
Community and Stakeholder Engagement Report

Scotland Island Access Permits – Fees and Charges

Fees and Charges (Stage 1 of 1)

Impact level: Four

Report date: 14 February 2020

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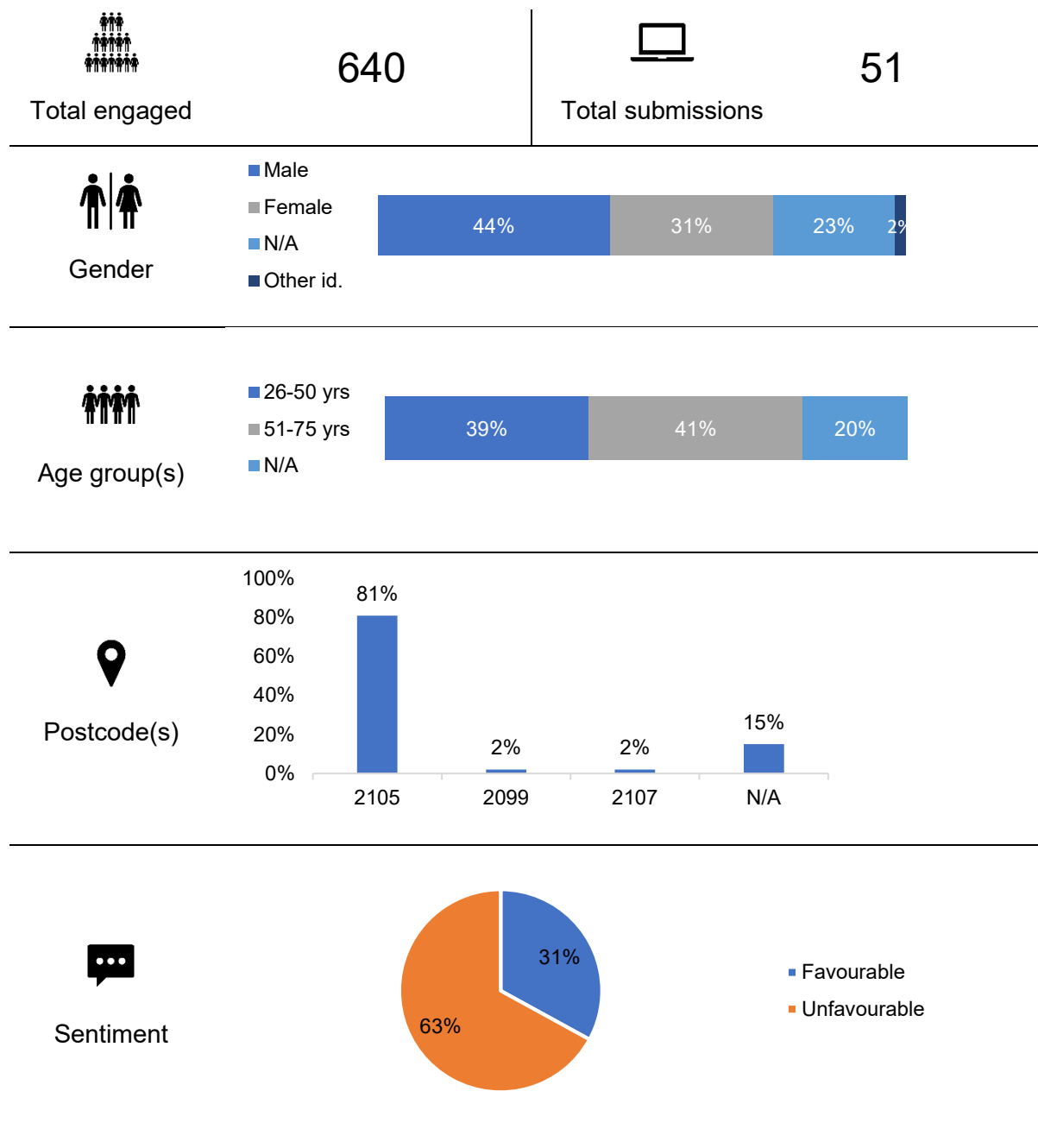
1. Summary¹

This report outlines the community and stakeholder engagement conducted as part of the Scotland Island Access Permit Fees and Charges project.

1.1. Engagement date


Wednesday 15 January to Wednesday 12 February 2020

1.2. Who we engaged²



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

² No demographic data was captured for respondents who contributed feedback through targeted correspondence.

	Additional fee Scotland Island residents	Gold buggy registration
Feedback themes	Poor condition of the roads on Scotland Island	Justification for fee introduction

1.3. How we engaged

	Visitors: 555	Visits: 640	Av. time onsite: 2m17s
Your Say			
	Manly Daily: Northern Beaches Weekly News	Distribution: 236,000	
Print media and collateral	<ul style="list-style-type: none"> • Saturday 18 January 2020 • Saturday 25 January 2020 • Saturday 1 February 2020 • Saturday 8 February 2020 		
	Site signs: Yes	Number: 4	
	Community Engagement Enewsletter: 2	Distribution: 20,672	
EDM(s) ³	<ul style="list-style-type: none"> ○ Friday 24 Jan 2020 ○ Friday 7 Feb 2020 		
	Stakeholder email: 1	Distribution: 109	

2. Background

Council, with the approval of the Roads and Maritime Services (RMS), will limit the use of vehicles on Scotland Island to those vehicles with a Scotland Island vehicle permit issued by Northern Beaches Council.

This proposal was developed in response to serious safety concerns raised by the community on Scotland Island.

The aim of the permit scheme is to:

- improve safety for pedestrians and motorists
- address issues of illegal behaviour and to
- manage the number of vehicles on the island

Two types of permits will be issued:

³ Electronic direct mail

1. Vehicle use on Scotland Island Only - Scotland Island Access Permit – Resident Vehicle.
2. Vehicle providing service on Scotland Island – Temporary Access Permit – Service Vehicle.

3. Engagement approach

The Scotland Island Access Permits community engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

The engagement approach gave consistent and accessible information and asked a uniform set of questions of participants in all activities. Results provide responses across a spectrum of demographics, expertise, experience and understanding of our local government area.

3.1. Engagement objective(s)

- Build community and stakeholder awareness of participation activities (inform)
- Provide accessible information so community and stakeholders can participate in a meaningful way (inform)
- Identify community and stakeholder concerns, local knowledge and values (consult)

4. Findings⁴

Theme	Commentary
Additional fee for residents of Scotland Island	The proposed fee is pure cost recovery to manage the permit scheme and to allow all approved vehicles to access the road network on Scotland Island.
Road condition	The road conditions on the island have been assessed and there is program under development to improve the condition of the roads through both the cyclic maintenance and additional capital works spend.
Golf buggy registration	The conditional registration of light utility vehicles and compliant golf buggies is part of the project and this has been one of the main drivers of the development of the Scotland Island Traffic Management Plan project.
Justification for fee introduction	The justification of the fee being introduced was part of the initial consultation and is limited to the cost of administration of the access scheme, permit development and production, with any additional revenue raised to be redirected into the ongoing management and maintenance of the road network on the Island.

5. Data limitations

In total, 41 people engaged during the consultation period. While this is not a statistically representative sample of the overall Northern Beaches community, actions were undertaken

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

to gather feedback from across a spectrum of our community and ensure as balanced a sample as possible across the demographic range.

6. Next steps

- Place the adoption of the Scotland Island Access Fees and Charges on the agenda of a future Council Meeting for consideration.
- Report back to the Scotland Island community on the outcomes of the community engagement.
- Commence the inspection of currently unregistered vehicles and progress the conditional registration and approval of the outcomes of the Scotland Island Traffic Management Plan.
- Work with the community to resolve the ongoing safety issues and road asset requirements.

7. Appendices

7.1. Full summary of community and stakeholder responses

Community comments - Scotland Island Access Fees and Charges**Comments are verbatim****Personal and identifying information has been redacted**

1	Additional charge, related to so much administration, related to Council increasing fees ... does the benefit to Council warrant this?
2	Up to now some lawlessness is occurring, e.g. no registration, no licence driving and speeding. Old derelict vehicles left on curbs. More parking areas around public wharfs needed. Will the fees be put back (extra) in to road upgrades,
3	Too many unregistered vehicles and golf buggies
4	What an absolute joke of a money making scheme.
5	For those who already register their vehicle just as you are required to on the mainland, and pay the Compulsory Third Party insurance, an additional fee seems quite inappropriate. As far as I'm aware it is not necessary to have an additional permit to drive a registered vehicle in any other localities in Australia.
6	This is utterly ridiculous and I absolutely refuse to pay. I would wager that the council would find it difficult to enforce. I pay registration and insurance on my car, and I drive it on the island completely legally. It is parked within the boundaries of my house 99% of the time. There is no designation on the roads on Scotland Island that makes them different from any other road. Why should I be made to pay an additional annual fee? I already pay land rates. Yet another unfair 'island tax' along with the farce that is the car park at Church Point.
7	Stop leveraging money out of us! Shouldn't this be covered with rego? We have unsealed roads, power lines dangling at hand height, no mains water, no sewerage, parking costs us \$500 per year. I wouldn't mind paying if we had great services, or the money went into sealing the roads and burying the power lines. However, I have the sneaking suspicion that the money raised from this exercise will go directly into councils coffers to be used elsewhere. Tell us what we're going to receive for this new tax? I also suspect this will have zero impact on the issues you're trying to address. Just another charge that will become the norm and then increase every year, like all of the other unwarranted charges we have to pay.
8	What would charging \$25.00 per Year change to the cars on the island? \$10.00 per day for temporary access only makes necessary maintenance services more expensive yet again for the offshore residents. We already seem to have an "offshore tax" or extra expense with barges, etc... I am completely against the initiative viewed as a council tax with no benefits to the residents. People don't bring their cars temporarily here for pleasure!
9	\$10 a day for large organisations' service vehicles is ok but for smaller operators it may be a bit steep.
10	We have enough fees, we get charged to park our cars, our boats both on the island and at church point and now you want more money! No! How outrageous that you think you can keep gouging us. We don't have sewerage, street lights, decent access to drinking water, proper garbage collection, greens waste collection more than twice a year, decent internet and now you want to charge us something else. talk about money for nothing! This is beyond a joke. Get it together council.
11	\$10 postage fee seems excessive.
12	Current legally registered vehicles on the island should be exempt from this additional fee. We already pay the correct insurances registration etc to use the vehicles on the substandard road system on the island. Additional or special registration for no standard conforming vehicles is not a bad idea. But there has been no suitable argument put forward for why yet another fee needs to be levied on proper road legal vehicles on the island. Public roads are public roads, why a special fee just because they are on an island.

13	<p>I am not in support of the current proposal of going through a new permit again to access our roads.</p> <p>First I want to say that it is near impossible to do d the few lines referred to the matter in a 580 pages document. This is poor communication and I can't believe a public service organization gets away with that. A 2 pager would have been a more transparent and honest tool. Disappointed.</p> <p>The fees are imposed on all users , even those currently fully registered. This is unfair. Have negotiations with RMS regarding the taxing of existing vehicles be held with local residents in the room?</p> <p>There should be no required permit for short term service vehicle as they are already fully insured through their registration. A fee and permit requirements will only reduce further the servicing of the island by external contractors. This will mean more monopolies, and difficulty to get traders and services (septic, geotechs, etc) on the island.</p> <p>A \$10 fee for posting is very steep for a stamp. You should consider email notices and other means.</p> <p>There are already too many permits to be able to live on the island(church point permit, commuters wharf permit, wharf permit, boat permit, septic permit). Council needs to take full responsibility for having accepted years ago to foster dsvelopment on the island and not impose more constraints to its rate payers. Northern beaches Council fees are extremely high compares to other Sydney area councils, and this for very little return. The role of Council is to administer AND serve its residents, not just administer. It means the responsibility of equity remains with Council. The introduction of fees is a major issue for residents who did not sign for that. In my view, it is simply a form of dictatorship by Council hidden to the rest of its electorate under a "user payer" label, this is what happens in a private system, not how public services should be driven.</p> <p>The consultation process was a one way street, Council telling us what they decided, more a keen a communication process and box ticking exercise. I was at one meeting, none of the issues raised have been seriously investigated with community members and affected people and addressed properly. I expect better from Council.</p> <p>Why do you see quads and other light weivht vehicles fully registered on normal roads and cannot do the same here? RMS issues licences for those.</p> <p>I am not against a system to ensure safety , the current one as proposed is not workable and is unfair.</p> <p>Regards</p>
14	I do not support the introduction of this fee. I already pay car registration and compulsory insurance. I see this fee as nothing more than a money grab by council
15	You have not covered 3rd party property , no insurance company will cover except through state registration ,
16	<p>i am opposed to more fees. This new fee serves no purpose. The issue of addressing safety is so vaguely stated and lacks evidence to support it. What is the problem ? What examples or incidents are we reacting too?</p> <p>The variety of vehicles used by residents reflects a diversity of needs. Council is introducing another level of stress and restriction on residents who are simply finding basic transport solutions for themselves.</p> <p>If the vehicles are already registered with rms and have annual safety checks then council has no business introducing another layer of bureaucracy and cost.</p>
17	I stronly disagree with the \$10 postage charges, there is no justification for this charge abd should removed.
18	<p>As a resident, I have never seen people speeding around in their golf carts because they just don't. Illegal behaviour is simply not a realistic nor valid point.</p> <p>As for actual vehicles they drive with courtesy and slow for pedestrians and make room to ensure everyone's safety. Whomever is making this out to be a concern, either is not a resident, or are hoodwinking the council.</p> <p>Charging money to have a permit will be irrelevant as it is the behaviour of the driver that causes the issue, not the vehicle. And I have NEVER seen an inconsiderate OR dangerous driver on the island.</p> <p>totally disagree with this as it is just not appropriate.</p>
19	We have a small 4 wheel drive buggy that is easy on the dirt roads here. Small to park also. I would be happy to pay a fee if we ever get these roads sealed properly and drainage sorted. Patching the roads is all that ever seems to happen. I pay to park my boat at cargo on the island and am still waiting for the promised steps up the hill and the path leading off the jetty to be put in and that was 6years ago. Not holding my breath on the roads, especially up the top of the island. I've broken an ankle walking the roads here also.
20	I hour this implies that council will take better care of the roads.
21	Residents in other northern beaches suburbs are able to register their vehicles and drive them without paying a separate fee to council. We should have the same rights. As registration will be paid, and third party, that should be it. We already have additional costs getting a vehicle onto the island and off if repairs are required. A number of residents require personal access to a vehicle for mobility or medical reasons and they along with others should not be penalised.

22	<p>How is a fee system a response to safety concerns? In what way does the application of fees limit or manage vehicles on Scotland island?</p> <p>Fee supported only if there is a direct improvement to Scotland island infrastructure.</p> <p>How will the fees be used? Is this money ring fenced for improvements to Scotland island infrastructure ? And only to be used for works on Scotland island?</p> <p>Please allow for collection of permit ... postage and the associated fee should be optional not mandatory.</p>
23	<p>I don't Support any fees, charges or special permits to use the road in my suburb. I use to live in Belrose and didn't need a permit to drive down my street so why is it necessary on Scotland Island?</p> <p>The roads are a disgrace and dangerous during any period of wet weather. Council chooses to accept no responsibility for the maintenance but wants to charge a fee to use them. This is nothing more than a cash grab by council.</p>
24	<p>You're hitting us with new charges, year after year, month after month. If we're registering the vehicle? Why do we need to pay another tax? It may come as surprise, but a lot of us on the island are quite poor. The infrastructure on the Island is akin to living in a third world country. We pay to clear our own sewerage, pay over the top water prices to fill our tanks, extortionate car park fees, rates, tie up fees, now there's a permit to operate an on-site septic system. My septic charges went up threefold overnight. The public wharves are in a total state of disrepair, pensioners climbing up dirt hills where we were promised steps. And what do we get for all these additional taxes? Unsealed roads, power lines dangling over the road at hand height, and a really expensive car park. I find it galling, as do most of the community that you want to impose another charge. It's hard enough to get tradies to the island without them have to pay for a permit. I think you will see very swift unfavourable action if you push through with this. Sort the island out. Push for mains sewerage, push for mains water, push to bury the power lines, seal the roads, mend the wharves, put in stairs where they're needed. There is so, so much to do on your part before you charge us a cent more.</p>
25	<p>Let's break this down.</p> <p>There's maybe 100 golf buggies and cars on the island.</p> <p>At \$25 each per year.</p> <p>So we send \$2500 per year to the council chambers and the island will be much safer for pedestrians. I have spent 2 x this amount myself making repairs to the stairs and roads in front of my house already. Perhaps committing to fixing the roads. Providing better pedestrian access. Repairs to stairs on the island. Removing DEAD trees from council land might be an honest approach to your claims. We are more than happy to send money to make these repairs. But the repairs required to the island at present are more than 1000 times your suggestion. Remove your heads from the sand and take an honest approach to an honest repair. Fluffing for a few thousand dollars a year in revenue is redundant beyond comprehension.</p>
26	<p>I do not support the Scotland Island Access Permit scheme at all. In order to even be able to consider such a thing, the conditions for the permit would first need to be provided. However on this point Council has been completely silent.</p> <p>So... if there is no conditions for issuing the permit, then one can only come to the conclusion that there will be no restrictions, but anyone who applies would be able to get one. In which case the whole permit scheme is pointless. Why would you waste administration resources and resident money to issue a permit that does nothing?</p> <p>And if there are restrictions, how can you possibly expect people to support this without knowing what the restrictions are??</p>
27	<p>We do not want any more fees , It is hard enough to get trades & also relatives to the island</p> <p>This is an RMS issue, let them handle it</p> <p>Fees to park our cars</p> <p>Fees to park our boats at Church Point</p> <p>Fees to park our boats on island</p> <p>Fees for our septic</p> <p>Fees for Council Rates</p> <p>The Car Park should be under a Residential Parking scheme like the rest of SYDNEY</p> <p>NO MORE FEES</p> <p>We do not gain anything by paying more fees, we pay our rates like the rest of the Northern Beaches</p> <p>Council will introduce a fee & then just increase the fee every year & we will not see any benefits</p> <p>So what I am saying is I don't think having another fee will solve this problem in case you didn't get my drift.</p> <p>Thank you</p>
28	<p>I dont agree with any more fees for island residents.</p>
29	<p>How would charging for a permit fee improve the safety of pedestrians?</p>

30	<p>I adamantly oppose this additional fee to live on Scotland Island. We already pay so much more than those on the mainland and this new fee will not make anyone safer on the island! On top of the fact that this is being passed off as safety issue, you then demand a \$10 postage fee??? Why would this not be issued the same way as our other permits (that we pay for!) and have us come into Council to pick them up?</p> <p>Demanding a permit to have tradespeople visit our homes will make it almost impossible to have repairs undertaken which is actually more likely to lead to unsafe practices rather than improving safety. Council would never assume to make those living onshore jump through these hoops.</p> <p>Northern Beaches Council should be ashamed of itself for this blatant discrimination of its offshore constituents.</p>
31	The Permitted Service Vehicle fee is too high. It should be an annual fee as with the resident vehicle fee, maybe slightly higher (perhaps \$50 per annum). I am thinking here of tradespeople who service the community using a ute or similar who are not residents of the island. As a person using their services the fee would be passed on to me.
32	I support the new fees for the Scotland Island Access Permits because it will improve safety for pedestrians and vehicles on Scotland Island. My wife and I own a block of land on Scotland Island and plan to retire on Scotland Island.
33	<p>I assume the people who would be effected by these proposed fees understand the situation on Scotland Island overall, which I don't, but as a ratepayer in another part of the Council's area I am interested to understand what is being proposed in this area. Unfortunately I found the "Background" statement lacked what seems to be relevant "background" information.</p> <p>For example:</p> <p>How do vehicles get to and from the island? Is there a public car ferry, or are barges contracted by individual users as required?</p> <p>Are most/all the "resident" vehicles generally confined to the island?</p> <p>Who owns the roads used by these vehicles - are they public roads, on Council verges, or on private land?</p> <p>Are resident vehicles registered and insured to drive on NSW roads?</p> <p>What are the "permitted Service Vehicles" - who "permits" them? what "services" do they provide?</p> <p>Why are these fees needed?</p> <p>How much are the fees expected to raise annually?</p> <p>What would the revenue be expended on?</p> <p>Thanks</p>
34	These are NSW gazetted roads. You can not charge a fee to be on them. There would likely be a legal fee. This is not clear who this is for. Are you actually suggesting charging NSW registered cars? If this is to have legal registration of buggies, atv, golf carts etc, then absolutely. But this can NOT be for cars that are registered. Are you expecting residents to pay when they for example hire a truck to move on! Just for that one day? That's just stupid, impractical and stinks of yet the next addition to the full roll call of fees NBC charge and particularly to offshore residents. The reputation of NBC being money grabbing through excessive fees is being lived up to and this next level, if applied to already registered vehicles (which already incurs a fee) so that they can drive on NSW gazetted roads, which they are legally entitled to do so, just absolutely stinks. Absolutely it should apply to buggies and the like to enable conditional registration and insurance - that has benefits and are not paying those costs now. But do not apply it to insured, inspected, registered vehicles.
35	Enough is enough of this ongoing "taxing" of off shore residents.
36	Further discrimination against offshore residents; I would support the fees, as long as all Northern Beaches Residents (ie mainlanders) are also charged for access to their property.
37	Just STOP with the fees for offshore residents. We have collectively had enough. We are not here to bankroll the council.
38	Not necessary.

39 What has brought this to a head is the (often illegal) use of motorised golf buggies on Scotland Island, and it is that aspect I wish to address.

It is difficult for many of us to make knowledgeable comment as we are unaware of what exactly Council is proposing. other than just another fee structure. As an example, a rumor gaining traction on Scotland Island is that Council is considering imposing mechanical requirements beyond those provided by the manufacturer/s specifications which comply with those required by the RMS, ie, a "handbrake", a colloquial term for "emergency brake". Obviously, if this was the case it would require the vehicles concerned to be transported to and from the mainland, which is a costly exercise. As already stated the vehicles are required to meet a standard set by the RMS, and failure to do so can see them in breach of the legislation. In this regard there is at least one RMS registered golf buggy plying Pittwater Road, Bayview between its owner's residence and the Bayview Golf Club. Furthermore, those same RMS standards apply to the War Veterans' Retirement Village at Collaroy Plateau, where a number are driven on Colooli Road between the various entrances to the Village. Both Pittwater Road and Colooli Road are more heavily trafficked than the few lanes on Scotland Island and as both fall within the umbrella of Northern Beaches Council will the vehicles in those areas be required to meet the Council standard for Scotland Island and to pay a fee to the Council?. These vehicles are also used on beaches, etc. where the manufacturers' braking systems are deemed adequate. Implementing a fee only applicable to Scotland Island may see the Anti-Discrimination Act invoked. The alternative is to impose that same fee on all similar vehicles accessing roads within the Northern Beaches Council area.

While the island population is growing and as a consequence vehicles numbers also increase the reality to date is that any danger does not originate with the golf buggies which are lighter than most other vehicles using the island roads, and therefore less likely to add to road erosion than alternative vehicles. In addition many of the buggies are electric powered and therefor exert less impact on our environment.

Council is asked to consider that much of the problem is a direct result of many decades of Council neglect. continue to increase. Part of the need for a vehicle can be attributed to the lack of water and sewerage infrastructure as the current reliance on rainwater harvesting has seen a greater demand on the emergency non-potable water supply. To access this a resident is required to attend the meters at the junction of Vivian Street and Richard Road, near Bell Wharf regardless of where they live. This is time consuming, as they also return after filling their tanks to get an end reading. At present there is a greater demand for this water, so that the time consumed in getting to and from the meters impacts those still waiting for water. As the water from the line is non-potable m many islanders augment or rely on bottled water for drinking although as much of the island's topography is not conducive to carrying large quantities of water, this manifests in a reliance on vehicles. Bear in mind that health authorities recommend an intake of 2 litres of water per day per person, so an elderly couple are required to carry in excess of 20 litres per week.

40 I am a resident of western Forshores and have been running my business [REDACTED] for 27 years servicing Scotland iland and surrounding bays . 70% of my work is on Scotland iland and can have up to 3 pieces of vehicle/ plant equipment for up to 9 months of the year at certain intervals moving around the island.I think an annual contractor permit for access would be more appropriate as \$10 per day x 3 for say 9 months works out at roughly \$8100.00 which is highly unaffordable as a non resident of the iland providing a service. Please reconsider the options as it is already difficult for iland residents to get services from mainland.

41 The public meeting held at the island showed a clear attitude that charging new fees without a commitment to investing into making the roads safe and properly drained across the island would not be acceptable.

At the moment, a lot of the road network on Scotland Island is hazardous with loose road materials (crumbling surfaces, pebbles etc.). In some parts, it is dangerous to walk or drive as there is so much loose material that people often slip and fall.

During periods of heavy rainfall roads are often flooded as there is no proper drainage network. Drainage has been put in in certain places and some of it works well and in others doesn't work at all. This again carries more material onto the road surface that then in turn becomes more dangerous again.

I am strongly against applying new fees without a written/contractual agreement to implementing a proper road network with working drainage and safe surfaces across the island. It cannot be that residents are made to pay for being forced to drive or walk on roads that are clearly and by all assessments unsafe! It is just a matter of time before someone gets more seriously hurt (there have been broken bones etc. in the past) or dies because of the road conditions. It is council's responsibility to make our roads safe.

It was a decision at council level to zone the island as residential zone with similar plot sizes to the mainland. The consequence of this is that there is now a similar population density as the mainland and added pressure for transportation to and from homes. We therefore require the same transportation infrastructure as is afforded to mainland neighbourhoods.