

Minutes

Queenscliff Parking Working Group Meeting

Held on Monday, 5 May 2014

In the Brookvale Community Centre commencing at 6-8pm

Attendance (sign in sheet registered as 2014/)

Name	Street
Mr Geoffrey Burnie	Queenscliff Road
Mr William (Bill) Clark	Dalley Street
Mr Phillip Lane	Cavill Street
Mr Chris Liell-Cock	Queenscliff Road
Mr Barry Miles	Greycliffe Street
Ms Elaine Montgomery	Queenscliff Road
Ms Beverley Prior	Greycliffe Street
Mr Bruce Propert	Queenscliff Road
Dr Sue Rowley	Crown Road
Ms Hazel Shepherd	Aitken Avenue
Mr Peter Warr	Crown Road
Mr Henry Harding	Pavilion Street

Staff present:

Mr Boris Bolgoff, Group Manager Roads Traffic and Waste

Mr Joe Zappavigna, Manager Traffic and Road Safety

Mr Sunny Jo, Traffic Engineer

Mr Ken Hind, Traffic Engineer

Ms Amber Pedersen, Facilitator

Mrs Tonya Burrowes, Facilitator

Mrs Louise Hardy, Facilitator and Minutes Secretary



Apologies received

Mr Brett Curtis, Dowling Street
Ms Kim Irvine, Dowling Street
Mr Leo Zaccone, Greycliffe Street
Mr Russell Gripper, Pavilion Street
Mr Colin McCann, Crown Road
Mr Gary Allen Beauchamp, Greycliffe Street

Introduction

Participants were divided into three groups:

- Group 1 – discussed introduction of a resident parking scheme
- Group 2 – discussed introduction of period parking (putting parking time restrictions on on-street parking in Queenscliff)
- Group 3 – discussed any other opportunities available to manage on-street parking in Queenscliff

Notes from Group 1 – Resident Parking Scheme Group

- resident parking permits – there are guidelines and legislation to be complied with – the community needs to understand these
- Need to assess number of onsite parking on each property and determine the number of permits to be issued – note that the number of permits cannot exceed the number of on-street parking spaces
- The problem in Queenscliff is that most units have one parking space and two cars.
- There is concern that all we are doing with installation of resident parking schemes is to shift the problem somewhere else. An example is Manly Council area. This is a concern the group wanted highlighted
- Resident parking on one side of the road and unrestricted parking on the other – could possibly be achieved in Aitken Road
- Need to prove proof of residency to get a parking permit – need to ensure permits go to tenants, not landlords
- Need to avoid black market parking permits. Option to tie permit numbers to car registration.
- Concern everyone will get permits – and the problem will not be solved
- One park – you get one permit
- 2 parking permits per dwelling ... or number of car parks
- The criteria of who would be eligible for parking was discussed
- Need strategic review



- There is a view that there is inadequate requirements for off-street parking for new developments. Warringah Council's planning unit needs to research this strategically
- Parking in the reserve – make lines and prohibit boat parking (Aitken Reserve)
- Suggestion that lines be painted on roads to mark out car parking. This would need to comply with Australian Standards
- One member of the group suggested leaving everything as it is. (do nothing option)
- Parking situation at night is as bad as during the day
- Concern regarding people not from the area who come and park their car on the street and then go on holidays – the car can be parked in the same place for a number of weeks. Discussion around how time limit parking could prevent this from happening.
- Suggestion that Crown Road should be 4 hour limited parking from 6am to 6pm
- Parking should be different at different times of the week
- Perhaps consider a blanket approach
- There are different opinions for different areas on what time of day there should be period parking and what period should apply.
- Suggestion that the survey should provide options for each individual street – options to include 4h, 8h and unrestricted parking in appropriate locations
- On the map it was suggested that most of Queenscliff could be 4 hour period parking from 6am to 8pm at night and that Aitken could be 8hr period parking

Notes from Group 2 – Period Parking Group

- At the west end of Queenscliff the parking problem is about residents, whereas at the eastern end it is more about visitors to the area/commuters.
- There are many cars per household and visitors are an issue
- Older homes in the area have no off-street parking or a garage
- Residents are looking to share available parking
- At the east end, visitors park because it is a cheap alternative to paid parking in Manly
- Backpackers and people in rented vans often stay overnight at the eastern end of Queenscliff, which needs to be dealt with by Council's compliance section
- Can people create their own parking on the nature strip at their homes? – Answer – no – this is public land, not for people to use to park. If people are parking on public nature strip, even if it is a driveway to their property, they should not be.
- Mid-week in the middle of the day, parking in Queenscliff is not considered a problem. It is when residents come home after work that cramming for spots is



a problem – and on weekends. At the eastern end of Queenscliff weekends are a bigger problem with visitors.

- People should be allowed to come to this area. There is a real conflict between wanting to let people share parking in Queenscliff, and being able to find a parking spot near your home.
- There are too many cars and not enough spaces to put them in.

Conclusion of the Period Parking group

- The use of period parking by itself is not a workable solution. The impact on residents would be negative as they would need to move their cars every 2-3 hours. Period parking could only be supported if it was introduced with a resident exemption.
- Monitoring period parking would be a problem for enforcers
- Period parking is used to encourage turnover of parking spaces – for example around shopping/commercial areas – this approach is not necessary for residential areas like Queenscliff. The inconvenience to residents would far outweigh the benefit from limiting tourist parking.
- At present, residents can find parking in Queenscliff, but it is not always near your home. Mid-day, mid-week it's not a problem. Parking is only a problem at night when everyone comes home
- If the choice is between period parking without resident exemption and doing nothing, then 'do nothing' would be preferable.
- This group disputes the traffic survey from 2010. They think the traffic survey is out-of-date and therefore no longer an accurate reflection of the situation in Queenscliff

Notes from Group 3 - Other Opportunities Group

- Support for removing boats from Aitken Reserve car park, line marking and maximising the space
- Bus routing ideas – group opinions varied as some do not support making the route longer and slower just to give favour to on-street parking
- No comments on reshaping the intersection
- Removal of the lower section of the reserve and add parallel parking from Crown Road – no comment
- Boats for residents would have stickers as part of the scheme but also that boats be eliminated from the area altogether
- Motorbikes be eliminated from the parking scheme and provide motorbike parking



Notes from the main facilitated session

Overall

- Period parking restrictions mean enforcement and policing
- The resident parking scheme group think period parking is only good if accompanied by resident exemption.
- A question should be put in the survey about limiting long term parking in Queenscliff – ie – boats and trailers. Something like “Do you want people to have limited parking? – aimed at people who park cars, boats and trailers for a long time. We currently can’t limit boats that are registered and legally parked.
- Consideration might be given to measuring and marking on-street parking spaces. There was disagreement on whether this was a good idea or not.

Resident Parking Scheme

- Some people think Crown Road should have restrictions between 6am and 8pm or between 4 hours and 8 hours
- Some think one side of the street could have period parking and the other side be reserved for residents in the resident parking scheme.
- There was a thought that the survey designed for Queenscliff should be street-specific
- Some people want no change
- There was overall support for some kind of resident scheme but different views about how it would apply
- Council’s Group Manager RTW affirmed the General Manager’s position that Warringah Council would not support a non-compliant parking scheme
- Give residents the option of no change

Period Parking

- Would prefer to do nothing if given the choice between nothing and a period parking scheme without resident exemption
- Feels there are generally no parking spots to be had in Queenscliff after 5pm
- Tourist vehicles tend to be more an issue at the eastern end of Queenscliff as closer to the beach in that location.
- There is no problem finding parking in Queenscliff in the middle of the day on week days
- Residents can generally get a spot, though you may need to walk a bit as it may not be very close to your home



- There appears to be a difference in parking availability between summer and winter. Would period parking assist residents or would the inconvenience of having to move your vehicle outweigh any benefit
- The general belief is that if something “doesn’t favour residents – why do it?”. Period parking on its own would not be favoured – it would need to be accompanied by resident exemption.
- One resident thought that 8pm to 6am should be unrestricted parking and period parking should be in place during the day
- If weekday restrictions are introduced, this would not favour residents as most leave the area to go to work anyway
- Levels of support for period parking would vary given the street

Opportunities

- Boats should be moved to a boat-specific area – maybe in nearby industrial areas in the street – not parked in Queenscliff
- Bus stops should be rationalised and consideration given to buses doing a ‘loop’ of Queenscliff so that there would only be a need for bus stops on one side of the street.
- There is a call for more parking bays in Queenscliff
- There is a need to find out who would be eligible for parking stickers out of all the people that live in units
- There was a suggestion that residents with boats could get a sticker that enables them to park in Queenscliff
- There was a suggestion that Council allocate unlimited motorbike spaces
- There was a suggestion that the survey have a question about whether residents support boat parking in Queenscliff

CONCLUSIONS

- 9/11 participants voted to meet next month to further detail a survey to the residents based on the details for this first workshop (there being only 11 residents left to vote as one had to leave early)
- 2 residents did not support meeting again
- RMS guidelines are available here:
<http://www.rms.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/permitpkgv32.pdf>



Evaluation forms summary (participants returned nine from 12 forms issued):

1. How would you evaluate the workshop overall?

Very Good	2	Good	5	Average	2	Poor		Very Poor	
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