

Community and Stakeholder Engagement Report

Bower Street, Manly – No Parking restrictions (Stage 2 of 2)

Impact level: Three

Report date: November 2020

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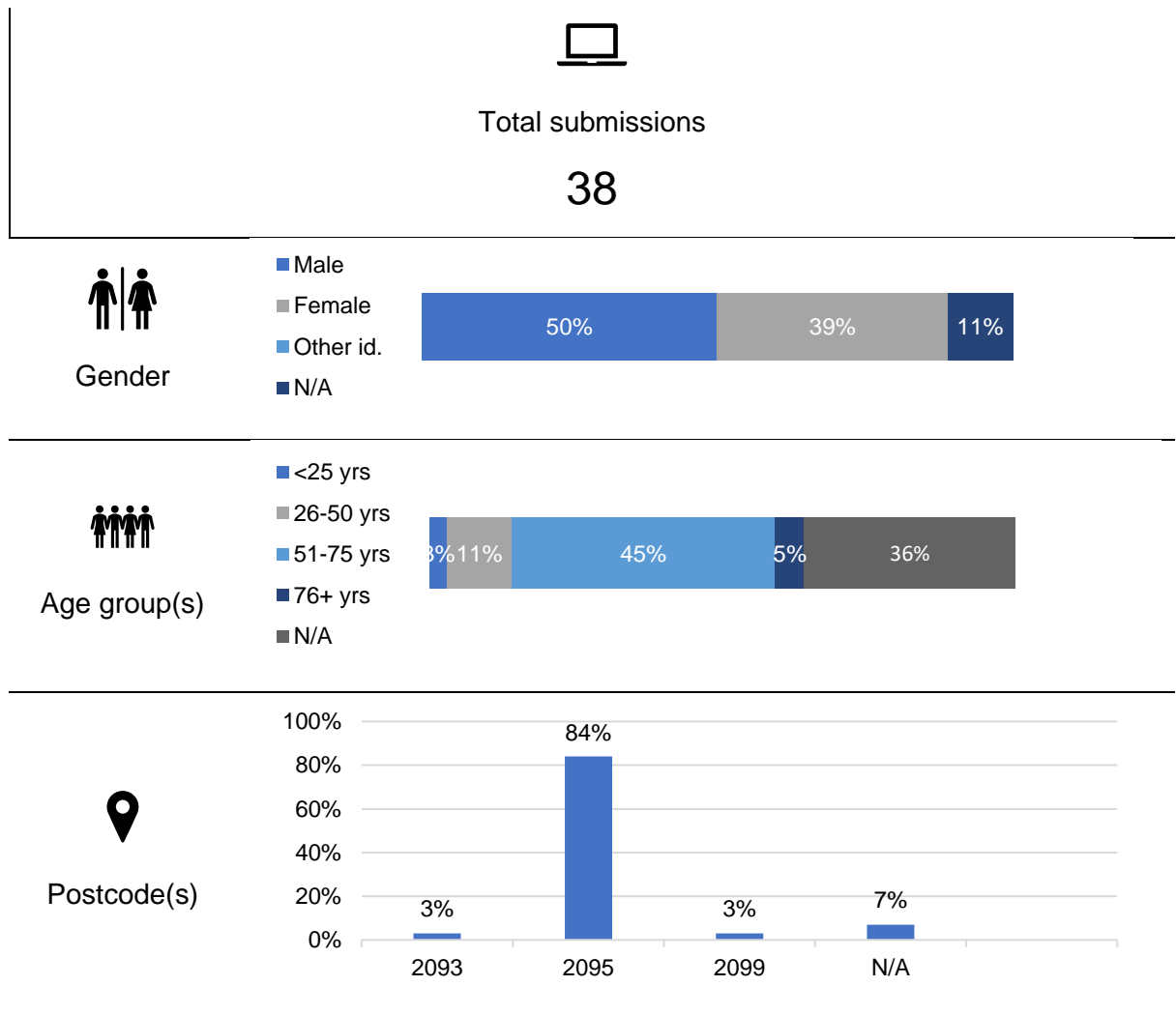
1. Summary¹

This report outlines the Stage 2 community and stakeholder engagement conducted as part of the Bower Street, Manly - parking restrictions project.

1.1. Engagement date

15 September to 13 October 2020.

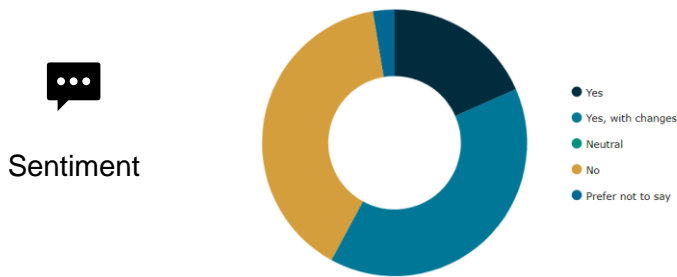
1.2. Who we engaged²




¹ Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.






² No demographic data was captured for respondents who contributed feedback outside of Your Say.

Do you support the proposal?



 <p>Feedback themes</p>	<p>Restrictions only needed in summer.</p>	<p>Restrictions should be shifted to south side.</p>
	<p>2P Permit parking required at times when No Parking does not apply.</p> <p>Changes should be trialed.</p> <p>Restrictions on one/north side.</p>	<p>Extend No Parking restriction to other days of the week, other times or in front of additional properties.</p> <p>Reduce length of kerb space covered by restrictions.</p>

1.3. How we engaged

 <p>Your Say</p>	<p>Visitors: 720</p> <p>Visits: 879</p>	<p>Av. time onsite: 1m30s</p>
 <p>Print media and collateral</p>	<p>Letter drop: Bower Street residents</p>	<p>Distribution: 78</p>
 <p>Electronic Direct Mail - EDM(s)</p>	<p>Community Engagement newsletter: 2</p> <p>Stakeholder email: Project update to existing campaign members</p> <p>Memo to Customer Service</p>	<p>Distribution: 20,000</p>
 <p>Key stakeholder</p>	<p>Meeting: 1</p>	<p>Attendance: 10</p>
 <p>Survey and form</p>	<p>Form: 37</p> <p>Email/written submissions: 1</p>	<p>Completions: 38</p>

2. Background

During consultation of the trial of summer parking restrictions on Bower Street, the local community expressed concerns about loss of parking, traffic congestion, speeding, poor enforcement, and confusing signage.

We developed a proposal for ongoing parking restrictions, based on comments received and other data collected during the trial, and put in on public exhibition.

Feedback received in Stage 2 community engagement helped us make final refinements to the plan before it was referred to the Northern Beaches Council Local Traffic Committee in November 2020 for approval.

3. Engagement approach

Stage 2 community engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

Engagement focused on understanding feedback of local residents and engaged stakeholders about the proposed measures and any potential adjustments that could be made to the plan.

The engagement approach provided consistent and accessible information and asked a uniform set of questions of participants across activities.

4. Engagement objectives

- Objective 1: build community and stakeholder awareness of participation activities (inform)
 - We promoted the project via resident letter notifications, an email to people who had commented previously on the project, as well as our Have Your Say community engagement newsletter.
- Objective 2: provide accessible information so community and stakeholders can participate in a meaningful way (inform)
 - We provided some information online via the Your Say project page³. We provided a site plan with hotspots indicating the proposed measures, an image slider showing the proposed parking signs and answers to frequently asked questions.
- Objective 3: identify community and stakeholder concerns, local knowledge and values (consult)
 - Feedback was collected through an online comment form on the Your Say project page, with email and written comments also accepted. Contact details for the project manager were provided should anyone have a question.

³ <https://yoursay.northernbeaches.nsw.gov.au/bower-street-manly-summer-parking-restrictions>

5. Findings⁴

Theme	What we heard	Response
Summertime parking restrictions	Many responses suggested restrictions should only apply in the busiest months, i.e. December & January.	Council was hoping to avoid restrictions which apply only over two months of the year which are logistically problematic and potentially confusing. However, it is acknowledged that these are the worst times for parking congestion in this location and Council has therefore approved No Parking restrictions that apply only in December and January.
Parking in front on No.52 Bower Street	Parking should also be retained in front of No.52 Bower Street.	The extent of parking restrictions has already been trimmed to 11 spaces. Further reduction in the extent of the restrictions is likely to result in the No Parking being less effective in terms of easing traffic congestion.
2P to apply at other times	2P permit parking should continue to apply at times when the No Parking does not apply.	2P permit parking will continue to apply outside of the hours over which the No Parking restriction applies.
Restrictions should be implemented as a trial	The restrictions should be implemented on a trial basis and reviewed next year.	Council may revisit the restrictions in the future. However, restrictions were trialled last year and further trials are unlikely to reveal any new issues at this time.
North side restrictions	The restrictions should be expanded to cover the whole of the north side of Bower Street.	This option is unlikely to receive a sufficient level of support and would result in excessively high demand for the remaining parking spaces.
Expand to 8am-6pm	The restrictions should apply between 8am and 6pm as the street can be busy in the early morning and later in the evening.	Conditions are significantly less congested outside of the proposed 10am to 4pm timeframe. This option is not being pursued.
Weekday restrictions	The No Parking should also apply on weekday mornings.	Conditions are significantly less congested outside of weekends. This option is not being pursued.
Extend restrictions to No.81-87	The weekend No Parking restrictions should also be added in front of No. 81-87.	The majority of respondents are seeking to minimise the extent of

⁴ Note: This analysis does not include any 'late' feedback received after the advertised closing date for consultation.

		restrictions rather than expand them.
Extend restrictions in front of No. 76	Can the weekend No Parking restrictions be extended to include the frontage of No.76 (or even as far as No.68).	The majority of respondents are seeking to minimise the extent of restrictions rather than expand them.
Shift No Parking to south side	No Parking should be on the south side as it is safer to park on the north side given flatter nature strip and presence of footpath.	This was explored in the option trialled last year and rejected by the community given the greater amount of parking loss.

Appendix 1 Verbatim community and stakeholder responses

I support SOME of the proposed changes to help alleviate the traffic situation in Bower Street, these being; the reduction from 10P to 4P parking in Shelly Beach carpark, the retention of some parking on the north side of Bower St, and the hours of restriction being 10am to 4pm, HOWEVER I am STRONGLY OPPOSED to the blanket year round restrictions. Congestion is an issue only in the summer holiday months and a year round restriction unfairly and unnecessarily negatively impacts local resident access to parking. The real issue is confusing signage, and the signs posted during the trial period were indeed very confusing. Arrows on the trial signs pointed in competing directions with the existing signs, creating confusion for motorists and thus the many infringements. I agree with Council in that we need clearer signage.

RE SIGNAGE

I imagine it would be an inconvenience for council staff to have to post and remove signs twice a year, and a hassle for rangers to wait out grace periods each time they are installed. What we need are clear signs that can stay in place year round which achieve the goals of easing traffic congestion on Bower St in the summer holiday period without unnecessarily penalising local residents the rest of the year. Another aspect of the proposal I am opposed to is the lack of any restriction on parking in those affected areas at times outside the proposed period. Why wouldn't it be 2P like the rest of the street? I would like to put forward the following signage idea, which would solve the above issues of confusion, simplicity and equity:

To the new signs shown in the proposed plan (which read "No Parking 10-4 Sat, Sun & Public Holidays") add the words "Dec-Jan only" at the bottom. Below this red sign add a green sign that reads, "2P all other times".

RE LOCATION OF PARKING

I would like to comment on the location of the proposed retention zones of parking on the north side of the street. I note the retention of four spots between 74 and 76 Bower St and the retention of 1-1.5 spots between 56 and 50-52 Bower St. I would suggest that Council swaps this one full spot for the four full spots available in front of 50-52. This would free up more parking without impeding the controlled traffic flow plan.

RE CLARIFICATION ON REASON FOR YEAR ROUND RESTRICTITONS

Finally I would like to comment on Council's conclusion from the post-trial survey that the majority of residents "support restrictions being implemented on an on-going basis". On-going is not the same thing as year round. On-going means continuing, and this to me means continuing year on year, as per the trial (Dec-Jan), not continuously year-round. I would like council to take a vote from all Bower Street residents affected by the proposal, with the language made plain, to see if this is what the majority really want.

Parking around the Manly Lifesaving Club area is almost impossible to find. 12 parking spots that would be lost from the north side of Bower St are very useful. At the moment Nippers seem to be active earlier on Sundays from 8 am till 11 am which helps to use up parking spots earlier than in the past. On busy days, traffic flows along Bower St are slow and require drivers to yield as your notes state, and rare use by emergency vehicles is allowed by yielding drivers. The slightly congested traffic flow discourages some traffic from going to the Shelly Beach carpark which is often full and forces cars to go back out along Bower St. I believe that in busy times many of the cars going to the carpark come out a few minutes later because they cannot find a parking spot. If council could install a clever parking counting display of parking available (located at say the intersection of Bower St and College St), it would eliminate a lot of that circular traffic flow because drivers would know when no parking is available at Shelly Beach and maybe, Bower St. I swim at Manly several times a week and am starting to avoid weekends and public holidays. Our beach parking sticker is often no use if only a few 2 hr spots are available. I would prefer to see the existing parking arrangements retained.

- 1) Please take out all the unrestricted parking during the week and return it all to 2Hr time limits. To have unrestricted parking severely undermines other residents' ability to park in their streets (whether in Bower or nearby streets). Please note that people in other streets on the Eastern Hill will be adversely impacted by any unrestricted parking spaces because the lower vehicle turnover in unrestricted parking sections will put severely increased pressure on all other parking spots in surrounding streets.
- 2) Please remove the No Parking on weekends and public holidays and return it all to 2hr time limits. No Parking at any time in any Eastern Hill street seriously reduces the ability of residents to find weekend and public holiday parking in Bower and in other Eastern Hill streets.

There is already so little parking in the area, and this feels like one more way for the wealthy Bower residents to keep non-locals out.

Excellent solution to parking issues in that area. Suggested Signage is much clearer.

I am against this proposal and urge you to consider the following points:

1. I strongly oppose the ALL YEAR approach. I would request the timeframe of No Parking Proposal be only for weekends from mid December to January, as was the case in the last trial.
2. 4-6 spaces should be retained on the northern side of Bower Street between 44 and 54 (Council has deemed safe passage for three car passage at 74 and 76, on a sloping part of the street.)
3. There should be a TRIAL of a revised Proposal, based on retention of the above 4-6 spaces between 44 and 54, to determine whether so many car spaces need to be deleted.
4. Within the Proposal, there appears to be inconsistency with regard to 2P provisions, thus requiring clarity.

As a resident, it would be incredibly inconvenient for this plan to roll out in its current state. All street parking should be limited to 2 hours to encourage use of the Shelley Beach carpark. Moreover, the changes whilst beneficial during summer, are unnecessary during off-peak times and should be removed/reverted during the colder months.

We do not need parking restrictions outside of summer at all. The problem we are trying to solve each does not exist outside of summer and to create a blanket all year restriction makes it difficult for visitors or homes with multiple vehicles throughout the colder seasons. Additionally we must have time restrictions applied. Absence of these just incentivises parkers not to use Shelly Beach car park.

We live on Bower St and feel that this proposal will create additional issues (particularly for residents trying to park on the street) rather than solve existing problems.

Ideally it should be 2P 2 hour parking for the whole street (except where no stopping or no parking on weekend/public holidays during summer). If certain parts are unlimited, we anticipate that people will use those parking areas rather than the Shelly Beach Car Park. It would make more sense to not include this part of the proposal to avoid creating more issues with that unrestricted parking.

The additional no parking restrictions weekend/public holiday should NOT be all year round. It should remain limited to summer as there isn't much of an issue during the rest of the year anyway. It would just be a pain for residents (who are paying high rates).

Please reconsider the proposal to more fairly address concerns of residents. The summer trial last year worked quite well and I don't see the need or demand for these additional proposed changes.

The entire street must have a 2 hour limit otherwise people will park all day here rather than use the Shelly Beach car park which then limits spaces for the residents who are the rate payers.

No parking restrictions Sat Sun and Public holidays during summer only. It is not necessary for the entire year and again it is the residents who suffer when they and their visitors cannot park on the weekends during the quieter months.

Most of Manly streets along the ocean are impacted by increased tourist traffic and non-resident vehicles parked in such a way that local residents can not enjoy their own street to park their own cars while the level of littering has dramatically increased in those areas.

I am a resident of Whistler street. Having no garage I can only rely on available street parking space to park my vehicle. This has become a growing challenge with the increased tourism across Manly and the absence of proper policing to ensure motorists abide by the regulated parking time. Moreover the street has become a landfill in particular during weekends and holiday periods. No ranger is to be seen during peak times and parking regulations are not enforced.

The proposed changes will force the traffic onto other adjacent streets with a domino effect on streets typically attracting tourists like mine. Instead of granting localised restrictions to please a few residents with the result of displacing the problem instead of fixing it, I urge the Council to adopt a more strategic approach on parking capacity by reducing street parking for non-resident across Manly and enable residents to regain the enjoyment of their neighbourhood. Tourism in manly has become a volume business to the detriment of residents quality of life and the environment. Other more sustainable solutions exist should we take the time to think strategically instead of giving in shortsighted resolutions.

I am inclined to change this negative submission should the Council consider more stringent parking limits to other ocean side streets in Manly.

I strongly believe the proposed 'No Parking 10am to 4pm Weekends and Public Holidays' should only apply during summer for the following reasons:

- For the majority of the year congestion on weekends is not a problem in the street and the 11 parking spaces proposed to be removed are a valuable resource for residents and the general community.
- Having surveyed the traffic conditions over the October long weekend on an hourly basis, traffic moved freely all day Saturday and Sunday with only problems being at about 3pm on the public holiday Monday and these sorted themselves out. It should be noted that the weather was fine, warm and sunny over this weekend and much of the traffic appeared to be doing a circuit of the street due to the lack of parking.
- To switch the signs to restrict parking for the summer period only involves, in my estimation, five signs on the eastern side. This would hardly be labour intensive as it would involve the removal/replacement of two screws on each sign, and would enable the retention of very valuable parking for residents and visitors on weekends for the remainder of the year.
- The proposed removal of the 2P PROVISIONS on the eastern side on weekdays will create confusion and be contrary to the Fairy Bower Parking Zone boundaries.
- If the existing no parking and no stopping zones were more actively inspected by rangers traffic would flow more freely.

If Council implements this proposal it should be reviewed at the end of summer to assess whether the changes have worked and call for comments on whether the implementation should be extended and/or amended.

As a 30 year resident of Bower Street, I understand the need to address this problem. I agree with the proposal even though it will cause considerable inconvenience to my family related to visits by family(including babies), tradesmen, guests, etc.

After 30 years I can assure you that this problem only exists in December and January (school holidays) and I implore you to only have the parking restrictions in those months and to spare residents the inconvenience of reduced parking outside our homes when the problem is nonexistent.

It will only take a few signs on the Northern side of Bower Street to be changed twice yearly.

Dear assessment officer,

I believe the proposed No Parking restrictions applying between 10am and 4pm on WEs and public holidays, with simplified signage are a good improvement however:

- restrictions should only apply to the December and January months when congestion peaks
- given material changes from previous trial, should only be for summer trial, for further review

Thank you for your consideration & kind regards

I live in Bower Street and have to park my car in the street every day as we have one garage space and two cars. As you know, parking for locals is often difficult due to beachgoers in summer. If your proposal was for further restrictions to parking just for the December/January school holiday period and public holidays, I would be happy with your proposal. However to make it all year round causes unnecessary pressure on parking for locals at times when there is no problem in the street.

However I see no need to take away the parking spaces outside number 52 Bower Street as drivers can manage to keep traffic flowing in this part of the street using some driveways to pull into and a little common sense.

I agree that taking away parking spaces on the

Extend times from 8am to 6pm summertime as there will be more people going to Shelly Beach at this time. Don't forget there's also daylight saving so people still come after 4pm

I'm someone who suffers from severe arthritis but doesn't yet qualify for disabled parking (my situation applies to many others too). As a rate payer I don't see why those already living in such a privileged spot shouldn't have to share the public space and allow easy access to such a wonderful facility with others living in the area.

Parking in Manly is at a premium during the exact times your planning to remove it via this plan, If the council cannot supply additional parking spaces in the area to replace the spaces lost through this plan then the plan should be scrapped.

As a general comment, I resent not being able to park reasonably close to my house all days of the week.

Often parking is difficult during weekdays because of construction workers. However, I accept this because at least there is a benefit to my neighbours.

During weekends I resent not being able to park because all spaces are taken by people from out of the area. I resent my friends not being able to park when they visit me.

I accept that in the summer holidays there are occasional traffic jams. However, they are often caused by selfish discourteous drivers.

I accept that Council wants to ease traffic congestion. However, I feel most strongly that any removal of parking spaces is only for the months of December and January weekends and public holidays. This last sunny weekend was the first weekend of the school holidays. (27th and 28th September 2020). At 2.15 pm on Saturday afternoon there were 46 vacant car spaces in the Shelly Beach car park. At 1.00 pm on Sunday there were 3 vacant spaces and 2 further all day parking spaces on the road leading into the carpark. Under the Council's current proposals the weekend reduction of parking would have had no benefit yet would still have been a great inconvenience to residents.

Council needs to determine its policy on timed car parking spaces. The car park is expensive. Yet it appears the car spaces opposite numbers 1 to 21 Bower Street are all day at no cost. Without limited timed parking the number of people being able to visit the beach is greatly reduced. I favour limited timed parking in the street.

I understand the rationale of removing some car parking spaces at peak times on the north side of the street – while retaining some spaces to act as “pinch points” or road narrowing which will reduce traffic speed. Since Council accepts such a road narrowing for a three-car length at numbers 74 and 76 Bower St., then I consider the 4 valuable parking spaces at 52 Bower St. could and should also be retained.

The southern end is a real problem, a lot of residents on that end don't have a garage and find it very hard to find parking, especially on weekends. We try not to move our car on weekend to avoid having to find a park. It's restrictive and annoying when non residents take up the few spots we have.

The proposal should be conducted as a trial over the summer months - and only for summer. It's not necessary to put in this level of restriction at other times of the year. We live at 80 and will lose at least 4 spots directly outside our place for visitors year round on weekends and public holidays. This is overkill. Also its ridiculous that those same areas will be designated No Parking only during those times - therefore the current 2h limit for non-Fairy Bower residents would be dropped Mon-Fri?! The same 2h limit as currently applies MUST be retained for Mon-Fri for non-residents.

During the weekends we have a large number of tourist and they need parking. They are already parking incorrectly on Reddall street and it will only be worse if they cannot park on bower street

As a family of 5 living in the section of Bower Street under discussion we oppose any further restrictions on parking for residents. We are also opposed to the restrictions imposed last summer. Why? ...

1. Further reduction on parking spaces reduces our ability to park outside or even close to our home. This is a basic right we have as residents.
2. Weekends and public holidays are just as busy for residents needing to come and go as for any other time of the week (weekdays have a large number of trades vehicles parked in the street).
3. You are forcing residents to park a car for the entire weekend and not move it until the weekdays.
4. Elderly parents and visitors unable to park close to our home.
5. Visitors to residents homes in general are even less able to find parking spaces.
6. As a resident we simply put up with the fact that this street is busy in summer and at weekends and public holidays, when it is good weather.

Suggestion:

7. Install a sign at the College Street/Bower Street junction stating that Shelley Beach Car Park is full, has ## vacancies etc as you have for other Council car parks. This will dissuade many parking spot seekers from driving up the eastern end of Bower Street.

6. Reinstate all reduced parking areas to residents only and 2P parking

Emergencies:

We suggest you simply open the bollards in Montpelier Place to permit emergency vehicles to access Shelley Beach area. This can be done with electronically operated bollards to ensure quick and easy operation if and when required. Or by simple signage stating Emergency Vehicle Access Only. No through road for other traffic.

the loss of parking is too much compared to any potential congestion

Essential that proposed parking restrictions are consistent with those in College Street i.e. applied all year round. Collectively Shelley Beach, Cabbage Tree Bay, the Boat House and the Diving schools generate weekend traffic well beyond the parking capacity of Bower Street

We appreciate the open and transparent dialogue and communication. We would question the decision to only prohibit parking on weekends on the Northern side.

We read your reasoning: "There are more driveways on the northern side of Bower Street and this reduces the number of parking spaces that are lost as a result of the restrictions."

However, we feel that an additional parking free zone on southern end of the lower hill (ie between 87 and 81 Bower Street) would help to make the traffic flow much easier and more safely. So we would recommend to restrict parking on both sides. Reason is that there is significant noise interference and potential for accidents as the road will still simply not be wide enough to have 2 cars passing. Thanks for your consideration.

PLEASE, PLEASE, PLEASE consider extending this even slightly further up the street. The no parking on weekends and public holidays is not extended far enough. I am the owner/resident at 76 Bower St and if cars park either side of my narrow driveway and across the road as well it is not possible to get in and out. 78 has a very wide drive with a very small space between our driveways and cars often park there and overhang our driveway making us have to find street parking if we can not access our property, especially if cars are parked to the edge or over our drive between us and 74. Please consider extending this at least to our drive to exclude the small space between us and 78 which is not tenable for most vehicles or better yet the entire length of the street to 68.

Traffic is chaotic and dangerous on weekends and holidays so parking should be restricted.

It is not helping to solve the traffic problem and will bring less families into the area during the weekends as they wont park in Manly. Also people will be speeding much more then it is happening already!

Can't we please just do this right. This proposal is still like a camel (a horse designed by a committee). We need no parking on northern side - indicated by a yellow line on road and thus avoiding the unsightly signage poles everywhere . If residents are worried about losing spaces, can the northern side be residents only?). The current proposal has too many signs everywhere and will still be confusing.

A big improvement, thanks

I don't agree with retaining short lengths of parking on the northern side in order to control traffic flow. There should be no parking on the northern side at all. This idea of restricting parking to one side only has been working well in Raglan Street (between Pittwater rd and Parkview rd) for many years, and shares many similarities with Bower street in terms of traffic volume and street width.

would suggest year round adoption

It seems crazy to open traffic on the side of the street without a foot path. Traffic will be flowing but people who can park will have to cross the street with their occupants. I would have thought the other way around makes more sense.