward are consistent with legislative requirements, based on best practice, and are consistent with the adopted vision for Brooklyn.

A Consultation Paper and Engagement Plan, found in Attachments 2 and 3, will guide the feedback process during public exhibition and provides a context for the various land uses and where it is recommended community feedback be received. This consultation process will be conducted on Council's new HiVE engagement platform. It is not recommended that further consultation be undertaken on matters of legislative compliance in car parking management as Council has received advice from the relevant authorities in this regard. As such, the community will not be asked if timed parking should or shouldn't be implemented on Crown Land – for example.

Further detailed consultation and negotiation will be required regarding the potential creation of a user pays, resident only parking area in the overflow area of Upper McKell Park. In this regard, it is recommended that the community form a small working party of no more than 5 members to liaise with Council staff to progress the matter. It is recommended that Council resolve, in principle, to provide this land for this purpose so that community negotiations with Crown Lands can proceed with confidence if the community wish to progress this approach. This engagement will take place via working group meetings.

BUDGET

The implementation of Stage 1 changes to car parking management can be accommodated within recurrent Traffic budgets. Staff time will also be made available to assist the community with the negotiations with Crown Lands to secure space for a resident only parking area if there is support for this. The installation of the shared zone in Stage 1 as well as directional signage will need to be prioritised in future budgets. Stage 2 changes are not yet budgeted as the required changes are not yet understood.

Enforcement of the new car parking restrictions in Brooklyn will require either the redeployment of existing Ranger staff away from current priority enforcement precincts or the employment of additional staff. The costs of any additional staff are likely to be covered through the revenue generated from parking infringements.

POLICY

There are no policy implications associated with this report. The report recommends that Council adhere to the relevant legislation in the management of community and operational land. If the recommendations included in this report are adopted by Council, Council is functionally agreeing to make space available for one unrestricted parking space per off shore dwelling. This space will be available in a combination of on street and off street parking in the village to the east of the railway bridge. It is noted that it is not recommended that this be a formal policy position of Council – merely a guiding principle at this stage and should be subject to community feedback.

CONCLUSION

The resolution of an approach to car parking management in Brooklyn is an extremely difficult challenge given the multiple competing stakeholders and uses and limited physical space. Council has been seeking to address this issue for more than 30 years. In crafting the recommendations, attempts have been made to balance the needs of a variety of place users. Travel pattern data across the course of a week has guided the recommendations made as the data shows that not all offshore residents access parking in Brooklyn with the same frequency – which suggests that cars can reasonably be stored further away from points of departure. Officers have also considered land management requirements of Council and the adopted vision for Brooklyn.

Recommendations for car parking management are designed to support both visitors and locals. The proposed solution asserts that Council is not responsible for providing commuter parking or parking for “off Crown Reserve” uses – instead, this report and attached Issues Paper argues that Council should prioritise car parking provision for functions that it is responsible for – which is providing access to Crown Land that it manages for recreational purposes and village centre parking for businesses and visitors. The solution is also based on the principle that it is not appropriate to store private items on public land at no cost. Legal advice outlines that Council is entitled to time restrict the parking areas proposed within this report.

The solution being proposed for consultation, involves a variety of options for offshore residents parking, either free on street or in a paid, resident only parking area. Options for overnight parking in timed parking spaces have also been included, as has the potential use of long stay/overflow parking in Saltpan Reserve. The offer of leased land to establish a resident only car parking area in the overflow area of Upper McKell Park is recommended to be time limited (12 months) and should not delay the roll out of recommended car parking changes after the exhibition period. It is noted that in making the offer to make land available for private uses, that the costs of leasing, construction, management and maintenance of the asset be borne by those benefiting from its use.

RESPONSIBLE OFFICER

The officer responsible for the preparation of this Report is the Acting Manager Strategy and Place – Julie Ryland - who can be contacted on 9847 6773.

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:

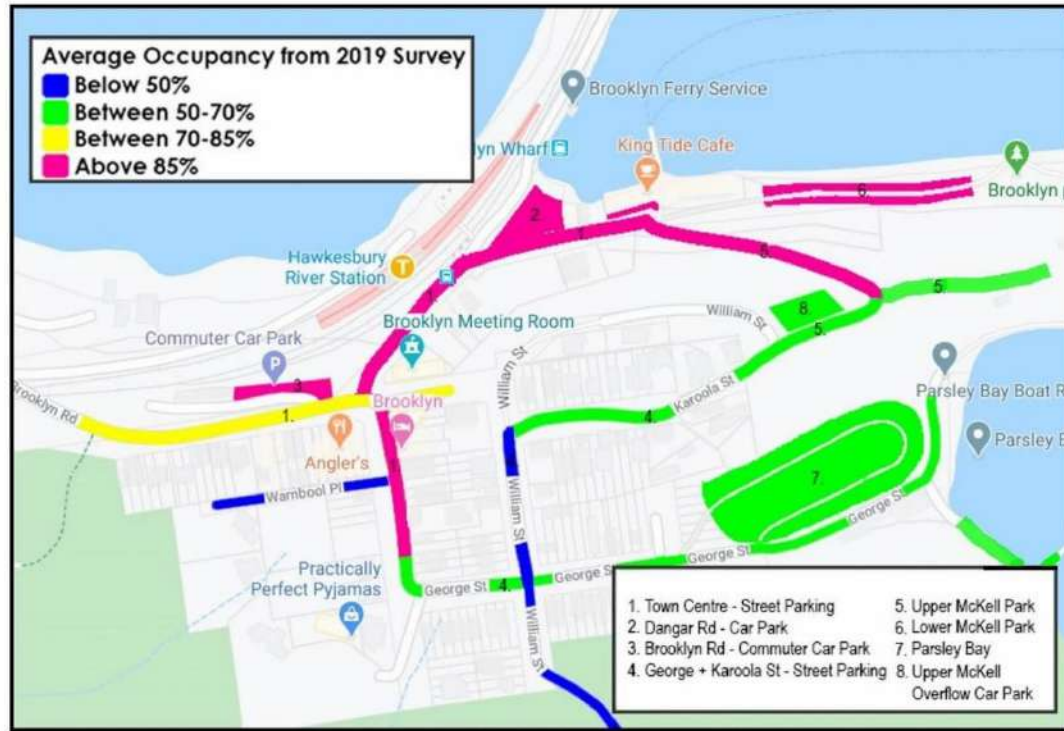
1. Time restrict car parking in all off street car parks in Brooklyn
2. Time restrict on street car parking servicing Upper McKell Park picnic areas
3. Exclude trailer parking from the village centre – excepting the timed parking in Parsley Bay
4. Provide space for a resident only parking area in Upper 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
Utilisation Surveys	<ul style="list-style-type: none"> 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. 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.. Peak occupancy on-street is 71% on a Thursday at 2pm, and, 77% on a Sunday with peak demand occurring from 12pm to 3pm. 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. The time-restricted areas of on-street parking generate an average turnover of 4.6 cars during the survey on Sunday. The unrestricted areas of on-street parking generate an average turnover of 2.3 cars during the survey on Sunday. The average length of stay on-street on a Sunday is 5 hours for on-street parking.
SWOT Analysis	<ul style="list-style-type: none"> 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.

Recommendations					
Hierarchy of Parking	Priority	Brooklyn Town Centre Parking		Outside Brooklyn Town Centre Parking	
		On-street	Off-street	On-street	Off-street
	Highest 	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">Wambool PlaceBridge StreetBrooklyn Road from the bridge over the train line to Dangar Road.					
Four-hour parking (4P) is to be implemented on:					

Recommendations	
<ul style="list-style-type: none"> • Dangar Road • George Street from Bridge Street to William Street • William Street from George Street to Karoola Street • William Street from Dangar Road to Karoola Street. • Upper and Lower McKell plus slip road 	
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.

Brooklyn Car Parking Management Consultation Paper

The document below outlines recommended car parking management changes in Brooklyn east of the railway bridge

The "Feedback sought" section for each precinct outlines the nature of the feedback that Council will seek from the community.

Council will use this exhibition period to trial the new "The HiVE" online feedback and engagement platform to elicit feedback from the community. The community will be surveyed based on the "Feedback sought" questions below. Hard copy surveys will be made available for those residents that do not have internet access.

The Car Parking Management Study (CPMS) acts as the basis of the recommendations being consulted upon. It is noted that the adopted priority of car parking management actions have been amended to ensure that a consistent, wholistic approach aligns with the adopted vision and guiding principles for Brooklyn.

Dangar Road/Wharf Carpark – 1 Dangar Road

Purpose: The CPMS identifies this car park as the main carpark used by visitors to service the village centre businesses and restaurants and recommends a 4 hour length of stay. It is recommended that this regime be in place between 6am and 6pm.

The timing regime recommended will require the first turn over of spaces to occur at 10am for vehicle that would have parked at 6:00am. Vehicles commencing their 4P parking time at 2pm will be able to stay up to 6pm when the parking restrictions will end. 12pm is the peak afternoon arrival time. The proposed timing supports the use of the space for morning tea and lunchtime visitors. The proposed timing of the car park will also allow for overnight use by offshore residents from 2pm until 10am the next day.

Owner – Hornsby Shire Council

Classification: Operational Land – *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* – Local Government Act 1993.

Zoning: RE1 – Public Recreation

1 Objectives of zone

- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives – Review carpark layout

Provide 31 x timed parking – 4 hour parking (6am-6pm) (blue area)

Provide 2 x car share spaces in current unrestricted parking spaces (pink area)

Retain existing accessible parking spaces

Long term objective – Create public open space/community connection to the river.



Feedback sought:

1. Length of carparking stay (4P) – too long, too short, just right
2. Commencement of timing restrictions (car parking turn over required at 10am, overnight parking can commence from 2pm)
3. Location of carshare spaces
4. Number of car shares spaces
5. Long term objective, consistent with the vision, of transforming the car park into river side public open space subject to provision of sufficient parking supply elsewhere

Lower McKell Car Park

Purpose: The CPMS identifies this car park as a potential site for multi level car park in the longer term and 4P parking in the shorter term – with a section of a 15 minute loading zone for Brooklyn Mooring Coop and the installation of storage lockers for offshore residents and/or park visitors.

It is recommended that this regime be in place between 6am and 6pm. The timing regime recommended will turn over car parking at peak morning arrival time (10am) and then turn it over again by 2pm. 12pm is the peak afternoon arrival time. The proposed timing supports the use of the space for morning tea and lunchtime visitors. The proposed timing of the car park will also allow for overnight use by offshore residents from 2pm until 10am the next day.

Owner - Crown Land reserved for public recreation

Classification: Community Land - *Community land would ordinarily comprise land such as a public park* - Local Government Act 1993

Categorisation – Park under Council's Plan of Management

The core objectives for management of community land categorised as a park are:

- (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and
- (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
- (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

Zoning: RE1 – Public Recreation

1 Objectives of zone

- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives – Provide 84 x timed parking – 4 hour parking (6am-6pm) (blue area)

Provide 2 x 30 minute parking to facilitate loading/unloading (red area)

Retain accessible parking spaces

Install short term storage lockers

Long term objective – Remove riverside parking to return to public open space/community connection to the river consistent with the vision for Brooklyn.



Feedback sought:

1. Length of carparking stay (4P) – too long, too short, just right
2. Commencement of timing restrictions (car parking turn over required at 10am, overnight parking can commence from 2pm)
3. Number of 30 minute parking spaces to facilitate loading/unloading
4. Are lockers required?
5. Long term view of returning the riverside for use by people subject to provision of sufficient parking elsewhere in Brooklyn

Parsley Bay Boat Ramp

Purpose: The CPMS recommends that investigations be undertaken into paid parking in the Parsley Bay Car Park and also investigations into multi-level car parking to increase parking supply.

Prior to implementing paid parking, timed parking is recommended. 12P parking for cars with attached trailers and 6P parking for cars only. A small section of 6P flexible parking is also recommended – which will allow for cars only or cars with trailers. The timing would still allow for overnight car parking – requiring parkers to move their vehicles by 12pm.

Land Owner - Easten end - Crown Land reserved for public recreation
Western end – Council (15x George Street, Brooklyn)

Classification: Community Land - *Community land would ordinarily comprise land such as a public park* - Local Government Act 1993

Categorisation – General Community Use (car park) and Park (green space behind boat preparation area) under Council's Plan of Management

The core objectives for management of community land categorised as general community use are to promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public

- (a) in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public, and
- (b) in relation to purposes for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public utilities).

The core objectives for management of community land categorised as a park are:

- (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and
- (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
- (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

Zoning: RE1 – Public Recreation

1 Objectives of zone

- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives – Provide car and trailer parking – 12P (6am-6pm) (yellow areas)

Provide car only parking 6P (6am-6pm) (green areas)

Provide flexible parking for cars or cars with trailers 6P (6am-6pm) (light blue areas)

Provide 30 minute parking – to facilitate loading/unloading (red area)

Provide shared use storage lockers

Long term objective – Provide paid parking throughout for cars with boat trailers and cars.



Feedback sought:

1. Length of car parking stay (6P) – too long, too short, just right
2. Length of stay (12P) car and trailer parking – too long, too short, just right
3. Number of flexible car only and car and trailer parking spaces (13 total) – too many, too few, just the right amount
4. Commencement of timing restrictions (car parking turn over required at 12pm, overnight parking can commence from 12pm)
5. Number (3-4) and timing 30min parking spaces to facilitate loading/unloading on breakwall
6. View of longer term paid parking plans
7. Are lockers required

Upper McKell Car Park and Overflow Area

Purpose: The CPMS identifies the overflow area as a potential site for a multi level car park in the longer term and 4P parking in the shorter term in a formalised car park. The study also recommends the removal of informal boat and trailer parking. In the area servicing Upper McKell Park it is recommended that parking capacity be increased by converting parallel parking to angle parking.

It is recommended that this regime be in place between 8:30am and 6pm. Upper McKell Park will turn over car parking at 12:30pm – freeing up the space for lunch time visitation albeit slightly after the 12pm peak afternoon arrival time. The proposed timing of the car park will also allow for overnight use by offshore residents from 2pm until 12:30pm the next day.

Owner - Crown Land reserved for public recreation

Classification: Community Land - *Community land would ordinarily comprise land such as a public park* - Local Government Act 1993

Categorisation – Park under Council's Plan of Management

The core objectives for management of community land categorised as a park are:

- (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and
- (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
- (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

Zoning: RE1 – Public Recreation

1 Objectives of zone

- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives – Upper McKell Park – Provide timed parking on northern/footpath side of access road – 4 hour parking (8:30am-6pm) (purple line)
Provide new accessible parking space to service new accessible picnic shelter (mustard line)

Overflow area (orange oval)– investigate suitable land area and consult on the establishment of resident only parking area. Formalisation of the resident only parking area would be subject to agreement from residents that this was desired and subject to a leasing arrangement with Crown Lands. The costs of the scheme would be borne by those seeking to benefit from its use.

Long term objective – Investigate additional car parking supply to meet the visitor needs as per CMPS recommendation – subject to resident only parking area not proceeding.



Feedback sought:

8. Length of carparking stay (4P) – too long, too short, just right
9. Number of 4P parking spaces – too many, too few, just the right amount
10. Commencement of timing restrictions (car parking turn over required at 12:30pm, overnight parking can commence from 2pm)
11. Inclusion of accessible parking space
12. Interest in resident only parking area in overflow area – user pays.

General trailer parking excluded from village centre (except Parsley Bay)

Purpose: The CPMS identifies that trailer parking should not be permitted either on street or off street in the Brooklyn Village Centre east of the railway bridge – excepting Parsley Bay car park.

It is proposed that all trailers be excluded from being parked on public land within the village centre – with the exception of the timed parking in Parsley Bay. This approach has been proposed due to the scarcity of available car parking and the need for public land to serve the purpose for which it is provided – which, in the case of Brooklyn, is predominately related to public recreation.

It is acknowledged that some residents in the village centre may not have access to park their trailers on their own land. As such, Council will consult on whether some streets in the village centre should be exempt from the trailer ban – noting that it is not Council's intention to implement a sticker scheme for effected residents.

The red sections below indicate proposed trailer parking exclusion zones. The green section indicates timed trailer parking.



Feedback sought:

13. General exclusion of trailers from the village centre versus exclusion from specific streets only?
14. If specific street exclusions are preferred, where should the exclusions be?
15. Should trailer parking be provided at a cost elsewhere in Brooklyn? If so, where?

Brooklyn Car Parking Management

Engagement objective: Engage the broad group of Shire wide and local stakeholders on the proposed car parking management changes in the Brooklyn village centre and seek their feedback.

Consultation phases and timing

- » **March and May 2022:** Brief Councillors on proposed changes to car parking management.
- » **June and July 2022:** Finalise reports, process, documents and materials for consultation.
- » **July 2022:** Council to consider recommendations at the July General Meeting.
- » **July, August and September 2022:** Exhibition period.
- » **October 2022:** Report back to an informal Councillor briefing on results of the exhibition. Subject to feedback received, forward feedback to the Local Traffic Committee for endorsement.

Stakeholder groups

- » Councillors
- » Brooklyn and river community
- » Businesses and workers
- » Visitors
- » District and Shire residents
- » Community organisations
- » Government agencies
- » Recreational groups

Engagement approach

- » Consultation techniques
 - Briefings for Councillors
 - Online (using The HiVE consultation platform) and paper-based surveys for the community (where required)
 - Topics of engagement and feedback are attached in the Consultation Paper attached to Report GM24/22
 - 2 days of appointment only in person sessions in Brooklyn
 - Working group on resident car parking scheme

Communication channels

- » Briefing packs for Councillors
- » The HiVE online engagement platform will host both a survey on the recommended changes and other detailed background information.
- » Email circulation of documents via community networks
- » Social media sharing of documents and survey
- » Website
- » Posters in key locations around the precinct

Potential risks

- » Misunderstanding the purpose and extent of the engagement
- » Misinformation gaining traction

Mitigation approach

- » Clear process map outlining the steps being taken
- » Open and transparent approach
- » Single source of truth - key messaging and information through Council website/HiVE platform
- » Keep Councillors up to date on messaging and process

What success looks like

- » Linking first stages of car parking management with longer term community vision and place principles
- » Councillors and other stakeholders have all the relevant information they need
- » The community and stakeholders trust the process is inclusive
- » Feedback is captured from a diverse range of stakeholders and perspectives

Key messages

- » The community asked Council to focus on car parking management as the first step in Brooklyn place planning.
- » The recommendations for car parking management are based on:
 - Car Parking Management Study 2020
 - Data and survey information from multiple sources
 - Adopted working vision and guiding principles for Brooklyn
 - Land management responsibilities
 - Understanding Council's responsibilities for the provision of car parking
- » Stage 1 recommended actions are on the current car parking footprints.
- » Stage 2 actions will start to move Brooklyn in the direction of the adopted vision.
- » Some recommended elements in the approach to car parking management are based on the need to ensure legislative compliance as land managers and will not be consulted on.
- » Council is consulting on the elements that it can consult on.
- » It is reasonable for private parking arrangements to come at a cost to those people that benefit from accessing them. Crown Lands has indicated that a leased area of land is the only appropriate action for resident parking.
- » The ability to roll out changes to car parking management will help shape the next stage of the place planning process for Brooklyn.