

Attachment B
Staged Roll Out Plan – Brooklyn Car Parking Management

Stage 1 – Car parking management	
Trailer management	Council exclude trailer parking from McKell Park using the appropriate signage – including within the overflow parking area.
	Council work with trailer owners over a 3-6 month period to facilitate this change and to allow trailer owners the opportunity to make long term storage arrangements elsewhere.
	Council sign post all car parks associated with public reserves outside of Brooklyn village (but within the suburb of Brooklyn) as “car only” parking to prioritise access for visitors to these reserves.
	Council offer to remove unwanted trailers from Brooklyn, including McKell Park which may no longer be required by the owner. The unwanted trailers would be suitably disposed of by Council via auction or a metal recycling facility.
	Offshore residents be encouraged to progress a trailer share scheme – as per their written submissions.
	In the event that trailer parking continues to be an issue for on and off street parking locations within the village centre or elsewhere in Brooklyn, further consideration should be given to restricting parking in these areas – potentially by nominating them as car only parking locations. This matter should be assessed on a site by site basis with the community, using consistent criteria that considers safety, proximity to destinations, impacts on local residents and visitors, alternatives such as timed parking and impacts on surrounding streets of trailer relocation.
Timed parking	<p><u>Lower McKell Park</u> Introduce timed parking in Lower McKell Park along the northern (river side) of the carpark: 6am – 6pm 4 hour (4P) and 3 x ½ hour (30 minutes) spaces. Retain southern side (headland side) of carpark as unrestricted parking. Retain all accessible car parking spaces.</p> <p><u>Upper McKell Park</u> Introduce timed parking in Upper McKell Park along the northern side of the road leading to the picnic area: 8:30am – 6pm 4 hour (4P) and 1 x accessible parking space. Retain remainder of carpark, including the overflow area to the west as unrestricted.</p> <p><u>Dangar Road Car Park (wharf car park)</u> Introduce timed parking in the Dangar Road Car Park: 6am – 6pm 4 hour (4P) and 3 x ½ hour (30 minutes) spaces. Retain all accessible car parking spaces.</p>
	Parsley Bay – no time restrictions
	<p>Introduce flexible parking – car with attached trailer or car only within the parking bays to the south, either side of the amenities building (13 spaces) and within the central portion of the main parking area (36 spaces). The northern portion of the car park should remain car with attached trailer parking only.</p> <p>Retain all accessible car parking spaces. Retain all car only parking spaces. Retain current parking conditions on breakwall. Expand car only spaces to the west, on street, along George Street between Parsley Bay and No.22 George Street.</p>
Car share	Subject to market interest, introduce up to two car share spaces within the village centre precinct.

ATTACHMENT 2 - ITEM 1

Stage 2 – A clear place vision for Brooklyn	
Place planning	Brooklyn Urban Design Footprint – Incorporating amongst others, the place planning actions below - design and draw a plan of the consolidated vision for the Brooklyn village centre considering all adopted strategic elements.
	Design and consult on long term plan for the Wharf/Dangar Road Car Park (Brooklyn Cove).
	Design and consult on long term plan for Lower McKell Park – a riverfront park and a place for people.
	Design and consult on Upper McKell Park – potential angled car parking (east) to maximise efficiency and formalise overflow car parking area.
	Resolve approach to a leased resident car park – if progressed by the community.
	Progress “Activate Dangar Road” project - consider opportunities to activate Council’s property holdings on Dangar Road within the context of the Brooklyn Urban Design Footprint.
Car parking	Review efficacy of car parking interventions in Stage 1 and make amendments as required.
Paid parking	Consult on paid parking throughout McKell Park and Parsley Bay.
Plans of Management	Update the relevant plans of management, incorporating the Brooklyn Urban Design Footprint components for McKell Park and Parsley Bay.

Stage 3 – Delivery of place vision (subject to available funding)	
Place planning	Construct/deliver Wharf/Dangar Road Car Park – Plaza/Brooklyn Cove.
	Construct/deliver Lower McKell Park – a riverfront park and a place for people.
	Construct/deliver Upper McKell Park – angled car parking (east) and formalise overflow car parking.
Leased resident car park	Support development of leased resident car park if progressed by community.
Paid parking	Implement paid parking throughout McKell Park and Parsley Bay if deemed appropriate.
Car parking	Review efficacy of car parking interventions and make amendments as required.

ATTACHMENT 2 - ITEM 1