

The Our Parking Spot Group
c/- 16 Cotton Tree Avenue
Macleay Island Qld 4184

16 October 2010

Mark Conlan
Principal Adviser
SMBI Strategy Coordinator
Redland City Council



Dear Mark Conlan,

Re: Submission to the SMBI ILTP Review and SEIA

We appreciate your offer to pass a submission from the Our Parking Spot group to the consultants contracted by Council to review and assess the SMBI ILTP and SEIA. You requested that you receive the submission by close of business on 20 October 2010 so that the consultants would have sufficient time to consider it.

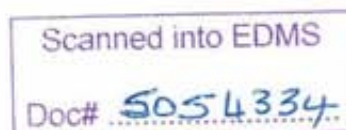
Enclosed please find ^{one copy} ~~two~~ copies of the submission entitled:

"A Paper Detailing Important Matters Affecting the Present Redland City Council Integrated Local Transport Plan Review and Social and Economic Impact Assessment", dated 16 October 2010, with three Enclosures and one CD-ROM.

Yours sincerely,

A handwritten signature in black ink that reads 'Lindsay Hackett'. The signature is written in a cursive style with a long, sweeping underline.

Lindsay Hackett
for the Our Parking Spot group



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A Paper Detailing Important Matters Affecting the Present Redland City Council Integrated Local Transport Plan Review and Social and Economic Impact Assessment

Introduction

The objective of this paper is to ensure that the Southern Moreton Bay Islands Integrated Local Transport Plan Review and the Social and Economic Impact Assessment (the Studies) presently being done by the Redland City Council (Council) address in detail particular transport needs of the people (Islanders) living on the Southern Moreton Bay Islands (SMBI) of Russell, Karragarra, Lamb and Macleay.

Specifically, Islanders and visitors should be provided with transport related facilities that allow them to travel between the Islands and the mainland in a way that enables them to have lifestyles and livelihoods that are comparable to those enjoyed by mainland residents of Redland City. The Studies must recognize the special social, economic and demographic characteristics of the Islands and Islanders, and must include the need for sufficient, appropriate and affordable parking in the Weinam Creek precinct for Islanders and visitors.

The Our Parking Spot group (Group) is a group of residents of the Southern Moreton Bay Islands who at the behest of the majority of Islanders have come together to work towards getting the Redland City Council to review and amend its Redland Bay Centre and Foreshore Master Plan (Plan). The community of the SMBI is seriously concerned about the negative impacts that Council will impose on all Islanders when it implements the parts of the Plan that affect parking at the Weinam Creek precinct.

The General Meeting of Council held on 28 October 2009 accepted a petition arranged by the Group and resolved, in part, to:

- consider the petitioners' views as part of the Integrated Local Transport Plan (ILTP) and other work yet to be undertaken, and
- recognise (sic) that concerns regarding adequate parking for all users of the facility (at Weinam Creek) will be incorporated as part of an ongoing review of these plans and their outcomes.

Consequently, the Group has been given the opportunity by Council to make a submission to the Studies. This paper is the submission.

The two enclosures with this paper are important. They contain information that supports the content and conclusions of this paper.

This paper addresses only the issues relevant to the present Studies that the Group considers most important. Other people will address different concerns.

Redlands 2030 Community Plan

The Redlands 2030 Community Plan was adopted in April 2010. Quoting Council: *"Redlands 2030 is our community's long-term plan for creating a better future, forged from thousands of contributions of local residents, businesses and organisations. It expresses shared visions and values that will drive civic planning in the Redlands over the next 20 years."*

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More than any other planning instrument, this 'people's plan' guides the decisions and actions of Council and will inform ongoing reviews of strategies and services."

The vision statement in the 2002 SMBI ILTP is still appropriate, generally. However, the vision and all other considerations must be in accord with the Community Plan. It is the master planning document for all of the Redlands and informs all other policies and plans of Redland City Council.

Transport solutions must support the vision and the Plan. This will include access to adequate, affordable parking for those who must rely on private mainland vehicles and improved coordination of buses and ferries for those who are able to take advantage of buses.

Background

The four islands of Russell, Karragarra, Lamb and Macleay are situated in Moreton Bay, about half way between Brisbane and the Gold Coast. They provided timber, oysters and fish for the Brisbane Penal Colony from the 1820s. White settlers took up land in 1865. Until the late 1960s, most land holdings on the Islands were farms, part of the "salad bowl" of the Redlands that provided fruit and vegetables for the mainland and southern states. The farmers and their families formed a hard working, independent community with a history of volunteering and self-help. As well, the SMBI became a place of refuge for returned servicemen and the world-weary, and provided a peaceful bushland home for those who eschewed suburbia.

In the 1960s, a land-grab began. The SMBI were bought up by developers and subdivided into tiny suburban blocks, 18,500 in all. The rush for land on these islands without rates, car registration, or building regulations created Queensland's largest land boom. Over 50 real estate companies were involved and an approximate profit of \$28 million was made. The SMBI were under the jurisdiction of the Queensland State Government at this time. The Queensland Government was compliant if not complicit in these subdivisions, which were, in the main, appallingly done, creating a continuing problem for later councils and landowners. The Government's poor handling of the SMBI at this time led to the Russell Island "land scams" fraud trial and cast a slur on the SMBI which has unfortunately never been completely erased in the minds of some.

The Islands came under the jurisdiction of the then Redland Shire Council in 1973 and are, in reality, now part of suburban Brisbane. The many owners of SMBI blocks have been paying rates to the Council since 1973, and have received very little in return, the rates being spent largely for the benefit of the mainland part of the Shire.

Infrastructure on the SMBI is minimal. There is no sewerage and few made roads. Because of this, the land is relatively cheap. The present residential population of the SMBI is about 5,500, but the Redland City Council states that it expects the population to reach up to 24,000 when all suitable blocks are built upon.

In recent years, the SMBI demographic has changed as professionals, business people and world-class artists and writers retire here or chose to work from here. This has created a much broader socio-economic base than in the past. The SMBI have a large proportion of elderly people. Most of those who choose to live here enjoy the vibrant community spirit, the bush environment by the sea and the particular atmosphere of island life. They accept the difficulties of living on an island. Many are passionate about this place.

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Notwithstanding, the community of these Islands remains one of the most disadvantaged in Queensland. The Australian Bureau of Statistics ranks the Islanders in the bottom 7 percent on its scale of Social and Economic Disadvantage. Redland Bay, our mainland neighbour and also part of Redland City, is ranked at 85 percent on this same scale.

The Islands are accessible by water bus and vehicular barges. Since the days of early settlement, Islanders have used the area by the mouth of Weinam Creek, Redland Bay, as their landing and departure point. This has always been our gateway. It is our mainland footprint and it enables us to participate fully in a socially and geographically broader and more useful life.

About 20 percent of all Islanders have a car on the mainland, and these cars traditionally have been parked in the Weinam Creek precinct. There are about 1,159 car spaces controlled by Council in this precinct, now; many in "overflow" areas. Parking at Weinam Creek enables these Islanders to travel to the mainland on a water bus, and then drive wherever they wish from about 4.50 am until 11.10 pm, while the passenger ferry operates.

Most Islanders do not have a car at Weinam Creek. Some use the vehicular barge service, albeit this restricts visits to the mainland from about 7.50 am until 6.30 pm. Others use the passenger ferry and public transport.

The Council allows some free, time-limited, parking near the water bus terminal and long-term parking in various areas of the precinct. Most of these free, long-term, parking areas are not surfaced and many are not convenient to the water bus pontoon. The "over-flow paddock", for example, is a grass/dirt area half a kilometre from the water bus terminal. It becomes boggy after rain. Cars also park along the streets of the suburb, particularly along Banana Street and Outridge Street. Recently, the Council has removed all free, long-term parking spaces on the streets. Most now have a four- or twelve-hour limit, which is of no use to SMBI residents or their visitors.

Included in the number of parking spaces that Council provides at Weinam Creek there is a secure compound, where car owners have their own allocated car space. Such a compound has been provided by Council for at least twenty years. To use this compound, people pay Council about \$900 per annum. This secure compound is in huge demand and there have never been enough places to meet the demand. At the date of the Council's Redland Bay Centre and Foreshore Master Plan, there was a waiting list of more than 450 people wanting to pay for a spot in this compound. A guaranteed space is a necessity for many people.

The Bay Islands are unique in Queensland in that they primarily support resident populations. They are not predominately tourist destinations like most other island communities that rely on ferry and barge transport. Residents have chosen to live on the Islands because of this uniqueness. Planning solutions for the Bay Islands must recognize this uniqueness while avoiding discrimination.

Government and Council must not use the argument that a solution cannot be chosen because it has not been done before and might set a precedent. Solutions with vision, empathy and fair-mindedness are needed. If a precedent is set, then it will be set rightly.

Reasons for the Problem

Population growth on the SMBI is a major issue. The State Government has known since before 1973 how many people will be living here when all the blocks are built

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upon; the Council since 1973. These authorities have never addressed the matter properly and both are recorded as stating that population growth cannot be sustained on the Islands.

As the population of the Islands increased, so did the number of cars in the Weinam Creek Precinct. Home owners in nearby suburban streets began car parking businesses in their front and back yards. Their yards have been cleared of vegetation and filled with cars. This is ugly and assuredly depresses property prices in the area, but provides a much-needed service. Such car parking businesses are an "inconsistent use" under the zoning for this area. Even so, they are "approved under existing use rights" as Council has never been prepared to address the parking issues of the area in a professional manner using accepted town planning practices. Car owners pay up to about \$1,400 pa for their own, allocated place in these yards.

The Council states in the Plan that it is changing the zoning of the Redland Bay Centre from a Neighbourhood Centre to a District Centre. This will allow for a doubling of the population of Redland Bay and put even more pressure on the Weinam Creek area.

Interestingly, the Deputy Premier, Paul Lucas, was reported in the Bayside Bulletin of 25 Feb 2008 to say "major population growth on the Southern Bay Islands should be opposed ...". Similarly, Council states in the documentation supporting its Plan "Control overall transport demand ... by: Limiting the extent of development on SMBI to protect the environment."

There will be, on the doorsteps of Brisbane city, a socially disadvantaged community of 24,000 people, unless the population is limited—all this in a Marine Park that, as well, is an area of international significance protected under the Ramsar Convention. The social and environmental ramifications are huge. The State Government was responsible for the SMBI when the original subdivisions occurred, and should now be responsible for assisting the Council to provide a fair and reasonable solution.

All people need to work, shop, visit medical and other professionals, see a show or film, visit friends and relatives, or go on outings generally. Mainlanders can do these things easily, often, and at their convenience. They can use public transport, walk, bicycle, or drive their cars as and when they like. Islanders can do likewise, but must consider the additional cost of transport to and from the Islands and the extra time taken for each trip. This means that Islanders usually wait until they have several jobs to do on the mainland, like shop, visit the dentist and, perhaps, see a film. For economy, they do all this during one trip to the mainland. This might require travelling to any, and all, of the locations of Victoria Point, Cleveland, Capalaba, Carindale, and Brisbane, for example.

This need to visit several localities within the one day means that the use of public transport is inappropriate, generally. Public transport is fine if going to a single locality that is on a public transport route. However, it is impracticable if visiting several localities or if the desired locality is not on a public transport route.

Many Islanders work on the mainland. There will never be enough jobs on the Islands, or jobs of the right types, to employ all who want work. Many Islanders work in places that are not serviced by public transport, or the public transport route is too torturous and time consuming, or the journey would require multiple route changes to be made that, again, become too time-consuming and inconvenient. In some cases, more than one member of a household has a job on the mainland, and at different localities. This can mean that more than one car is needed to be parked on the

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mainland. To argue that these people should find work elsewhere is disingenuous. People work where they can.

Islanders' Mainland Parking Needs

(See Enclosure 1: "Survey Results – 30 September 2010")

The needs of Islanders for parking on the mainland are quite different from those of mainlanders. The Weinam Creek Precinct is, to all intents and purposes for those that need to park there, our garage. We need to know, when we come home from work, shopping, visiting the grandchildren or the doctor—that there is room in our garage for us to leave our car so that we may then catch the water bus home. If there is no room in the garage, we have a serious and unique problem; **we cannot go home**. We need long-term parking because we leave our cars at Weinam Creek at least overnight and for the weekend, if we are working, and for many days or weeks if our use is occasional. The need for long-term and for some allocated parking is paramount and many are able and willing to pay for this.



Weinam Creek Parking Areas 2010

There is also a need for free, long-term, parking for those Islanders who cannot afford to pay and for visitors. Some visitors might stay for a week or more. Likewise, nurses, teachers and others who work on the Islands need at least all day parking that should be free. SMBI residents know, when they come to live here, that Island living brings with it certain expenses not experienced on the mainland, such as barge and water bus fares, and more expensive food and other supplies. These expenses are factored into a decision to live here. For many, free parking was factored into the household budget because it has always been available. Taking this free parking away will place an unexpected and onerous burden on those least able to bear it.

SMBI residents carrying large amounts of shopping home, mothers coping with young children, the frail and elderly returning from a day out, and the Veterans needing to visit their medical officers at short notice, and this in all weathers, means the car park should be collocated with the water bus pontoon and bus interchange. Movement between the ferry terminal and the car park must be easy and under cover. "Park and Ride" facilities at distant locations are not convenient, appropriate or desirable for Islanders.

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The Our Parking Spot group did a survey, recently, to obtain data missing from Council surveys. The results are informative and are presented at Enclosure 1.

The Redland Bay Centre and Foreshore Master Plan

(See Enclosure 2: A Computer Disc entitled "PowerPoint Presentation by The Our Parking Spot Group - October 2010")

In November 2008, the Redland City Council presented the Draft Redland Bay Centre and Foreshore Master Plan for community comment. Islanders were dismayed to discover that, under the Plan, many of their long-established facilities were being withdrawn, and that they were to be denied fair and just access to parking in the Weinam Creek Precinct. Major changes were to be made under the guise of improving the amenity of the area, major changes that would impact negatively on the lives of almost all SMBI residents and ratepayers. There was no social or economic impact assessment, no community input, no consultation, and no warning. Community outrage was so great that meetings were hurriedly held between our elected Councillors, Council employees and Islanders in an attempt to address the problem. These meetings were lively affairs because Islanders felt badly treated and were very angry.

Members of the community wrote submissions to Council about the Draft Plan giving their ideas about how it could be improved. Council allowed only six weeks for these submissions. Even so, many Islanders worked hard to prepare submissions. As well, the new Council Chief Executive Officer, Mr. Gary Stevenson, announced that an Advisory Committee from within the community would be set up to provide Council with some community input. We believed in good faith that our concerns were to be addressed fairly. We believed that Council could be in no doubt as to our concerns.

Council released the final Plan about five days before presenting it to the Planning and Policy Committee of Council on 19 August 09. No provision was made for further public consultation even though Council had indicated that further community and stakeholder engagement would be canvassed. Islanders made hurried requests to Council asking them not to adopt those parts of the Plan that affected the Weinam Creek parking area. Sufficient information was included to support these requests. The Planning and Policy Committee accepted the Plan "as is" and, on the 26 August, despite further pleas by the community, the Master Plan and the Submission Review Report were adopted by the full Council.

A major oversight was that no social and economic impact assessment was done before the Plan was drafted or adopted.

Islanders were shocked and disappointed to find that the issues that had so upset them in the draft Plan had not been addressed satisfactorily. Changes made to the Draft Plan were absolutely minimal, and completely failed to address the real issues. Many of the comments made in the Council's Submission Review Report showed that our submissions were not taken seriously, were treated superficially, or were looked at from predetermined positions. Much of the Council's reasoning was illogical and incorrect. One of the solutions proposed by a resident, a three-storey car park, was dismissed in an insulting and deceptive manner. This proposal had much merit and much public support.

Islanders believe strongly that Council is discriminating against them. For example, the Plan states that parking at Weinam Creek must be done *"without adversely affecting the visual amenity of the Centre Foreshore, livability for residents or*

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encouraging excessive reliance on the private motor vehicle by Island residents". The area is to be beautified to please mainlanders, and Islanders (but not mainlanders) are being asked to stop using their cars.

The intention of the Council is isolationist. It states that once Island infrastructure and facilities are improved Islanders will not need to come to the mainland. This is containment. It is offensive and unhealthy. Islanders travel for many reasons, and have as much right to do so as anyone else. There is no suggestion that Redland Bay residents should stay within their suburb. Certainly, we need improved infrastructure, but not for this reason.

Certain "improvements" to transport proposed in the Plan were put forward in the 2002 SMBI Integrated Local Transport Plan, **eight years ago**. They have not occurred. We can have no surety that they will ever occur. In any case, the Council would have to work with State Government and/or private enterprise to implement these improvements. It is deceptive to mention such improvements as if they were readily achievable; they are not.

Improved public transport is certainly desirable but will not solve the problem. Many work places are not on public bus routes from Redland Bay, and never will be. No hospitals can be reached by direct public transport. Carrying large amounts of shopping on public transport is inappropriate, difficult, or not possible. Trades people cannot be expected to carry their tools and supplies on public transport.

Car rental and pooling will have minimal impact on the total need for people to park at Weinam Creek. Council surveys in 2009 indicated that 4 percent of Islanders would consider using car rental, and 14 percent car pooling (which they do now).

SMBI residents have united against this Plan. On 19 September 2009, a well-supported public meeting was held to address the issue. The meeting gave the organizers a strong mandate to fight for a more equitable solution.

Islanders have been trying desperately to get a better deal for the SMBI at Weinam Creek ever since the Draft Plan was released, but our efforts so far have met with little success. We have met with and written to many Councillors, Council executives and advisors, and State and Federal ministers about the issue. The Council line has been one of obfuscation. We have been unable to get straight answers to simple questions. State Government tends to refer us back to the Council.

The Council has now commenced a wide-ranging SMBI ILTP Review and a Social and Economic Impact Assessment. Council has repeatedly refused to release to the community the terms of reference for these studies. It refuses to say to what extent our particular concerns for parking at Weinam Creek will be included (**see "The Issues" below**). Correspondence with Council thus far indicates that the results of these studies are unlikely to alter the Master Plan, only affect additional matters.

Council is beginning to implement the Master Plan already. Procedures have been commenced within Council to enable the purchase of two private lots in Banana Street for the road changes needed. One back-yard car park has gone. Council has budgeted \$2.6 million to be spent on changing the car park at Weinam Creek this financial year.

Island businesses are suffering and property prices are falling because of the parking uncertainties. Many Island business people including real estate agents have signed documents saying that their businesses are being damaged by the Council's plans for Weinam Creek.

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A PowerPoint presentation is enclosed on a computer disc (Enclosure 2.). This is based on similar presentations given to the community at three public meetings during the past 14 months. The presentation contains much information that highlights the need for parking at Weinam Creek and exposes the discriminatory attitude of Council in this regard.

The Issues

Under the Plan:

- We will lose all but 27 free parking spaces.
- We will lose all allocated places.
- Long-term parking will be discouraged.
- "Illegal" back yard car parks will be closed.
- We will get a boom-gated, pay-by-the-hour car park.
- Using Council figures, this new car park will be at least 54 percent too small.



The Supporting Information – Briefing Note of July 2009, given to Councillors before they adopted the Plan and the Submission Review Report, stated that when the Islands are fully developed Islanders will need about 2,240 parking places if 60 percent of those who wish to have a mainland car can be persuaded to use public transport. These figures are higher than those stated in the Plan.

Analysis of the Plan shows that Council is reducing the number of spaces suitable for Islander parking to about 1,023 places; open to all comers, not just Islanders. This means that every single day there will be a short fall of at least 1,217 car spaces. This means that every single day, there will be at least 1,217 Islanders who have nowhere to leave their cars and so cannot catch the water bus home.

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Consequences

Some of the consequences of the Plan are listed here:

- The Plan will result in great social upheaval because of the impacts.
- A disadvantaged community is to be even more disadvantaged.
- Our existing and traditional rights are being violated.
- Those Islanders who must work, and who must have a mainland car to get to work, may be forced to leave the Islands. This is already occurring. Some Islanders have placed their homes on the market as a consequence of the Plan.
- Property prices will be and are being affected adversely.
- The elderly, and all those who rely on visitors to enrich their lives, will suffer. Visitors will not come here if they cannot park their cars at Weinam Creek.
- Community workers, such as the Blue Nurses, teachers and trades people, may choose to work elsewhere.
- Many Veterans will have to move, as they will be unable to access their medical officers if they cannot have a car. They cannot have a car if they cannot park it.
- The Plan is quite simply, appalling town planning.
- The Weinam Creek area should function as a working port for SMBI residents, with such amenities as necessary to achieve this aim. Sufficient appropriate car parking is an essential amenity. Beautifying the port should be a secondary aim.
- The provision of cycle paths and cycle storage will be of very limited use to Islanders going about their everyday mainland business.
- Containment is the first step towards a ghetto mentality. It is unacceptable.
- Island businesses and clubs will be negatively affected as Islanders leave, and visitors and tourists choose to go elsewhere because they cannot park at Weinam Creek.
- The Council is discriminating particularly and adversely against Islanders.
- The Council is applying draconian travel demand management methods on a community already profoundly limited in its ability to travel.
- The multi-storey car park proposal should be re-considered.
- We are not seeking special treatment. We are seeking *fair* treatment; to be considered in the same light as mainland ratepayers, and not as second-class citizens.
- We are seeking natural justice.

Petitions

Local outrage was so great that last year 1,715 people signed separate petitions to the Council and the Queensland State Government opposing the Plan. This was 76%

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of the voting public of the SMBI. These petitions were arranged by the Our Parking Spot group.

Over two hundred people gathered at the Council Chambers in Cleveland to present the petition to the General Meeting of Council on 28 October 2009.

The petition stated:

"We, the undersigned –

Residents of Redland City;

request that Council:

set aside all parts of the Redland Bay Centre and Foreshore Master Plan adopted by Council on 26 August 2009 that affect parking of vehicles in the Weinam Creek area; recognize the traditional and preeminent rights of the residents of, and visitors to, the Bay Islands of Russell, Karragarra, Lamb and Macleay to park without hindrance on the land adjoining the passenger ferry terminal and zoned as Marine Activity; and provide parking facilities on that land sufficient to accommodate the ultimate number of aforementioned users as estimated by Council, being 1,700."

Council resolved at that General Meeting to:

- "1. acknowledge the petition and the seriousness of the issues raised,*
- 2. act responsibly and fairly in dealing with the adopted Redland Bay Centre & Foreshore Master Plan as Council and the community move forward,*
- 3. consider the petitioners' views as part of the Integrated Local Transport Plan and other work yet to be undertaken,*
- 4. recognise that concerns regarding adequate parking for all users of the facility will be incorporated as part of an ongoing review of these plans and their outcomes, and*
- 5. request that the principal petitioners be advised in writing accordingly."*

Our State Member of Parliament, Mr. Peter Dowling, presented another petition arranged by the group to the Queensland Parliament on 28 October 2009.

Present Situation

The Weinam Creek ferry terminal has passenger traffic exceeding 90,000 movements per month, more than one million per year, making it the busiest passenger port in Queensland. This traffic is expected to quadruple if the ultimate, forecast population numbers are reached. And, it is on this basis that Council estimates the ultimate need will be for 2,240 car parking spaces at Weinam Creek.

Many requests have been made to Council since it adopted the Plan for it to do a SEIA that addresses the issues of concern held by Islanders. Council has refused. Council has advised that the SEIA now being done by Council is limited to the fees to be charged for Islanders and others to park at Weinam Creek; nothing about the impact of the loss of allocated spaces, etc.

RCC has received hundreds of formal Letters of Complaint from individual Islanders about the Foreshore Master Plan, explaining the severe detrimental impact that the Plan will have on their lifestyles and livelihoods. An external investigator, the LKA

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Group, has been appointed by Council to examine and report on these complaints. The report is expected during November 2010.

The Travel Diaries that have been sent to randomly selected Islanders by the consultants, Social Data, as part of the ILTP Review fail to properly examine the detail of why people need to park in the Weinam Creek precinct.

The survey done by the Our Parking Spot group, the group acting for most of the community in making this brief, explores more fully the parking needs at Weinam Creek. (See Enclosure 1.)

Council states "There is insufficient land at the Weinam Creek Ferry Terminal to provide additional car park spaces (at grade) to meet the parking demand of the forecast population of the SMBI". It then ignores possible solutions, of which there are several, acting instead to penalize Islanders for the benefit of mainland residents.

Solutions at Weinam Creek

(See Enclosure 2.)

There are two practical solutions that would provide the necessary parking facilities at Weinam Creek., These, essentially, lie within the jurisdiction of Council; it need only agree.

These solutions are most viable for Islanders if done by Council, not private enterprise, because of the differing rates of return on investment needed. Infrastructure funding for these purposes should be provided, at least in part, by the State and Federal Governments to assist Council in overcoming the lack of planning when the Islands were first subdivided under Government auspices.

These solutions are described here:

a. Purchase of Additional Land at Weinam Creek.

Council could purchase the nine lots on the south-west side of Banana Street or acquire them as permitted under the Acquisition of Lands Act 1967. Amalgamated with the present car park, the total area would provide parking, at grade, for about 1,600 cars immediately. This would suffice for about 10 years. This solution allows the option of building a low-rise car parking station on part of the site in the future. Total cost would be about six to eight million dollars, depending on the standard of the finished park.



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Council could buy this land for about six million dollars. Then, as an example, by allocating one thousand spaces to specific users (the present need) and charging each \$900 per year (the present charge for parking in the Council compound) the purchase would pay for itself in about ten years at the Council internal rate of return of 5.88 percent per year. The remaining 600 spaces could be free. These results are readily achievable.

Note that purchase of lots is a normal part of Council business. Council presently is acting to acquire about 70 private lots within Redland City for various reasons.

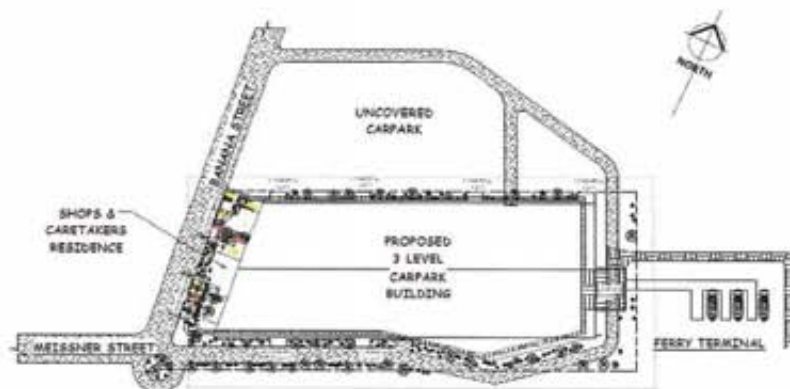
b. Build a Low-Rise Car Parking Station.

A three-level (10 metre high) car parking station with paid parking for about 2,000 cars can be built at Weinam Creek on the area presently zoned Marine Activity, the State Reserve Land. This would leave sufficient area for the controlled, free, parking of about 200 cars in the open air beside the station. Cost would be about \$30 to 40 million. An allocated, long-term space in this station could cost users as little as \$1,450 per year if built by Council, even less if Government or Council contributed infrastructure funding.

This solution has been studied in considerable detail and complies with all Council requirements (subject to assessment), bar the need for a minor change to the definition of "mixed use" development in the Redland Planning Scheme. The drawings meet Council specifications, and are concept drawings only.



View from Banana Street



Plan View

This solution is supported by the following statements:

- (i) The 2002 SMBI ILTP Discussion Paper of May 2002, by GHD, stated:

"Discussion Two issues should be highlighted in respect of any proposals to redevelop the mainland facilities at Redland Bay ... the area of

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*land available for the development of a terminal and associated facilities is limited. ... Alternative methods for providing car parking, such as the construction of a **multi-storey carpark** (my emphasis), may also need to be considered."*

(ii) The Hon Stephen Robertson MP (Minister for Natural Resources Mines and Energy and Minister for Trade) wrote on 24 November 2009 (Ref: MO/09/1377, CTS 11454/09):

*"The department has advised the council that it **would support the development of a multi level car park** (my emphasis) within the reserve as it believes that this could alleviate some of the parking issues and community concerns about access and safety. A decision on whether a multi level car park would be constructed is one that the council must make along with whether charges would apply for use of the car park."*

Other Solutions

a. **The Vehicular Barges.**

Many people would prefer to drive from their Island home to the jetty, drive onto the vehicular barge to be taken to the mainland, drive to the various destinations on the mainland, drive back onto the barge to be taken back to the Island, then drive home where any shopping can be taken from the car and into the home. In this scenario, many destinations can be visited and the quantity of shopping is not restricted. One problem with this scenario, presently, is the high cost of barge travel being \$87 return. Another problem for commuters is the time taken for the trip, about 40 minutes from Macleay Island for example.

The barges are a major lifeline for the Islands. All heavy equipment and supplies come on barges.

The waterway between the mainland and the Islands should be recognized as our highway. It is the link between the road system on the mainland and that on the Islands. As such, it should be provided and maintained, with the necessary ancillary facilities, in a way similar to that in which roads are provided on the mainland; indeed, like the ferry link between Melbourne and Tasmania.

Part of the solution to the problem of car parking at Weinam Creek, and on each of the Islands, is for the Government and/or the Redland City Council to heavily subsidize and regulate the vehicular barge service to make it a better option for travel. Some roads on the mainland are tollways but, on none of which I am aware, do users have to pay the fees that Islanders incur for using our water-road. Car parks are not needed when people use the vehicular barge.

However, a subsidy of \$50 per return trip per car would aggregate to an amount between \$2.7 and \$5.6 million per year, depending on load factors. This would seem less cost-effective than putting money into the Weinam Creek parking solutions.

b. **Alternative Barge Routes**

Council has commissioned GHD to assess the feasibility of having alternative barge routes between the Islands and the mainland. The report is expected during November 2010.

OUR PARKING SPOT

However, the implementation of alternative barge routes faces many difficulties. Presently, none of the authorities, Councils, corporations, or other parties that would have to be involved supports the concept. Enclosure 3 outlines this contention.

The information in Enclosure 3 is from public statements about alternative barge routes, based on recent correspondence with various parties.

c. Improved Mainland Bus Services

Public transport use could be increased:

(i) The passenger ferries should be incorporated into the Translink system with integrated and electronic ticketing. This would ensure coordination of the ferry and bus arrival and departure times and would attract subsidies. Buses departing Weinam Creek as the ferries arrive, as sometimes happens now, is bad practise; making people miss important appointments by up to one hour.

(ii) The ferry and bus interchange at Weinam Creek should be collocated under one roof to protect passengers from the weather and to shorten interchange times.

(iii) Bus routes should be provided that meet Islander needs, in both destinations and timeliness. Brisbane, being the centre of the metropolis, has a public transport system that radiates to all the suburbs and beyond. Redland Bay, however, is at the end of the track and services very few areas directly. Direct routes to Capalaba and Carindale shopping centres should be added to those already in place to Victoria Point, Cleveland and the Logan Hyperdome. Quick routes are needed to the hospitals, including those of the Redlands, Princess Alexandra, Greenslopes and the Mater in Brisbane. As an example, the Redlands Hospital can be reached within 30 minutes by car, but from 1 ¾ to 4 hours by bus depending on connections.

(iv) Buses must be able to accommodate effectively the shopping trolleys, wheelchairs, and prams that Islanders require, without the need for prams to be folded or items to otherwise inconvenience people. Many Islanders are unlikely to use buses unless such facilities exist.

(v) Properly caged or muzzled pets should be allowed onto some buses if being taken to the vet.

(vi) Bus drivers must be empowered to stop the too-frequent offensive behaviour by passengers; loud and offensive language being of particular concern.

(vii) Some bus drivers need to be better trained and supervised. The driving habits of some lack consideration for the passengers. Some lack interpersonal skills. Many Islanders are elderly and frail and may need help in entering or leaving buses.

Island Issues

a. Public Transport

The 2002 report suggests buses on Russell and Macleay Island to connect with ferries. Although buses may have once run for a short time there is still no

OUR PARKING SPOT

public transport on these islands, except taxis that charge up to \$18 for a trip to or from the ferry.

The 2002 report only mentions trips to the ferry terminals. There is no mention of those who may wish to use public transport for shopping, attend meetings, visiting friends or to frequent venues on the Islands. Buses on the Islands would be used by visitors who are currently stranded at the ferry terminal in the Bus Shelter for the bus that never comes.

Island bus services will have to meet criteria similar to those for mainland bus services if they are to be successful.

b. Parking

Island bus services with low fares would reduce the number of cars parked at Island Ferry Terminals. However, the reduction might be small unless the buses could carry shopping trolleys, prams and wheelchairs, and unless they coordinated with the passenger ferries, and unless Island bus stops were convenient to most Island residences, noting the somewhat older age demographic of the Islanders.

Recreational boat ramps often are located in the same area as the passenger terminals on the Islands. Consequently, these areas must accommodate the parking of cars for ferry passengers as well as cars with boat trailers. These areas are overloaded already. Population growth will exacerbate the problem. There is not enough land "at grade" to continually expand the footprint for parking. Consequently, the provision of multi-storey car parking stations at the ferry terminals of the Islands should be studied.

c. Vehicle Types

In an ideal world, walking and cycling would be a solution to many transport related problems. Some people do take on these activities, others because of age or physical restraints cannot. The Islands are quite hilly and this mode of transport is not suitable if items need to be carried. Smaller commuter vehicles, like Golf Buggies are the answer for Hamilton Island and should be considered for the SMBI. Incentives could be provided to people prepared to use such vehicles.

Conclusion

The SMBI ILTP Review and SEIA, as appropriate, should include statements based on a thorough and impartial consideration of the information contained in this paper and its Enclosures. The members of the Our Parking Spot group strongly advocate that these Studies recommend to Council as follows:

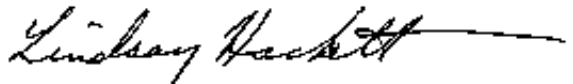
a. Council should stop all work under the Redland Bay Centre and Foreshore Master Plan as that Plan impacts on parking at the Weinam Creek Precinct until it has considered the results of the SMBI ILTP Review, the SEIA, and other information to hand.

b. Council should resolve to provide Islanders and visitors with facilities that will enable them access to and from the mainland in a way that permits them to have lifestyles and livelihoods that are comparable to those enjoyed by mainland residents of Redland City.

OUR PARKING SPOT

- c. Council should commission independent studies to test the practicability and practicality of the parking solutions proposed by the Our Parking Spot group as outlined in this paper; particularly, the acquisition of additional land at the Weinam Creek Precinct and/or the construction of a low-rise car parking station on the reserve land at Weinam Creek.
- d. Council should recognize the special social, economic and demographic characteristics of the Islands and Islanders when addressing the need for sufficient, appropriate and affordable parking at Weinam Creek and on the Islands for Islanders and visitors.
- e. Council should complete a thorough Social and Economic Impact Assessment before implementing any Plan that affects parking at the Weinam Creek Precinct for Islanders.
- f. Council should review its Redland Bay Centre and Foreshore Master Plan in the light of all studies and considerations and adopt a long-term Plan that provides the facilities necessary for Islanders and others to lead normal lives as measured against the standards of other residents of Redland City.
- g. Council should implement the reviewed Master Plan in time to meet the need.
- h. Council should act expeditiously on the conclusions and recommendations of the SMBI ILTP and SEIA, as adopted.

Representatives of the Our Parking Spot group stand ready to provide additional and detailed information and explanation as needed.



Lindsay Hackett



Gayle Nemeth

for the Our Parking Spot group
for the 700 people who have assigned their voices to us to speak on this matter
for the 1,717 people who signed our petition presented to Council on 28 October 2009
for the 1,715 people who signed our petition tabled in the House on 23 December 2009.

c/- 16 Cotton Tree Avenue
Macleay Island Qld 4184
Phone: 3409 5522

16 October 2010

- Enclosures:** 1. Survey Results – 30 September 2010.
2. WEINAM CREEK PARKING - A presentation by the Our Parking Spot group - October 2010;
(This is a printout of the attached Computer Disc containing the PowerPoint Presentation).
3. The Facts about Alternative Barge Routes – 1 October 2010.

Community Survey

Responses to our survey dated 30 July 2010 were received from 535 households. The results indicate clearly the need for sufficient and appropriate parking at Weinam Creek. **See the results below.**

These results have been sent to the Redland City Council and to the LKA Group that is doing the investigation into the many Letters of Complaint that Islanders have sent to Council.

The State Member for Redlands (Mr. Peter Dowling MP) and the Federal Member for Bowman (Mr. Andrew Laming MP) have been sent copies.

We have been negotiating with Council for about two years now in an attempt to have it reconsider its Redland Bay Centre and Foreshore Master Plan as it impacts on parking at the Weinam Creek precinct. So far, Council remains obdurate, refusing to acknowledge that its Plan will create hardships for many Islanders.

Our survey was done because recent Council surveys have clearly and deliberately failed to adequately

address our main concerns. These concerns are that Council will provide at Weinam Creek:

- no allocated spaces;
- no guarantee of long term or permanent parking;
- insufficient number of free spaces;
- not enough spaces in total; and
- no scope for adjustment of the number of spaces if Council's estimates of the effectiveness of its Travel Demand Management actions are not achieved.

We will continue to strive for a just outcome, and ask all Islanders to support our cause.

A total solution at Weinam Creek will benefit all Islanders and can be done without the lengthy and uncertain approval processes that proposals at other locations would require. These other proposals are ill-founded and are a distraction that Council can exploit to divide our community while it proceeds to redevelop Weinam Creek in accordance with its Foreshore Master Plan; starting in the New Year.

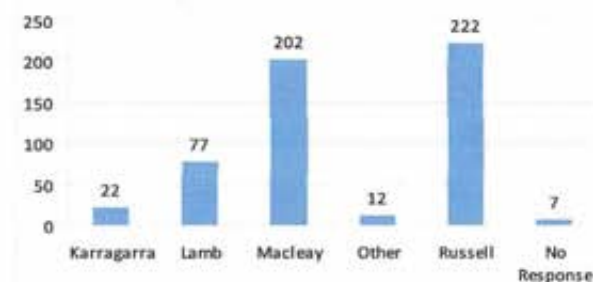
Fulfilling Our Promise to Keep All Informed

Authorized by Lindsay Hackett and Gayle Nemeth for the OUR PARKING SPOT group

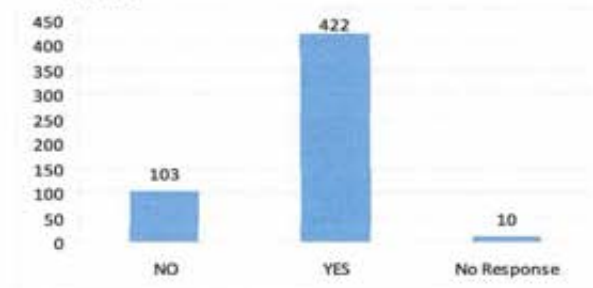
30 September 2010

RESULTS

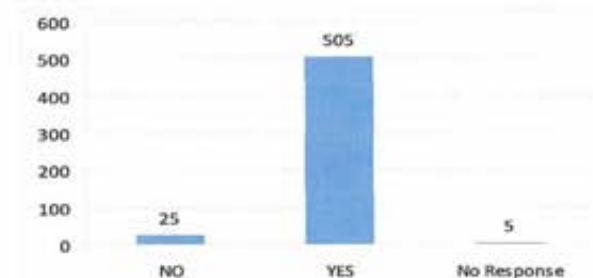
1. Where do you live?



2. Do you keep a car at Weinam Creek for mainland travel?



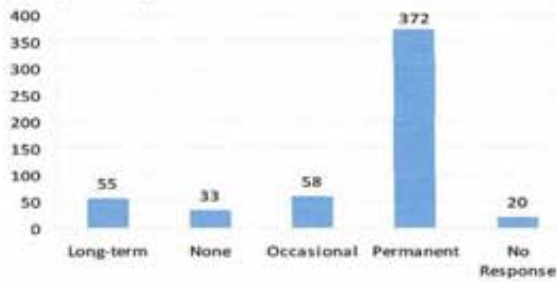
3. Do you have visitors that need to park at Weinam Creek?



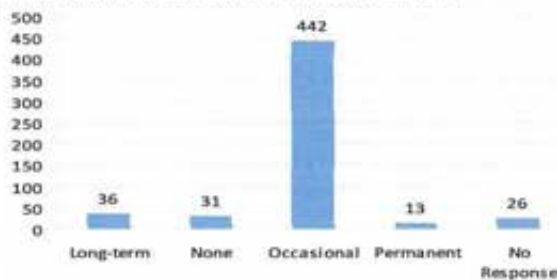
4. Do you believe Islanders have a right to park at Weinam Creek?



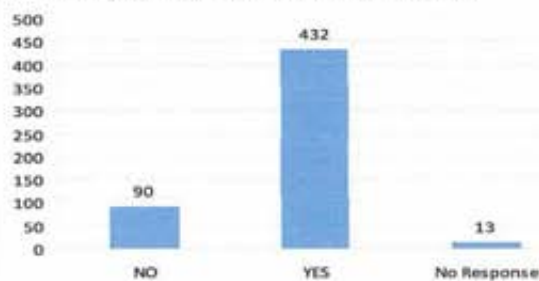
5. Do you need a permanent, long-term, or occasional space to park at Weinam Creek?



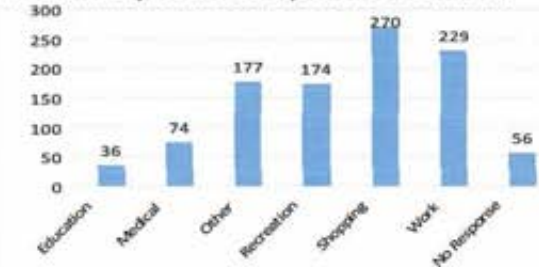
6. Do your visitors need a permanent, long-term, or occasional space to park at Weinam Creek?



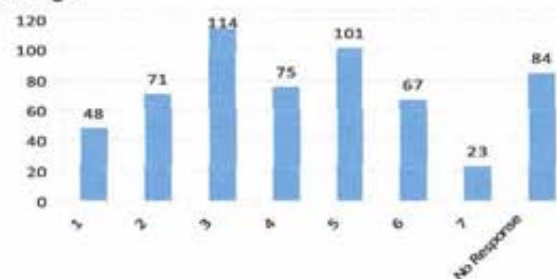
7. Must you keep a car at Weinam Creek?



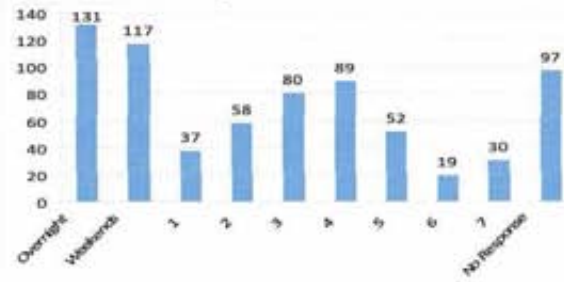
8. What is your most frequent use of this car?



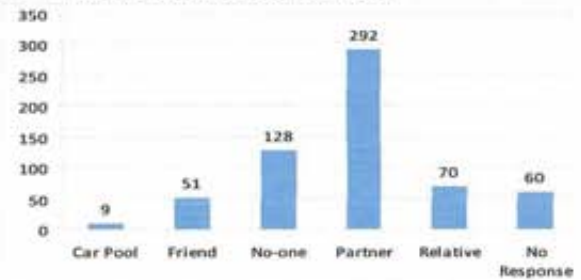
9. How many days per week do you use this car, on average?



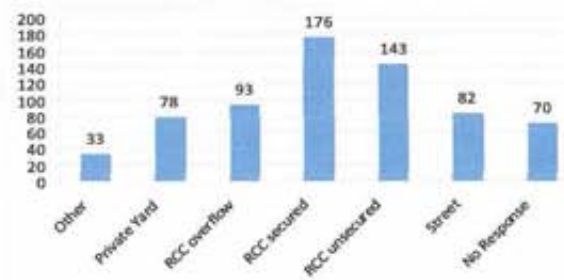
10. How long does this car stay unused at Weinam Creek each week, on average?



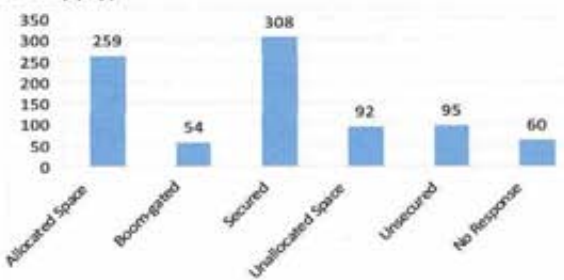
11. Who shares the use of your car?



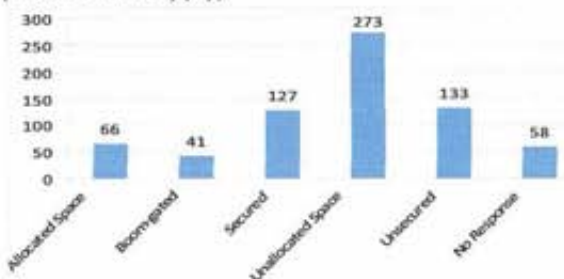
12. Where do you park your car at Weinam Creek?



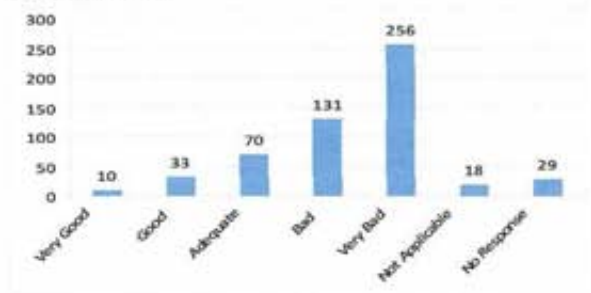
13. What categories of parking do you need? (Circle all that apply)



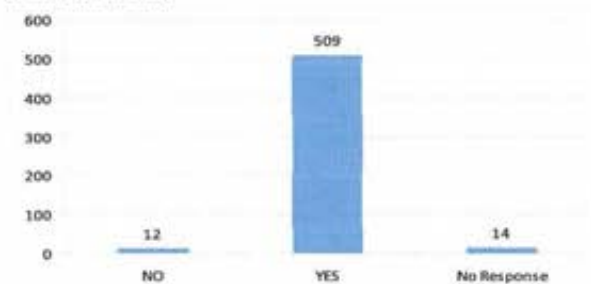
14. What categories of parking do your visitors need? (Circle all that apply)



15. How do you rate the present parking situation at Weinam Creek?

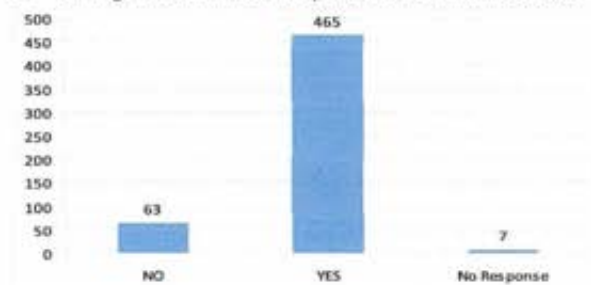


16. Are you worried about the availability of parking at Weinam Creek?

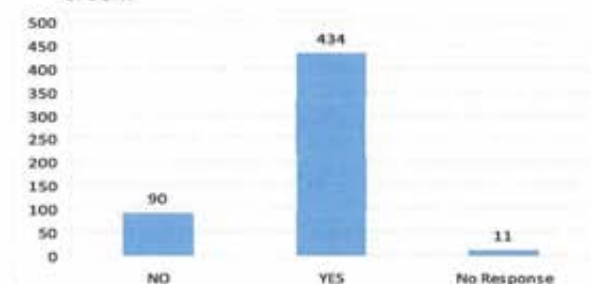


17. Are you aware that Council has stated in its adopted Foreshore master Plan that it intends to:

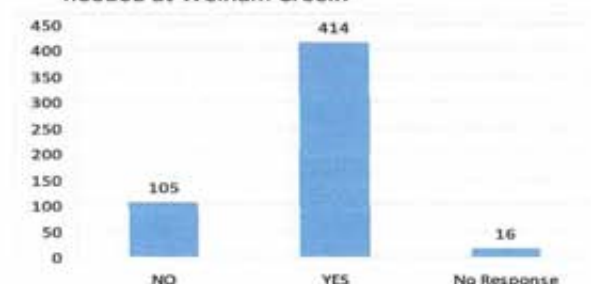
a. Charge a fee for most spaces at Weinam Creek?



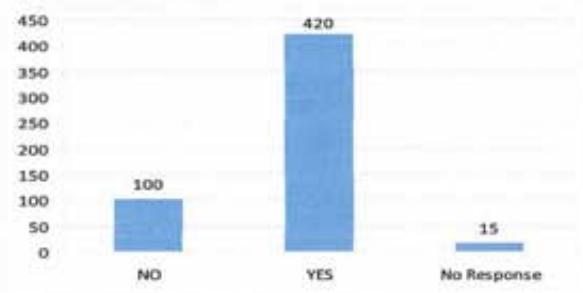
b. Remove all allocated (permanent) spaces at Weinam Creek?



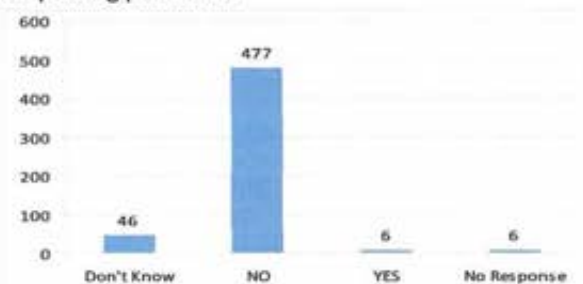
c. Provide only 46% of the spaces it estimates will be needed at Weinam Creek?



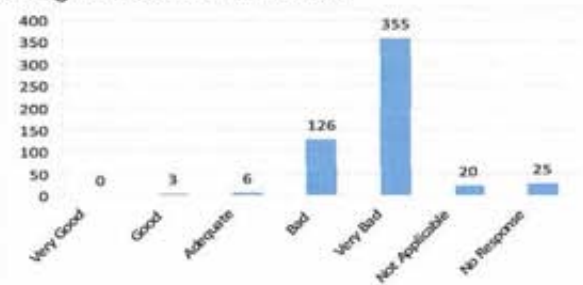
d. Discourage long-term and permanent parking at Weinam Creek?



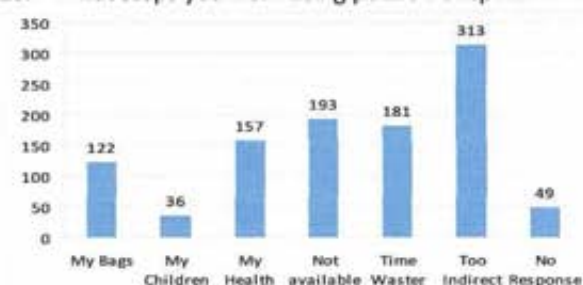
18. Do you think Council's Foreshore Master Plan will solve the parking problems?



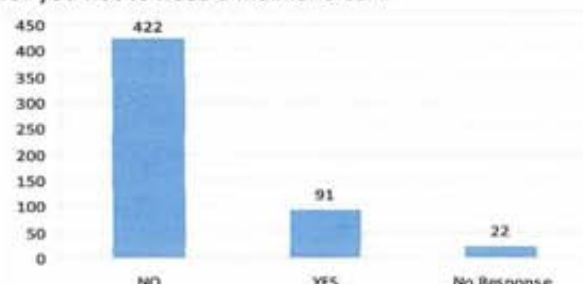
19. How do you rate Council's intended future parking arrangements at Weinam Creek?



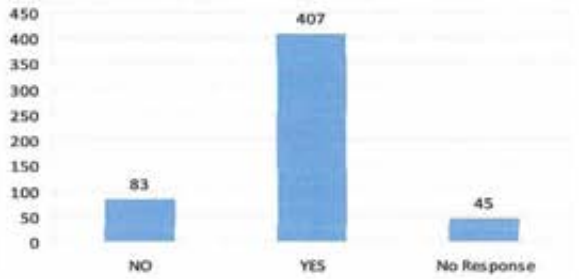
20. What stops you from using public transport?



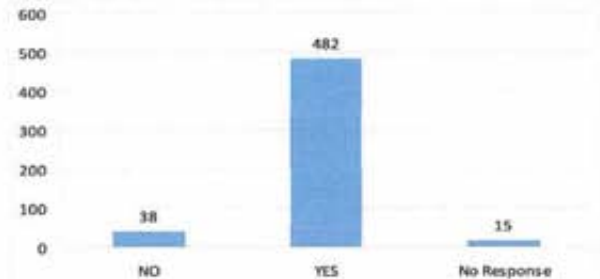
21. Do you think public transport can be improved enough for you not to need a mainland car?



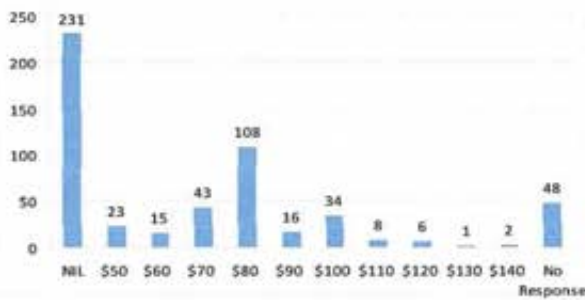
22. Should Council enlarge the parking area at Weinam Creek by purchasing private properties?



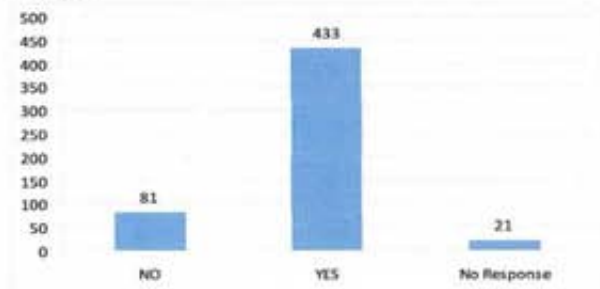
27. Would a reduction in the number of available spaces at Weinam Creek hurt your lifestyle?



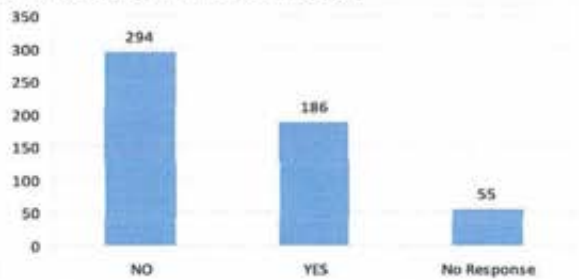
23. About how much do you pay per month to park at Weinam Creek?



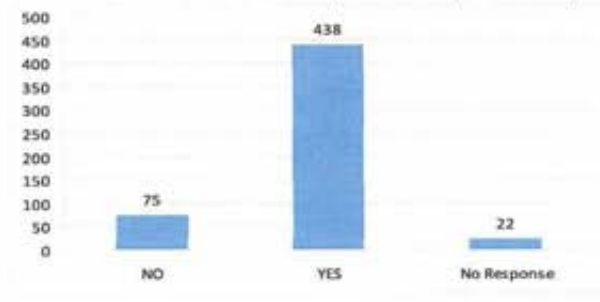
28. Will the removal of allocated spaces hurt your lifestyle?



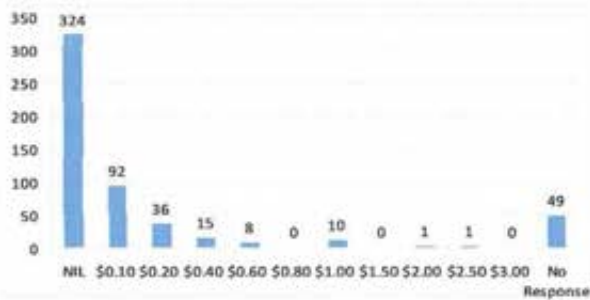
24. To ensure you are able to park at Weinam Creek, would you pay more if you had to?



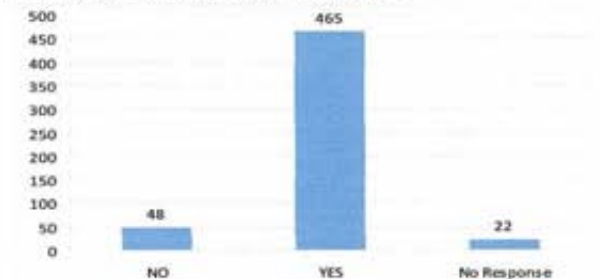
29. Will the removal of free spaces hurt your lifestyle?



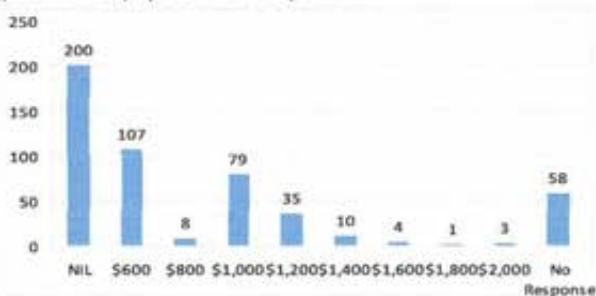
25. How much would you pay per hour in a public car park in the open air at Weinam Creek?



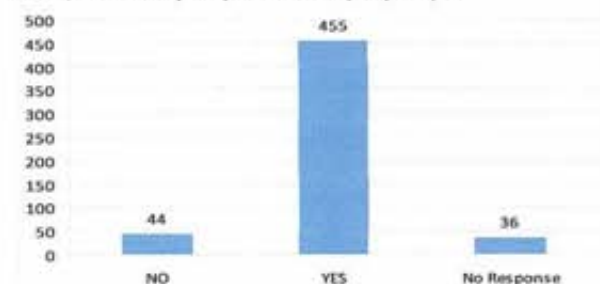
30. Are the present mainland parking arrangements damaging the wellbeing of Islanders?



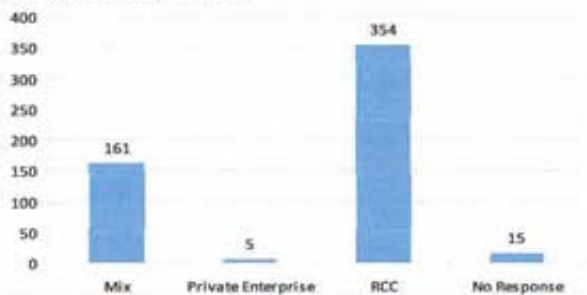
26. How much would you pay per year for an allocated (permanent) space in the open air?



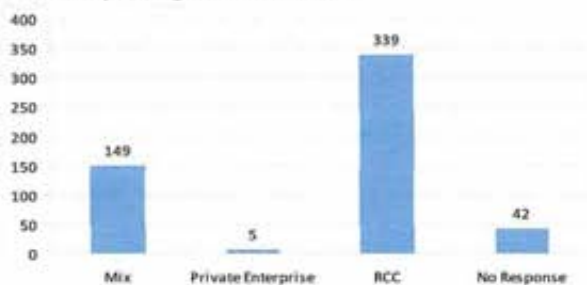
31. Is mainland parking negatively affecting the value/saleability of your island property?



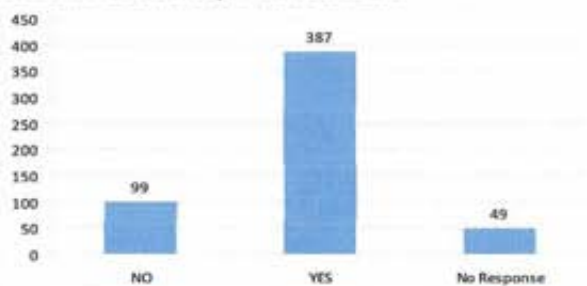
32. Who should be responsible for providing mainland parking for the Islands?



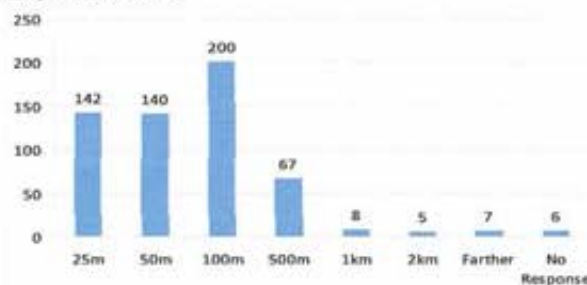
33. Who should be responsible for controlling the cost of mainland parking for the Islands?



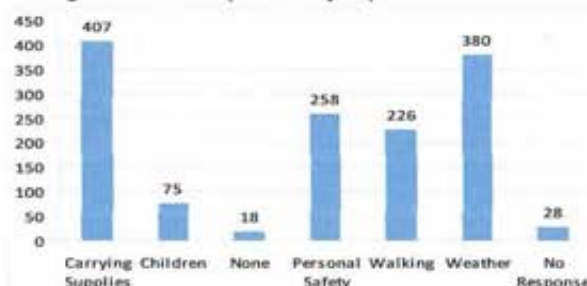
34. Should a multi-storey, secure, car park be built at Weinam Creek to cope with demand?



35. How close to the jetty should a multi-storey, secure, car park be built?



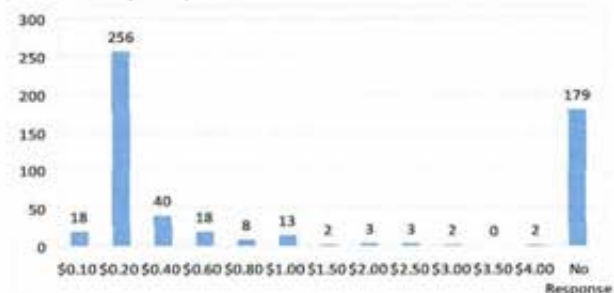
36. If not close, what would give you problems when moving between car park and jetty?



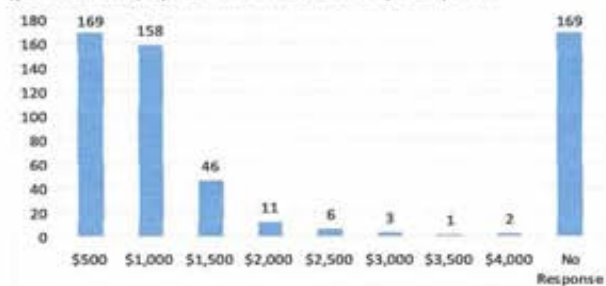
37. If not close, would a shuttle bus adequately solve these problems for you?



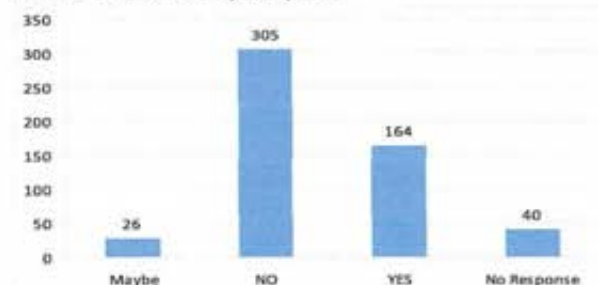
38. What is the most you would pay per hour to park in a multi-storey car park?



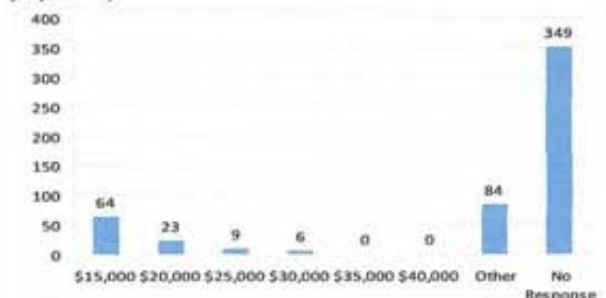
39. What would you pay per year for an allocated (permanent) space in a multi-storey car park?



40. Would you be prepared to buy a space that you would own in a multi-storey car park?



41. How much would you pay to own a space (a one-off payment)?



Enclosure 2
to A Paper Detailing Important Matters
of 16 October 2010

WEINAM CREEK PARKING

Presentation
by
The Our Parking Spot Group

c/- 16 Cotton Tree Avenue
Macleay Island Qld 4184

October 2010

WEINAM CREEK PARKING

Presentation
by
The Our Parking Spot Group

c/- 16 Cotton Tree Avenue
Macleay Island Qld 4184

October 2010

WEINAM CREEK PARKING

- This presentation is based on Redland City Council's Redland Bay Centre and Foreshore Master Plan of 26 August 2009.
- Direct quotes from documents are shown in black, or in red with shading.
- Presenter's commentary is shown in blue, highlighted in red.
- References for the quotes are shown at the bottom left-hand corner of each slide.

Overview of Submissions

	In Support	In Objection	Total
Petitions	0	3	3 (3711 signatures)
Submissions	41	345	386
Total Submissions	41	348	389

Submission Review Report 120909

Overview of Submissions

- The community had 6 weeks to make submissions.
- Council took 8 months to review the submissions.
- In the main, Islanders' concerns were sidestepped.

Submission Review Report 120909

How We Travel

Mode of Transport - Mainland	% 2009*
Private Car	75%
Public Bus	32%
Passenger	6%
Walk	4%
Car Pool	2%
Taxi	2%
Private Bus	2%

Supporting Information 130609

We Need Long Stay Parking!

Length of stay of cars parked in the Mainland Ferry Terminal

- 11% parked for ≤ 5 hours
- 15% parked for 6-10 hours
- 31% parked for 11-20 hours
- 23% parked for 21-40 hours
- 21% parked for >40 hours.
- The average length of stay was 30 hours.

Submission Review Report 130609

THE ISSUES

The Issues

- Not Enough Spaces
- No Allocated Spaces
- No Guarantee of affordable Long-Term and Permanent Parking
- Not Enough Free Spaces
- No Scope to Increase the Number of Spaces if Council's Estimate of the Need is Exceeded

The Issues

- No formal study about the social and economic impacts that this parking plan will have on Islanders.
- Council has not agreed to include these **specific** issues in the ILTP Review or the SEI Assessment to be done in 2010.

**COUNCIL TREATS ISLANDERS
WITH CONTEMPT!**

OUR TOEHOLD



Our Toehold

Arguments that Islanders should reduce our use of this area so that mainlanders can benefit at our expense are selfish and disingenuous, at best.



Our Toehold

Redland Bay has a lot of open space and potential open space.

There is no imperative to reduce the space needed for parking by Islanders.

Indeed, there is a strong argument to increase this space.

Our Toehold

The **Weinam Creek precinct** has **been the Islands' gateway** always.

Until other solutions are operating (as opposed to being visionary) this gateway must remain.

Our Toehold

The needs of the present and future Islander population for car parking at Weinam Creek **must be accepted and accommodated.**

Our Toehold

Council must accept that it has a large **WORKING PORT** at Weinam Creek and must plan accordingly.

WHO ARE WE?

Who are We?

It is important to highlight that the **island communities are significantly disadvantaged**, with a **socio-economic ranking in the bottom 7% of most disadvantaged communities across Queensland.**

Submission Review Report 120809

Who are We?

Compared to Redland Bay which ranks at 85%.

ABS: Social-Economic Disadvantage Index (SEIFA, 2006)

THE PLAN

Car Park Capacity Available

Location	Existing Spaces	Short Term	At 10 Years	
Barge Terminal	126	126	0	RBC&FMP p. 26/27
Temp Overflow Area – near War Memorial	92	0	0	Sub Rev Rpt p. 32
Free Time-limited Area – On Bitumen	299	27	27	
Fenced Compound – On Bitumen	435	830	830	
Temp Grassed Overflow Area – Meissner St	100	135	0	RBC&FMP p. 30/29
Banana St east side – 12 hr zone	42	46	46	
Totals – Light Vehicles	1,094*	1,164*	903*	
Marina Precinct	65*	65*	0	RBC&FMP p. 30/29 & Map 10
Boat/Trailer Area "(part time only)"	(77)	(81)	120*	Sub Rev Rpt p. 33
Private Carparking Areas	169	?	?	
Totals* =	1,159	1,229	1,023	

Supporting Information 120809

Car Park Capacity Needed?

... **ultimate projected population ... to 24,000**, ... and would translate into an **ultimate car parking demand of around 2,240 spaces** in the year 2063 ... based on **60%** public transport usage.

Supporting Information 130809

Car Park Capacity Needed?

2,240 spaces will be needed if 60% of the Islanders who normally would want a car at Weinam Creek can be persuaded instead to use Public Transport.

Without improvements to Public Transport, Islanders will need 5,600 spaces.

Supporting Information 130809

Car Park Capacity Needed?

Now	Less than 5 Years	At 10 Years	Ultimate Need
1,159*	1,229	1,023	2,240

Supp Info Briefing Note p.2

* 435 are allocated spaces

* > 450 people on waiting list

Car Park Capacity Proposed



Now

Planned

RBC&PMP

Car Park Capacity Proposed



RBCAFMP

< 5 Years



5 to 10 Years

Car Park Capacity Proposed



RBCAFMP

At 10 Years

How to Make Islanders Understand Their Place!

Travel Demand Management

Travel Demand Management

Soft measures (or incentives)

- Education and awareness campaigns;
- Workplace travel plans;
- Teleworking opportunities;
- Flexible working hours to facilitate peak spreading;
- Car-pooling;
- Destination travel plans;
- School programs;
- Household travel; and
- Intelligent transport systems.

Rotterdam Transport Plan 2010 - Technical Report - June 2005

Travel Demand Management

Hard measures (or restrictions)

- Parking supply;
- Parking pricing;
- Charging the price of individual trips;
- Fuel pricing;
- Regulations;
- Enforcements;
- Convert car lanes to High Occupancy Vehicle (HOV) lanes.

Rotterdam Transport Plan 2016 – Technical Report – June 2015

Travel Demand Management

Soft measures, by comparison, can effect behaviour change at a **benefit to cost ratio as high as 20.**

Hard measures are usually justified on the basis of a **benefit to cost ratio of marginally higher than 1.**

Rotterdam Transport Plan 2016 – Technical Report – June 2015

SO!

Council's Solution

SOFT

A remote Park and Ride facility
... must be pursued as an option to preserve the foreshore from car domination.

?

RDCAFMP

SOFT

Strongly advocate for the provision of **a free (or subsidised) shuttle bus service** connection from Weinam Creek Ferry terminal to Victoria Point bus interchange.



RBCAFMP

BUT!

Council **needs to convey an understanding** of the lifestyle tradeoffs and real expenses/costs associated within pursuing permanent residency in remotely located areas such as the SMBI.

Submission Review Report 120600

HARD

Introduce a car parking pricing system for travel demand management. Pricing to be set at an hourly rate that reflects the costs of security, policing, ongoing maintenance and upgrade costs.

RBCAFMP

HARD

- **Remove secure long-stay parking area on the mainland** for use by SMBI residents.

RBCAFMP

HARD

- To provide public parking for motor vehicles ... without adversely affecting the visual amenity of the Centre Foreshore, livability for residents **or encouraging excessive reliance on the private motor vehicle by island residents.**

RBC&FMP

HARD

- The proposed redevelopment incorporate a single user-pays system, which **would also dissuade undesirable 'permanent' long stay parking** and produce a flexible and equitably accessed carpark.

Supporting Information 130801

And, More!

Remove and reinstate **a smaller car parking area that adjoins the barge queuing area** with extension to foreshore and the pedestrian and cycling network.

RBC&FMP

And, More!

Any alleged illegally established use (for car parking) will be issued a show cause notice, and required to formalise these operations through application or the activity ceased.

Submission Review Report 120808

And, More!

Council acknowledges that any closure of illegal parking operations **will place additional pressure on** on-street parking arrangements, and potentially increase illegal parking.

Submission Review Report 120609

And, More!

Council's **Local Laws officers will enforce** parking regulations.

Submission Review Report 120609

Overall Impact



Ultimate Development Plan

RBC&FMP

New Marina?

Ensure that adequate car parking facilities associated with any new marina/commercial area are provided so that they **do not impact** on existing community car parking.

HOW?

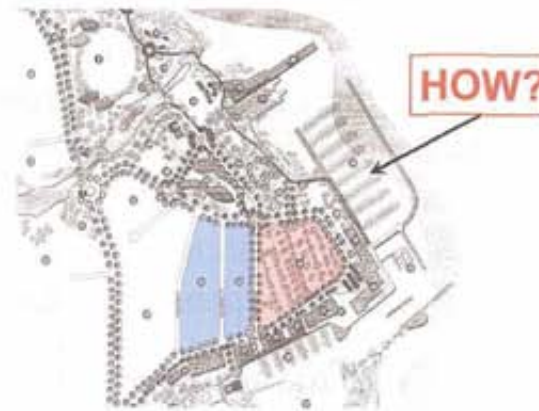
RBC&FMP

New Marina?



RBC&FMP

New Marina?



Confidential

Containment

Control overall transport demand (SMBI Integrated Local Transport Plan 2002) by:

- Developing policies that would encourage the development of businesses and services on the islands **to improve self-containment;**
- Continuing to work with State Government agencies **to locate community services on the islands.**

Supporting Information 130809

Containment

**This is two-edged;
superficially good, but just
another way to keep us
isolated and away from
Weinam Creek.**

**There are many reasons why
Islanders need to park at
Weinam Creek.**

Positives?

Plan Statements

... **explore** ... opportunities and **aim** to **significantly improve public transport services** through:

- more frequent bus connections to the ferry terminal
- future island bus services
- improved barge services (and hours of operation)
- an affordable fare structure for commuters
- improved integrated ferry/bus timetabling
- integrated ticketing on SMI ferry services
- a park 'n' ride facility ...

RSC/MP

Plan Recommendations

"It is worth noting that Redland City Council contributes nothing to public transport in the region ... If Redlands City Council was to contribute the same level of funding per ratepayer as Brisbane City Council (\$178) this would generate over \$11M in extra funding to spend on more public transport services and infrastructure."

Letter from Hon. Rachel Nolan MP, dated 4 Dec 09

CAR POOLING & CAR HIRE

Alternative to Private Vehicle Use	2009 %
Car Pooling	14
Car rental / Hire	4
None of these Options	82

Supporting Information 130606

CAR HIRE

It should be noted that Council would support a sound proposal from the private sector for **budget car rentals**.

Council has recently received correspondence from a local company interested in **establishing a car rental business at the Weinam creek terminal**.

Submission Review Report 120609

CAR HIRE

But! Such a proposal would consume scarce parking spaces!

And, all to suit 4% of Commuters.

CAR POOLING

Car Pooling is mentioned only in the Supporting Information by noting the survey result; nothing in the Plan.

Alternative to Private Vehicle Use	2009 %
Car Pooling	14
Car rental / Hire	4
None of these Options	82

Supporting Information 130609

CAR POOLING

We car pool now!

Council's Upgraded Car Park

COUNCIL ATTITUDE

1. It is acknowledged the **loss of a guaranteed space may be an inconvenience** for some people.

Presumably, Council also feels sorry for the >450 persons currently on the waiting list.

Submission Review Report 120609

COUNCIL ATTITUDE

2. **Administratively** it would be **very difficult** in the combined car park to implement a "guaranteed space" arrangement for 438 users.

Submission Review Report 120608

COUNCIL ATTITUDE

4. **Removing the issue of guaranteed spaces**, will make the future car park operation **more flexible with less administrative problems.**

Submission Review Report 120608

Fees in the Upgraded Car Park

1. The user-pays principle, ..., be applied to users of the main car park on the completion of the redevelopment works;

Submission Review Report 120809

Fees in the Upgraded Car Park

3. That car parking pricing be set initially at 25 cents per hour.

Submission Review Report 120809

Fees in the Upgraded Car Park

25 cents per hour is \$6 per 24 Hr day, or \$2,190 per year.

But, Council intends to discourage permanent and long-term parking.

Perhaps we will not be allowed to stay and pay per 24 Hr day.

Fees in the Upgraded Car Park

4. Consider the development of a policy to grant subsidies, exemptions or rebates to car parking fees.

GOOD

Submission Review Report 120809

Oh! And:

It is expected that the existing **4 hour on street parking** will be generally maintained throughout the area to discourage long term on street parking in the area.

Submission Review Report 120609

User-Pays Principle

If the user-pays principle is to be applied consistently ... **(it) may also apply to those car parks on SMBI** as well as the mainland facilities at Toondah Harbour and Victoria Point.

Submission Review Report 120609

**WHAT
HAVE WE
ACHIEVED?**

WEINAM CREEK PARKING

Absolute clarification that Council, **presently**, has no intention of changing its mind, whatever the arguments.

WEINAM CREEK PARKING

Huge **support** from the
Islander community for our
actions on your behalf.

WEINAM CREEK PARKING

Knowledge that State Government
Ministers and Officers seem to
have been **misled** by Council
about Community Engagement.

WEINAM CREEK PARKING

They believe that the SMBICAC
is the interface between
Council and the Community.

WEINAM CREEK PARKING

..., the SMBI Advisory Committee
was established to provide an
interface between the residents
of the SMBI and Council.

Hon. Desley Boyle MP - 12 Jan 2010

WEINAM CREEK PARKING

I have been advised that Council has met every two months with the Advisory Committee

Hon. Desley Boyle MP – 12 Jan 2010

WEINAM CREEK PARKING

If you believe that the SMBI Advisory Committee is not representing the views of the community

Hon. Desley Boyle MP – 12 Jan 2010

WEINAM CREEK PARKING

- **SMBICAC does not represent us.**
- **It is a sounding-board only.**
- **It can discuss only the issues put to it by Council.**

PUBLIC ENGAGEMENT

We presented a detailed briefing to the Mayor and Cr Townsend in Nov 2009.

They seemed to understand.

Unfortunately, they seem to have backtracked.

They do not wish, or are unable, to tackle the issue.

PUBLIC ENGAGEMENT

In response to your request to address Councillors on this issue, **your best forum remains the five minute public participation segment of the General Meeting.**

Thank you again for your time.

Melva E. Hobson PSM
Mayor of Redland City
25 November 2009

MAIN CONCERNS

- Not Enough Spaces
- No Allocated Spaces
- Dissuasion of Long-Term and Permanent Parking
- Not Enough Free Spaces
- No Scope to Increase the Number of Spaces if Council's Estimate of the Need is Exceeded.



Redland
CITYCOUNCIL
8th January 2010

Council is unable to guarantee allocated spaces for Islanders into the future. In part, this issue has contributed to the current problems being experienced at Weinam Creek.

Greg Underwood
General Manager
Planning and Policy Department



Redland
CITYCOUNCIL
8th January 2010

There is further scope to address these issues within the transport hub through private sector investment and development.

Greg Underwood
General Manager
Planning and Policy Department

PRIVATE SECTOR DEVELOPMENT

It should be noted that Council has no control over the fees charged by private parking operators (lawful or unlawful) at Redland Bay.

Free market forces will determine the rate of charges commercially applied.

Submission Review Report 120809

PRIVATE SECTOR DEVELOPMENT

Allowing private and unregulated ownership of car parks will make Islanders hostage to vested interests.

The ILTP Review

The ILTP Review

Council stated as a result of our petition that it would:

3. consider the petitioners' views as part of the Integrated Local Transport Plan and other work yet to be undertaken,

RCC MINUTES OF
GENERAL MEETING
Wednesday 28 October 2009

The ILTP Review

Of concern at the “speak-out” on Saturday, 13 March 2010 was that, initially, there was **no booth that addressed parking issues.**

The ILTP Review

Once added at our behest, this booth attracted overwhelming attention. That is, parking was very much the major issue, **and the one that Council was not even going to address.**

The ILTP Review

At the “speak-out”, the mayor was asked, in effect, if there was anything that anyone could do to get Council to change the Plan as it affects parking at Weinam Creek.

The Mayor answered, essentially:

“NO!”

COUNCIL'S SOLUTION

COUNCIL'S SOLUTION

- We will get a **gated, pay-by-the-hour**, car park that will be too small.
- There is nothing good in this for Islanders, except for possibly increased security.

Why Is There A Problem?

Increased Activity in Area

There is insufficient land at the Weinam Creek Ferry Terminal to provide additional car park spaces **(at grade)** to meet the parking demand of the forecast population of the SMI.

RBC&FVP

Increased Activity in Area

Council and State Governments **have been ineffective** in resolving the settlement pattern on the Islands and, thus, our impact on mainland parking.

Increased Activity in Area

Council is encouraging increased activity in the Weinam Creek area.

Increased Activity in Area

In 2005, land in Redland Bay was included within the Medium Density Residential zone to maximise the efficient use of land in proximity to centres, ...

RBC&FMP

Increased Activity in Area

The following key action is recommended in the Plan:

Further support to elevate Redland Bay centre **from neighbourhood level to the district level zone** as an amendment to the Redlands Planning Scheme.

RBC&FMP p.5

Increased Activity in Area

Neighbourhood centres are intended to fulfill a traditional village centre role. They provide for neighbourhood commercial and retail needs of a catchment population generally up to **7,500 persons**

District centres ... provide for the commercial and retail needs of surrounding district catchment population of approximately **15,000 persons**.

RPS V2

Increased Activity in Area

And, NOTE:

While an improvement in bus and ferry coordination at the ferry terminals will have some effect on reducing parking demand, **this will be more than offset** by increased demands related to future development and associated population growth on the islands.

Redlands Transport Plan 2010 – Technical Report

Increased Activity in Area

Council's actions to increase the local population in the Redland Bay and Weinam Creek area are being done in a way **that disadvantages the Islander population.**

Increased Activity in Area

Council **discriminates against us** by denying us fair and just access to parking at Weinam Creek.

Increased Activity in Area

The Plan is about enhancing Redland Bay **for the benefit of Mainlanders.**

DECLARATION

Council must take no action to affect the characteristics of the presently available spaces for Islander parking at the Weinam Creek precinct until solutions to accommodate the real need are agreed to by both Council **and Islanders.**

The Issues



OPTIONS

Options Include:

- Bridges/Tunnels/Etc
- Additional Ferry & Barge Routes
- Subsidized Barges
- **Cap Island Populations**
- **Multi-Level Car Parking Station**
- **Resume Land at Weinam Creek**

THE BRIDGE

The Bridge

Officer Comment

The State Government's policy position **is not to support the building of a bridge to the SMBI.** Council's position reflects this State policy ...

Submission Review Report 120809

The Bridge

Officer Comment

The South East Queensland Infrastructure Plan and Program (SEQIPP) 2008-2026 ... **does not include or make any reference to a bridge linking the mainland to the SMBI.**

Submission Review Report 120809

ALTERNATIVE ROUTES

Alternative Routes

Ferries.

A concentration of ferry services ... will allow for higher frequency services ..., more cost effective services ... and potentially better integration with the on-island and mainland bus services. It is considered that these findings of the 2002 SMI ILTP are still relevant.

Submission Review Report 120009

Alternative Routes

Ferries.

SO!

Weinam Creek **WILL REMAIN** a principal ferry terminal.

Alternative Routes

Barges.

The ILTP is subject to review in 2009-2010. This will **review** the assumptions of the 2003 ILTP and **examine** alternative barge corridors linking to such locations as Cleveland, Steiglitz and Victoria Point, and the regulation of barge services.

RSCA/FMP

Alternative Routes

Barges.

Alternative barge routes face many problems.

As at Oct 2010, the **concept is not supported** by any authority, Council, corporation or other party that must be involved in accepting such routes.

RSCA/FMP

Alternative Routes

Barges.

SO!

Barge routes will be looked at,
again.

No Certainty
of acceptance.

Alternative Routes



SUBSIDIES

Barge Regulation / Subsidy

In 2006, the State Government ... indicated that they would not entertain providing a (barge) subsidy as it was not a public passenger service and to agree to such would set a precedent for 34 other similar barge services operating throughout the state.

Submission Review Report 130000

Barge Regulation / Subsidy

Notwithstanding the 2006 response from the Minister, it is considered that **the issue of barge subsidies should be pursued with the State Government.**

GOOD

Submission Review Report 120809

Cap Island Populations

Cap Island Populations

Control overall transport demand ... by: Limiting the extent of development on SMBI to protect the environment.

Supporting Information 130809

Cap Island Populations

This need is recognized by most, including the Deputy Premier, Paul Lucas, who was reported to say “major population growth on the Southern Bay Islands should be opposed ...”.

Bayside Bulletin 25 Feb, 2008

Multi-Level Car Parking Station

Car Parking Stations

Vehicle Parking Station:

'Means the use of premises for the parking of vehicles where the parking is not ancillary to some other use on the same premises'

Submission Review Report 120609

Car Parking Stations

It should be noted that Council's current position in the RBC&FMP is not to build a multi deck car park in this location (the bitumen car park area).

Any proposal for such a facility has not yet been subject to community/public debate, as this was not a component of the draft master plan placed on public exhibition.

Submission Review Report 120809

Car Parking Stations

- This argument has not been used by Council when introducing other changes.
- There is wide support amongst Islanders for a multi-level car parking station, provided certain other conditions are met.

Car Parking Stations

Council repeats its erroneous statement in the Draft Plan, "The majority of commuters who wanted more long term parking on the mainland would pay \$2 per day to park in a multi-deck car park."

Islanders pay more, now, for parking in the Council compound and private yards, all in the open-air.

RDCAFMP, p. 58

Car Parking Stations

Likewise, Council repeats the inflated data from the Draft Plan, "At an estimated capital cost of greater than \$25,000 per parking space, it would be unaffordable for Council (or private developer) to construct a multideck car park given such minimal return."

Council was advised that the cost could be closer to 15,000 per space, depending on material prices at the time of construction.

RDCAFMP, p. 58

Car Parking Stations

However ... Council is investigating an amendment to the Medium Density Residential zone (Site 15 at Redland Bay) to ... **allow the construction of a commercial private vehicle parking station where part of a mixed use residential development.**

Submission Review Report 120900

Medium Density Zones



RPG

1. Site 13A allows buildings to 19 metres height.
2. Site 13B to 13 metres.
3. Site 15 to 13 metres.

Car Parking Stations

It should be noted that Council has no control over the fees charged by private parking operators (lawful or unlawful) at Redland Bay.

Free market forces will determine the rate of charges commercially applied.

Submission Review Report 120009

Car Parking Stations

Multiple car parking stations will destroy the amenity of the area by turning it into a sprawling number of car parks and adding confusion to traffic flow.

Allowing private and unregulated ownership of car parks will make Islanders **hostage to vested interests**.

Special Circumstances

- Why do we have to put up with second best?
- We have unique needs.
- We are not only a poor demographic, but older.
- We do not want to be made prisoners on the Islands.
- There never will be enough jobs on the Islands, of the types needed, to stop many Islanders having to work on the mainland.
- We need parking close to the ferry terminal, with all-weather, covered access from the car park.
- "Park and Ride" and Car Hire will have a marginal benefit at most.

Car Parking Stations

A stand alone multi-storey car parking facility **is not consistent** with the current medium density residential zone

Submission Review Report 120009

Car Parking Stations

Nor, is a stand alone multi-storey car parking facility considered a “**compatible structure**” or compatible urban form with medium density housing.

Submission Review Report 120008

Medium Density Residential

RPS allows (after assessment):

- Estate Sales Office
- Apartment Building
- Commercial Office
- Indoor Recreation Facility
- Education Facility
- Mobile Home Park
- Shop
- Refreshment Establishment
- Plus More*

Marine Activity Zone

RPS allows (after assessment):

- Caretakers Dwelling
- Community Facility
- Commercial Office
- General Boat-Related Industry
- Passenger Terminal
- Shop
- Refreshment Establishment
- Vehicle Parking Station**
- Plus More*

Car Parking Stations

This option **was assessed to not be a viable or a community responsible strategy** in the life of the plan.

RSCA/MP

Car Parking Stations

The development of such high cost facilities **without establishing a history or culture of userpays for parking** is considered to be a high risk strategy.

Supporting Information 130629

Car Parking Stations

What nonsense! Council originally intended to charge hourly at the rate of \$3,000/Yr for users of the planned open-air carpark and, now, might charge at the rate of \$2,190/Yr without any doubts or qualms.

Users of the secure compound and private yards in the area pay from about \$ 600 to \$1,300 per year.

Car Parking Stations

\$2,884 per Year

RCC

JIS

Capital Cost	IRR	Period	Charge Rate/Day	Charge / Hr (Based on 12 Hr Day)
\$42.5m	9.00 %	40 Yrs	\$7.90	66 c/Hr
\$42.5m	5.88 %	20 Yrs	\$7.58	63 c/Hr
\$42.5m	5.88 %	50 Yrs	\$5.48	46 c/Hr
\$30.0m	5.88 %	20 Yrs	\$5.35	45 c/Hr
\$30.0m	5.88 %	30 Yrs	\$4.44	37 c/Hr
\$30.0m	5.88 %	50 Yrs	\$3.87	33 c/Hr
\$26.0m	5.88 %	30 Yrs	\$3.85	32 c/Hr

~ \$1,410 per Year

Occupancy is 78%

3-Level Car Park

The calculated charge rate for a Council funded carpark costing \$30m, at an IRR of 5.88%, a pay back period of 50 years, and an assumed occupancy rate of 78%, is 33 cents per hour or \$1,413 per year. This is close to the amount charged by private, weather-exposed yards, now.

3-Level Car Park

A Multi-Level Car Parking Station on the present car park site is a viable solution if done by Redland City Council, particularly so with funding assistance from the State Government.

(Hon Stephen Robertson MP)

Letter MO09/1377, CTS 11454/09 of 24 Nov 09

Car Parking Stations

The department (*DERM*) has advised the council that **it would support the development of a multi level car park within the reserve** as it believes that this could alleviate some of the parking issues and community concerns about access and safety.

(Hon Stephen Robertson MP)

Letter MO09/1377, CTS 11454/09 of 24 Nov 09

Car Parking Stations

A decision on whether a multi level car park would be constructed **is one that the council must make along with whether charges would apply for use of the car park.**

(Hon Stephen Robertson MP)

Letter MO09/1377, CTS 11454/09 of 24 Nov 09

Car Parking Stations

This is a permitted structure in this Marine Activity Zone, albeit code assessable, and needing redefinition of the term "mixed use".

PROPOSAL

(Originally proposed in 2008)

3-Level Car Parking Station

The Car Parking Station proposal is for a single car parking station with sufficient capacity for Islander needs (~ 2,000 spaces); with all-weather, undercover, access between the parking station and the ferry terminal;

3-Level Car Parking Station

and located at a distance from the terminal that is convenient for all users walking between the parking station and the terminal (including the elderly, the disabled, adults with children, and people carrying supplies).

3-Level Car Parking Station

This can be done only by locating the parking station beside the ferry terminal.

3-Level Car Parking Station

The proposal stated that the multi-level car parking station could incorporate the public transport interchange, café precinct, and other commercial and retail uses.

3-Level Car Parking Station



The proposed car parking station is 10 metres high and occupies about two thirds of this reduced car park area.

RDC/FMP

Ultimate Development Plan

3-Level Car Parking Station



Western Creek Carpark 3: Outline of Maximum Area Needed for 5,700 cars on 3 levels

3-Level Car Parking Station



Western Creek Carpark 3: Outline of 5,500 cars on 3 levels

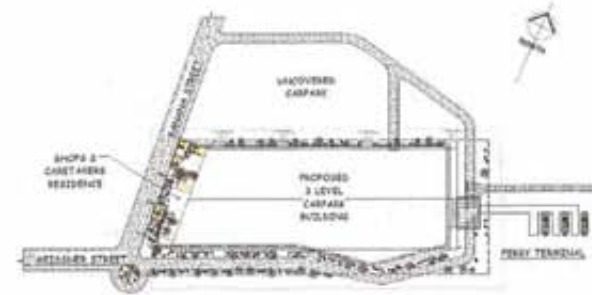
3-Level Car Parking Station



WEST VIEW
1:250

SAN EULAKO DESIGN	Client: [illegible]	Project: [illegible]	Scale: 1:250
San Eulako Design	San Eulako Design	San Eulako Design	San Eulako Design

3-Level Car Parking Station



SITE PLAN
1:500

SAN EULAKO DESIGN	Client: [illegible]	Project: [illegible]	Scale: 1:500
San Eulako Design	San Eulako Design	San Eulako Design	San Eulako Design

3-Level Car Parking Station



NORTH PERSPECTIVE
1:250

SAN EULAKO DESIGN	Client: [illegible]	Project: [illegible]	Scale: 1:250
San Eulako Design	San Eulako Design	San Eulako Design	San Eulako Design

3-Level Car Parking Station

The cost in a three-level car parking station could be as little as **\$1,450** per space per year.

Resume Land at Weinam Creek

Resume Land at Weinam Creek

- Acquisition is a normal Council practise.
- About **31 Lots** on the Islands are listed for acquisition now.
- About **46 Lots** on the Mainland are listed for acquisition now.

Resume Land at Weinam Creek



Submission Review Report 120609

Resume Land at Weinam Creek



The cost (of this RCC work), ... is estimated to range between \$3.5 - \$4 million.

Submission Review Report 120609

Resume Land at Weinam Creek



Resume Land at Weinam Creek

Acquisition of Lots 8 to 16, RP80201, between Banana and Outridge Streets, would provide enough land to accommodate at least 1,600 cars at grade when amalgamated with the present car park area, enough for about the next 5 to 10 years.

Resume Land at Weinam Creek

Acquisition of Lots 8 to 16, RP80201, would cost about \$6m.

Resume Land at Weinam Creek

Banana Street would be closed between Outridge and Meissner Streets, and incorporated in the car park.

Outridge Street would become the main feeder road.

Resume Land at Weinam Creek



Resume Land at Weinam Creek



Comparison between before and after acquisition

Resume Land at Weinam Creek



Provides for future expansion

Resume Land at Weinam Creek

- This Option is low cost.
- It provides the area needed now.
- It provides for future expansion.

HOW TO PAY

State Governments caused the
subdivisional mess on the Islands.

The State Government should
assist Council to fund necessary
infrastructure.

**Council must press State to
fund a solution.**

A GRANDER VISION?

A GRANDER VISION

The precinct could be a grander
version of Perth's Swan River
Foreshore Revitalization Plan.



END

The Facts about Alternative Barge Routes

At the Forum meeting on 27 Sept 10, the Moreton Bay Combined Islands Association gave a presentation about the alternative barge routes proposal. The whole slant of the presentation was that the many authorities who **must** be involved have essentially already agreed to the idea, that the establishment of the southern route is imminent, that the northern Macleay Island connection will follow, and that these barges will be cheap. Many people in our community believe this. **The truth is very different.**

The Our Parking Spot Group supports the right of anyone to pursue their dreams but not when this disadvantages the rest of us, and not where the community has been presented with an idea as a "done deal" when in fact it is NOT.

Please consider:

- **ENERGEX has no current or future plans to construct** causeways to its pylons near Rocky Point. We have this in writing.
- Gold Coast City Council officers are aware of the southern proposal, **but do not support it.** We have this in writing.
- **Council is not working with any organization in relation to this matter.** We have this in writing. However, Council has commissioned GHD to study the feasibility of such routes and we look forward to the outcome. The results are unknown at present.
- The regulatory body, Maritime Safety Queensland, must review any proposal to establish new, or alter existing barge services in Moreton Bay. MSQ has not received a formal proposal to do this. **They are not working on it.** We have this in writing.
- Our information is that the chance of getting Environmental Protection Agency approval is **exceedingly small.** Remember that Moreton Bay is a Marine Park, and is also protected under the International Ramsar Convention.
- **Stradbroke Ferries is not working on alternative barge routes.** We have spoken with the CEO of this company and he has confirmed this.
- **Stradbroke Ferries has stated that there would be definite collateral damage to Macleay, Lamb and Karragarra Islands from a southern route.** There would be a reduction in services and/or an increase in cost so as to maintain viability for the company. We have this in writing. As an example, we have calculated that if services were to remain the same to these three Islands, and Russell were dropped entirely because it had its own barge, then for Stradbroke Ferries to retain its present income the return barge fare would have to increase from the present \$87 to something like \$140.
- **No mention has been made** about the approval of the Quandamooka people for the southern route. We presume this has not even been considered. The Rocky Point area is of high cultural heritage significance; a priority area for conservation. (see GHD document 12800).

- As for the northern route from Macleay to Victoria Point, we have been told the residents of Victoria Point are adamant **that they will not support this**. It will bring great increases in traffic through their quiet suburban streets. Talk to their Councillor, past or present. Macleay Islanders, whose homes near any new barge landing might well be devalued, will fight this, also. Additionally, where are the studies that must be done to show the environmental impact and the level of infrastructure needed on Macleay Island to support a barge landing at Cross Street, the preferred site apparently; major road works, possibly huge protective sea-walls, and a barge ramp at least 120 metres long? The trial barge trip from Dalpura, on Macleay to Victoria Point proved nothing. Of course, a barge can go from Dalpura to Victoria Point **at a high tide**. It does not mean that any barge company is about to invest in a northern route, or in the infrastructure necessary. It does not mean it is going to happen.
- **Where are the costings** for any of this, to show that alternative routes are viable?
- The statement that shorter routes are cheaper is **just not true**. This has been pointed out before by Our Parking Spot, but those pushing the alternative barge routes chose to continue peddling incorrect information and ignore the truth. Consider the barge from Inskip Point to Hook Point on Fraser Island. This barge travels only 1.38 km, yet a **return fare costs \$90.00**. There is no infrastructure at Inskip Point - no expensive roads or barge ramps, as the barges load directly from the beach and the vehicles drive across the sand. **Shorter is not necessarily cheaper!**
- Islanders have been told that their politicians are in support of alternative barge routes. This is incorrect:
 - a. The State member for Redlands, Peter Dowling MP, says about the northern route **"... this barge idea is flawed...and will certainly lose momentum. Sadly, in the process it will confuse, mislead, divide and distract island residents from consideration of serious viable options being pursued"**.
 - b. Division 4 Councillor Burns has stated **"...The proposal to land barges from a northern route from Macleay Island to Victoria Point will never have my support as the ramp area at Victoria Point is already over capacity at present and Coochie Mudlo Island is only half developed, there is just no room.**
Also Colburn Avenue, Victoria Point at the bay end is a dead end street with two outlets that is over capacity now.
I have also consulted with residents of Victoria Point and I know that this proposal has no community support. The people of Victoria Point rightfully expect me to put their interests first and this it what I will be doing."
- We must unite to get Council to see reason and study a solution at Weinam Creek that provides for the need that Council has calculated, **and which treats all Islanders equally.**

Lindsay Hackett 3409 5522 and Gayle Nemeth 3409 4019 for the Our Parking Spot Group.

01 Oct 10