


Technical Services Reports

Committee Consideration – 9 July 2013
Council Resolution – 23 July 2013

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TS09.13	Black Spot Project 2012/2013 – Stirling Highway & Vincent Street, Nedlands
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Committee	9 July 2013
Council	23 July 2013
Applicant	City of Nedlands
Officer	Wayne Mo – Design Engineer
Director	Mark Goodlet – Director Technical Services
Director Signature	
File Reference	ST6-09, TEC/009-03, D11/16109
Previous Item	Nil.

Executive Summary

The purpose of this report is to seek approval for the construction of an approved Black Spot project on Stirling Highway, near Vincent Street, Nedlands

Recommendation to Committee

Council approves the construction of the traffic island on Stirling Highway as approved under the Main Roads WA Black Spot Program (refer to attachment 2).

Strategic Plan

KFA: Transport

Background

The section of Stirling Highway adjacent to Vincent Street was identified as a black spot for 2012/2013 in which key warrants were met for the requirements for State funding.

The approved and audited treatment proposed is to relocate the pedestrian refuge island to allow for additional vehicle storage on the painted median for vehicle stacking to turn right into Broome Street.

Key Relevant Previous Council Decisions:

This project was included in the 2012/13 financial year budget, adopted 14 June 2012. This budgeted amount has been set aside and carried forward into the 2013/14 financial year.

Discussion

The treatment proposed serves several key purposes which maximizes benefits to the community

1. Hazard removal – as part of the works, a redundant traffic island on Stirling Highway will be removed at the Louise Street end. Removing this will also allow vehicles to stack waiting to turn right into Louise street.
2. Painted intersection formalization – the painted median at the intersections of Broome Street and Vincent Street will be channelized better with new line marking to reflect current design standards.
3. The new location of the island will be at a safer location, adjacent to an existing street light and mid block between intersections. This will provide a safer pedestrian crossing at night.

Crash patterns indicate that there have been a high number of rear end crashes on Stirling Highway and the approved plan is designed to improve safety and reduce crashes

Consultation

Required by legislation:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Required by City of Nedlands policy:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Consultation was undertaken in accordance with Council's Community Engagement Policy, by sending letters out to surrounding businesses and residents and putting the information on the City's website. The consultation period was from 8 May to 7 June 2013. No responses were received back regarding the proposed intersection upgrade.

Legislation / Policy

Local Government Act 1995

Budget/Financial Implications

Within current approved budget:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Requires further budget consideration:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Original total project cost:	\$30,000
Cost to black spot program (2/3):	\$20,000 - (approved)
Cost to Council (1/3):	\$10,000 – budget approved

Total revised project cost:	\$14,253
Total cost to black spot program	\$9,502– (approved)
Total revised cost to Council	\$4,751

Risk Management

This project is an approved Main Roads of Western Australia black spot project which has been audited and meets the key warrants to receive funding. The countermeasure is a cost effective treatment designed to reduce crashes at the site.

Should Council not approve the project, the risk is that crashes will continue to occur at this location and Council could be liable for any further crashes.

Conclusion

The proposed treatment is a cost effective and black spot approved treatment to reduce crashes at this location. It is recommended that Council agree to undertake the works.

Attachments

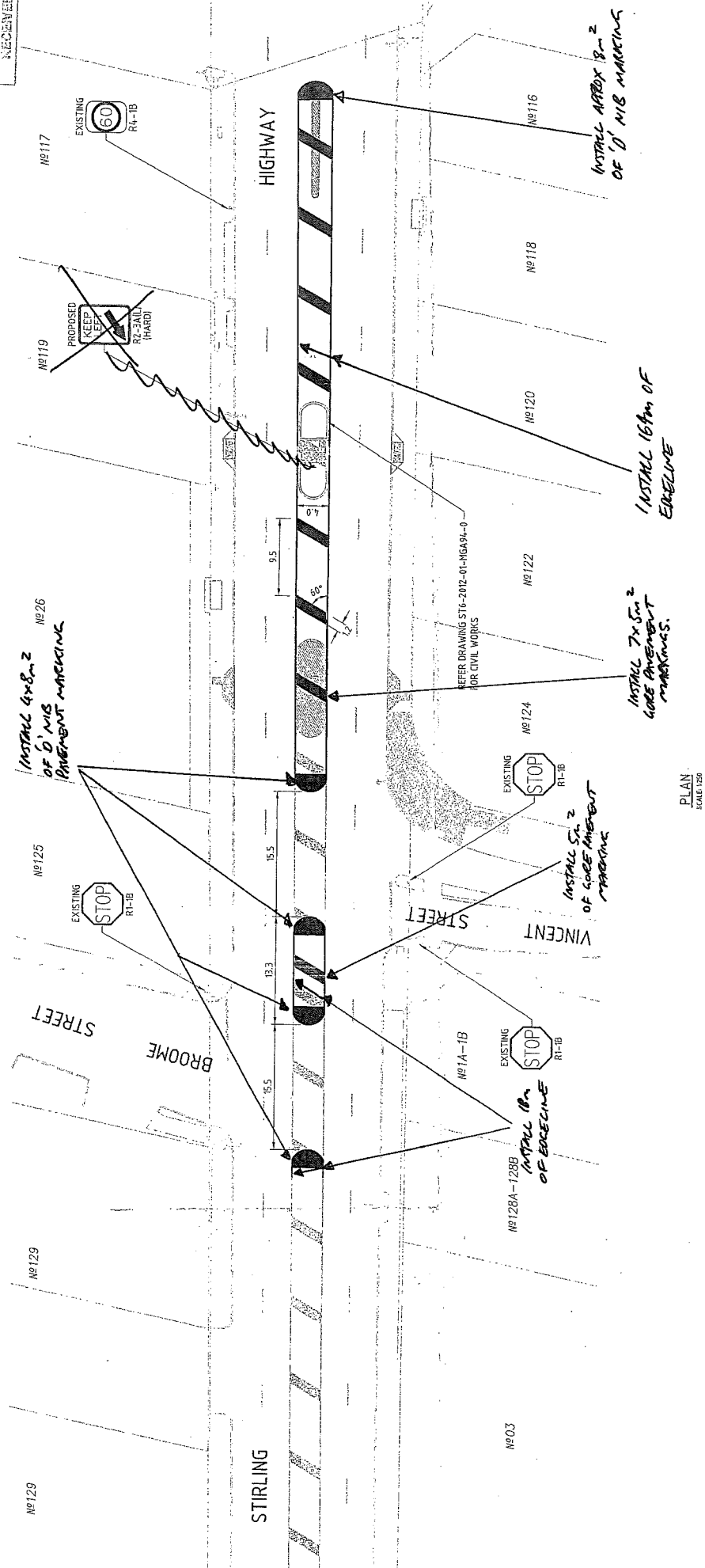
1. Location Plan
2. D13/10251 – MRWA - Approved Lines and Signs – Stirling Highway / Vincent Street

TS09.13 – Attachment 1 – Location Plan





CITY OF ARLANDS
2 JULY 200
RECEIVED



PLAN
SCALE: 1/250

NOTICE TO CONTRACTOR







IT IS THE CONTRACTOR'S RESPONSIBILITY TO INVESTIGATE THE NATURE AND LOCATION OF ALL SERVICES WHICH MAY BE ENCOUNTERED AND TO CONSULT WITH THE RELEVANT SERVICE AUTHORITIES PRIOR TO COMMENCEMENT OF EXCAVATIONS. FAILURE TO DO SO OR TO TAKE DUE CARE SHALL NOT LIMIT THE CONTRACTOR'S LIABILITY FOR REPAIR OF ALL SERVICES DAMAGED BY THEM DURING CONSTRUCTION WORKS. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY FOR THE PROTECTION OF ALL EXISTING SERVICES.

TS09.13 -- Attachment 2 -- Approved Lines
& Signs Drawing -- Stirling Hwy / Vincent St

TRAFFIC SIGNS AND
PAVEMENT MARKING
APPROVED

TSC *[Signature]*
Date *10/17/13*
MIRWA File # *24161*
WR No. *26601*
Main Roads/Metro Roadway

LEGEND:

UNBROKEN SEPARATION LINE	EXISTING	PROPOSED
ONE POST SIGN		
TWO POST SIGN		
UNIDIRECTIONAL RRPM'S		

[illegible]

City of Nedlands

City of Nedlands


TITLE: STIRLING HIGHWAY - VINCENT STREET
PROPOSED MEDIAN ISLAND

PH (08) 9273 3500 FX (08) 9273 3670 TTY (08) 9273 3646
Email: council@netherlands.wa.gov.au

DWG NO: 576 2017 03 MCA01 A SHEET 4 OF 4

THIS CONTRACT IS THE PROPERTY OF THE CITY OF NEDLANDS AND SHALL NOT BE REPRODUCED IN WHOLE OR PART WITHOUT THE WRITTEN PERMISSION FROM THE CITY OF NEDLANDS. ANY VIOLATION OF THIS POLICY WILL BE CONSIDERED A VIOLATION OF THE CITY OF NEDLANDS POLICY.

TS10.13	Parking Restrictions Surrounding Stirling Highway
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Committee	9 July 2013
Council	23 July 2013
Applicant	City of Nedlands
Officer	
Director	Mark Goodlet – Director Technical Services
Director Signature	
File Reference	TPN/152
Previous Item	2011 Council Minutes – 13 December – T18.11 2011 Traffic Management Committee – 5 April – Item 7.6 2011 Traffic Management Committee – 1 March – Item 7.5

Executive Summary

The purpose of this report is to report community feedback and Administration investigation and to obtain Council's approval to implement permanent parking restrictions on surrounding streets North and South of Stirling Highway, Nedlands.

Recommendation to Committee

Council:

1. Approves the implementation of permanent parking restrictions as per the trial restrictions (Attachment 1);
2. Approved the implementation of additional parking restrictions to Bruce Street, Archdeacon Street, Tyrell Street, Thomas Street and Webster Street (refer to attachment 2);
3. Approves the implementation of additional parking bays near the intersections of Stirling Highway as part of the ongoing capital roads program;
4. Agrees to support line marking delineation for residential driveways near parking generating facilities in accordance with the Chief Executive Officer's existing delegated traffic management authority;
5. Agrees to create a reserve fund entitled 'Cash in Lieu of Parking' for setting aside of these funds from development applications where the Council has approved cash in lieu of parking;

- 6. Agrees to provide in-principle support for some four hour parking near businesses on Stirling Highway, subject to consultation, design and in accordance with the Chief Executive Officer's existing delegated traffic management authority and subject to budget approval; and**
- 7. Authorises the amendment of the short term parking on Weld St, near Stirling Highway, from half an hour to one hour parking restriction.**

Strategic Plan

KFA: Natural and Built Environment

KFA: Transport

Background

The City has received a large number of complaints over recent years from residents, community groups, businesses and proprietors regarding parking around Stirling Highway, Nedlands.

In this period, there has been an influx of long term parking within residential streets and the City has received many complaints from residents who feel that the level of amenity in local streets is lost.

Stirling Highway is a busy environment that has mixed land use consisting of residential properties and commercial buildings. It is approximately 2200 metres in length between the boundaries of Loch Street to Hampden Road / Broadway, Nedlands. There are 19 streets that intersect Stirling Highway to the north and 18 streets to the south.

In November 2012 the City commenced the parking trial which imposed parking restrictions along side streets north and south of Stirling Highway through a combination of:

- Two and three hour parking limits;
- "No Parking" Monday – Friday; and
- 8 am – 5 pm restricted parking Monday to Friday

The objectives of the trial were to:

- Increase the functionality of the parking by discouraging all day parking;
- Create turnover of bays so that a greater number of users can access them; and
- Provide better amenity for residents in the area who are largely affected by long term parking.

During the trial period, Administration collected photographic evidence of each street at various times during the day, conducted traffic counts, counts of parked vehicles and carried out a trend analysis of the parking numbers (Attachment 3).

In March / April 2013 the City conducted community consultation to collect feedback on the imposed parking restrictions (Attachment 4).

Key Relevant Previous Council Decisions:

13 December 2011 – Council Meeting

Council:

1. Approved the parking restrictions surrounding Stirling Highway, Nedlands (refer to attachment 1) for a six (6) month trial period; and
2. Requests Administration report to Council after the six (6) month trial period, the feedback received from the community.

Discussion

Following the collection of the photographic records, analysis of actual parking numbers and assessment of the responses gathered from the consultation process, it is apparent that the Stirling Highway parking trial has been largely successful. It has achieved its aims in terms of:

- Increasing the functionality of the parking by discouraging all day parking;
- Creating a turnover of bays so that a greater number of users can access them; and
- Provide better amenity for residents in the area who are primarily affected by long term parking.

The photographic record, as well as the counts and trend analysis demonstrate the parking in the residential areas is generally quiet and functional. Having achieved its aims it is recommended that the parking trial be made permanent.

Photographic record

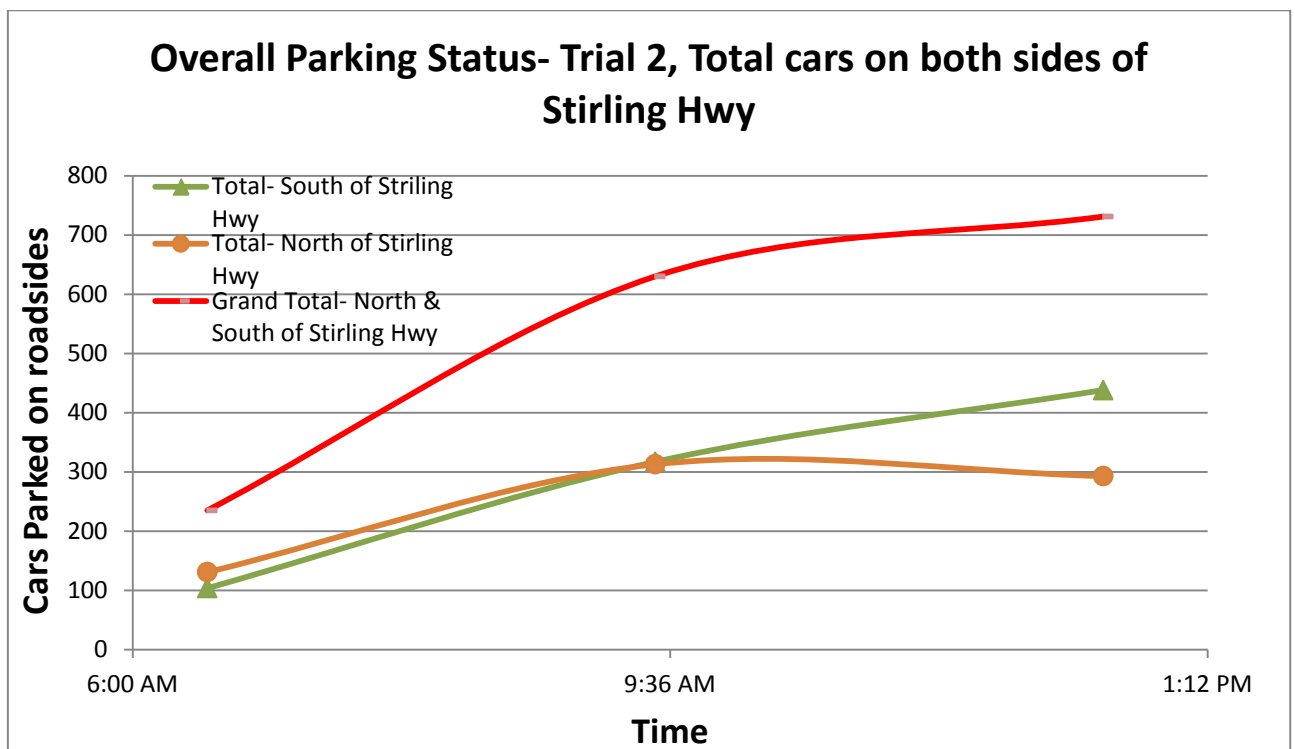
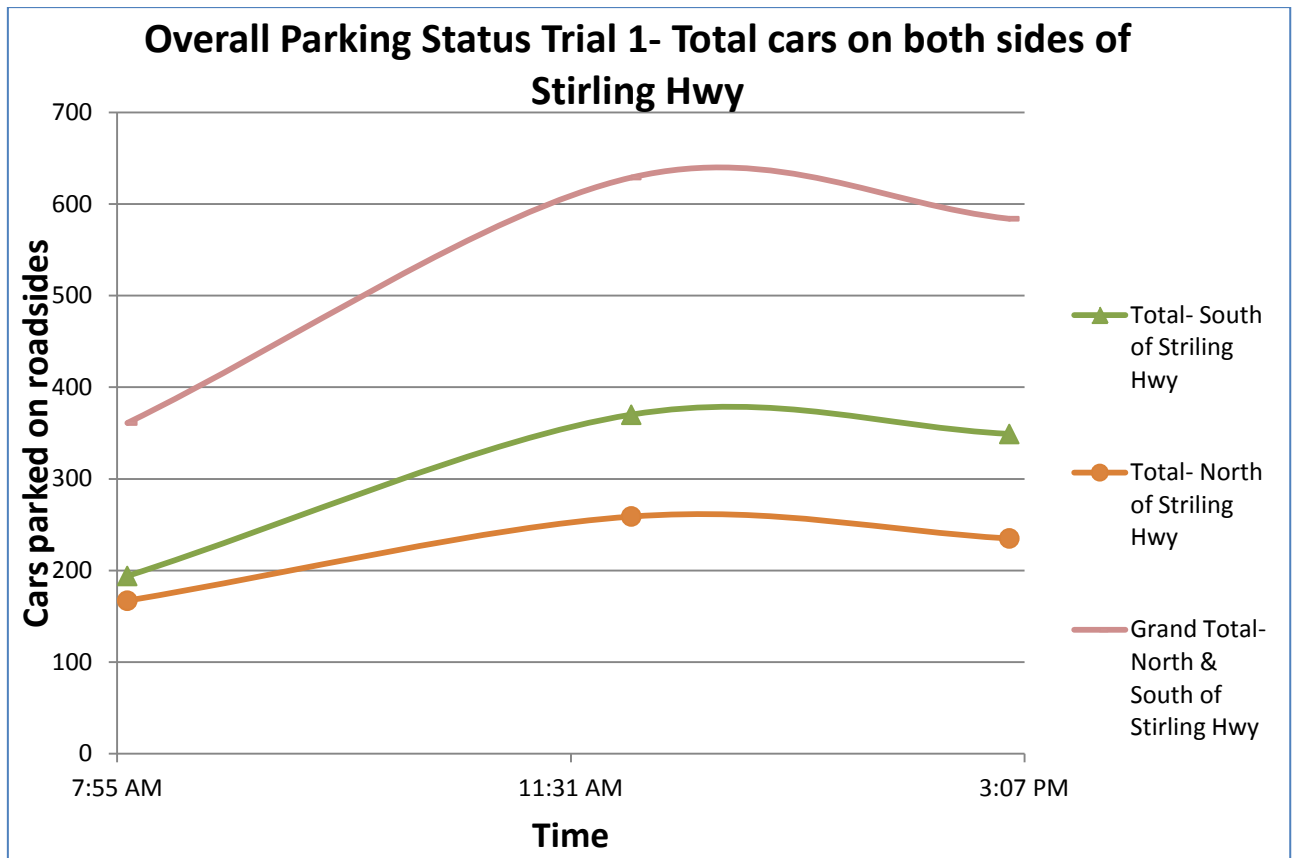
A photographic record of each street was taken during working hours, during the University of WA semester period to verify the parking in the residential streets and near the intersections with Stirling Highway. This information was used to correlate to other gathered information. This record is available by referring to Attachment 5 and following the instructions to Intramaps on the City's website. There were over 200 photographs taken for the assessment, therefore it was deemed impractical to print all of these photos.

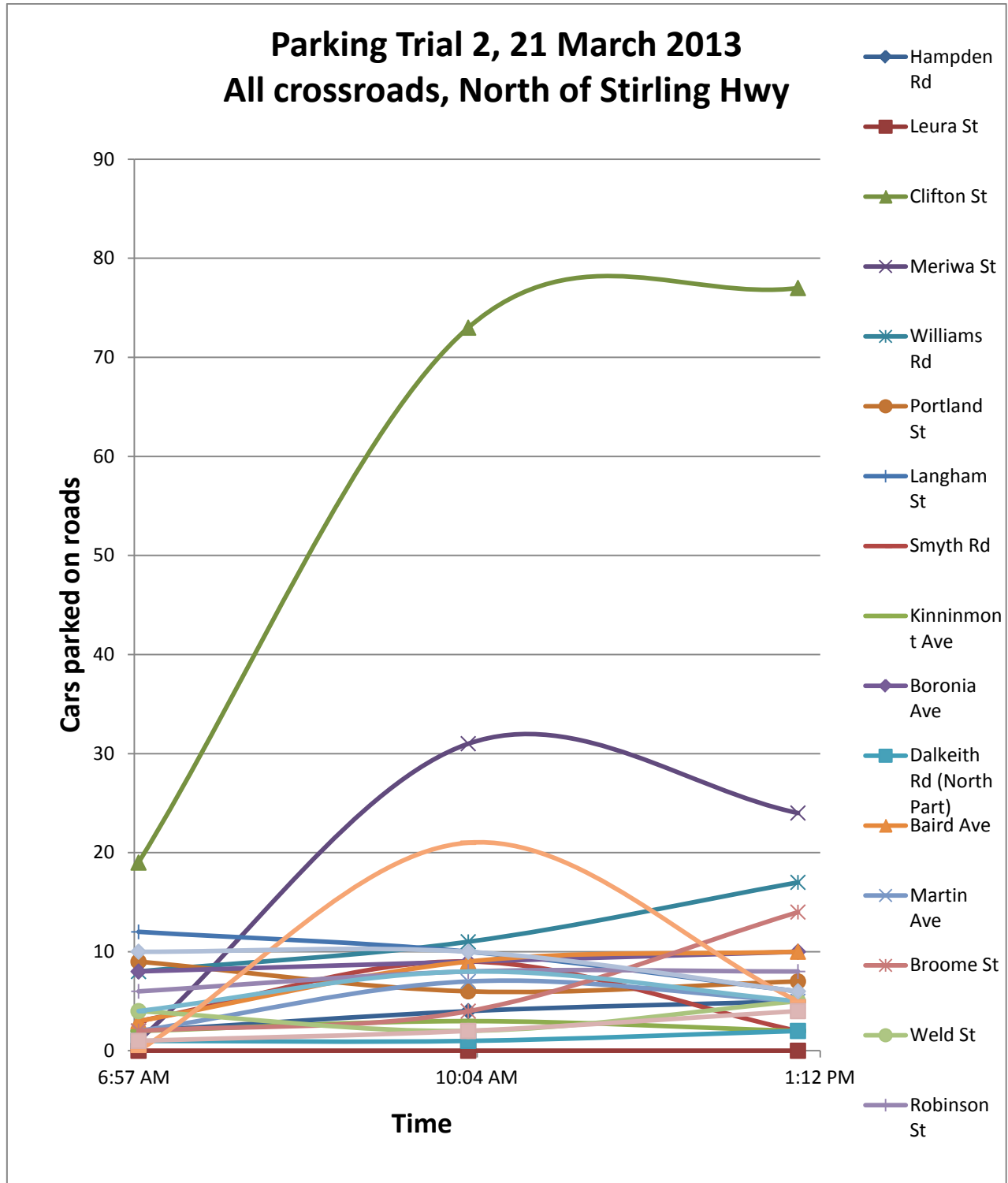
Traffic counts and trend analysis

Traffic counts were conducted in May 2012 while the University of WA was in session for all of the streets within two blocks of Stirling Highway. The numbers of parked cars in each street were counted on two separate occasions at three different times of the day. The results were collated and trends examined to when and where the parking problems were occurring and

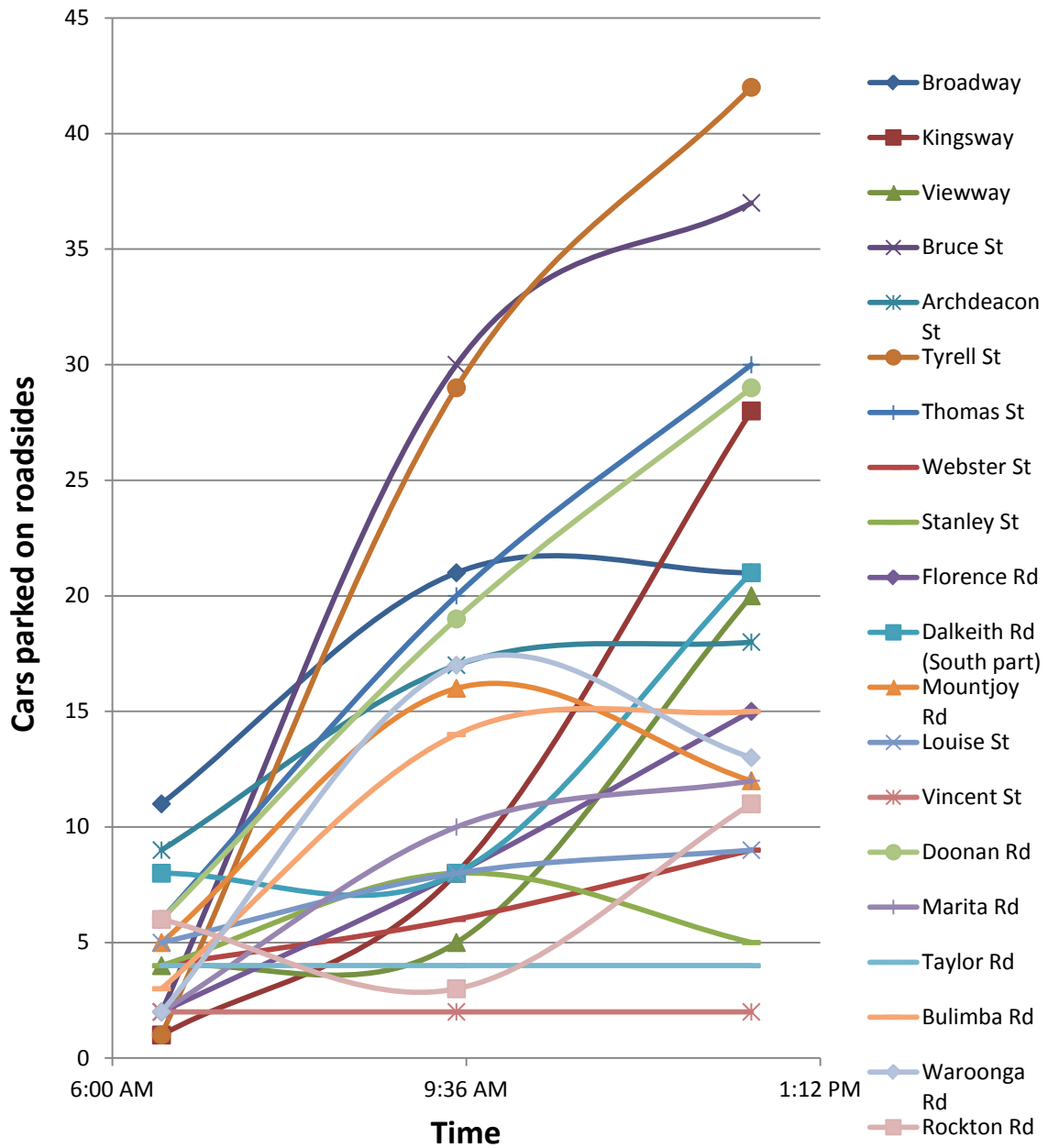
to cross reference this data against the photographic evidence and community consultation.

The graphs below provide a snapshot of the feature data and trends.





Parking Trial 2, 21 March 2013 All crossroads, South of Stirling Hwy



The data count and trend analysis shows the following:

- Kerbside parking on busy streets starts early, around 6am;
- Street parking increases with time and declines towards the end of business
- Streets to the south of Stirling Hwy are more densely parked than elsewhere;

- Ample street parking is available on the western streets and to a degree the central streets, but becomes more dense to the east; and
- Businesses appear to have adequate parking with one or two hotspots –including Boronia Street and Dalkeith Road.

Results of Analysis

The information collected by Administration and the consultation process indicates however, that there are two main parking hot spots within the City:

- The South East end of Stirling Highway (Bruce Street to Webster Street); and
- Areas close to Stirling Highway.

Apart from the above Boronia Avenue and Dalkeith Road, cars are parking in the residential areas as ongoing isolated problems. Weld Street also has a parking anomaly with an easy solution. Each of these issues is discussed in this report.

Recommended solutions are to:

- Extend the parking restrictions (no parking on one side and 3 hour parking on the other) between Bruce Street and Webster Street, back to Melvista Avenue;
- Investigate additional angled parking near Stirling Highway intersections to increase parking availability for businesses;
- Add some four hour parking bays near Stirling Highway intersections to provide a mix of short term and longer stay parking bays for business purposes.
- As the City can collect cash in lieu of parking that a reserve fund be established so that the provision of on-street parking can be increased for businesses.
- Line marking to increase safety for residents entering and exiting their driveways where they are near parking generating facilities; and
- Amend the half hour bays in Weld Street to one hour bays.

Enforcement

A significant response from the community about the parking issues was the desire to see an increased use of enforcement. The rangers' services are currently 7am to 7pm Monday to Friday and weekends on an ad hoc basis. The current parking restrictions around the City are Monday to Friday as there is no need for timed parking over the weekend. Apart from sporting events on a Saturday/Sunday, weekend patrols reveal a very quiet City.

The City has recently boosted its enforcement capacity through the employment of another ranger dedicated to parking enforcement, which has significantly boosted parking enforcement. It is considered that this matter is now in hand, however the City continues to deploy rangers to specific parking trouble spots as required.

Unauthorized Private Businesses Parking

There have been complaints from businesses that some vehicles park for extended periods in their private bays, who are not customers. The City already provides a service to businesses to deal with this. They are able to purchase signage from the City and call Rangers with details of vehicles which are parked on the property without consent. Rangers will attend and vehicles are then issued with an infringement.

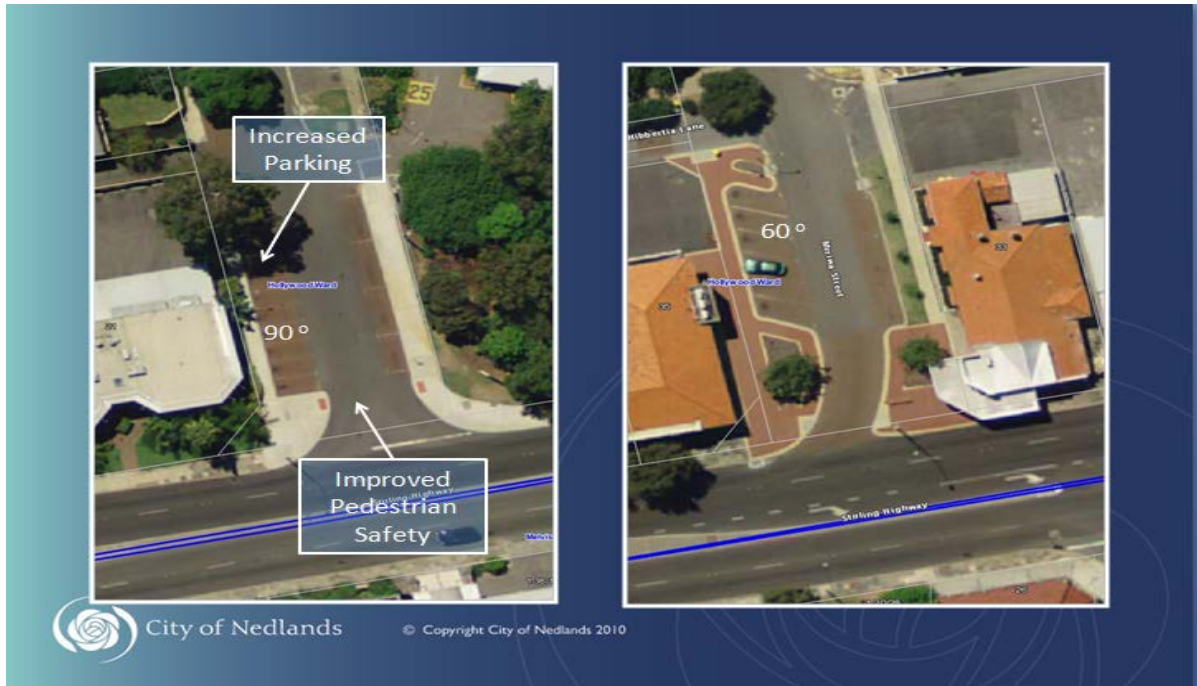
Extending Parking Restrictions to Melvista Avenue on South Eastern Area Streets

Bruce Street to Webster Street currently have parking restrictions up to Edward Street, however, following the consultation process and assessment, it is proposed that the restrictions (no parking on one side and 3 hour parking on the other) be extended south to Melvista Avenue.

This area is prone to all day parkers due to its close proximity to the university. The feedback received from residents on these streets which had parking restrictions implemented during the trial have been positive and indicated that the parking restrictions were a success. Residents on these streets, south of Edward Street (unrestricted parking) gave feedback that on-street parking had increased and was causing safety issues when entering and exiting their driveways or trying to navigate down the road in-between parked cars. Many feedback responses requested the parking restrictions be extended south of Edward Street.

Angled Parking near Stirling Highway Intersections

A clear trend which came from the community consultation is that there is a lack of available parking for businesses along Stirling Highway. An option Administration would like to investigate is the implementation of angled parking bays at the intersection along Stirling Highway. As per the pictures below this enables maximum parking availability, as well as improving both pedestrian and traffic safety.



Line Marking around Driveways

Line marking to delineate the edge of driveways is a simple and effective solution to reduce the risk for residents entering and exiting their driveways while cars are parked either side. As per the photo below, this method is currently used in the City of Nedlands to prevent people parking so close to driveways that it becomes a hazard entering and exiting.

It is important that specific criteria be set for this however, as it could lead to a random proliferation of line marking. Warrants include close proximity to a vehicle destination node, for example a shopping area or school, where there may a series of driveways that need delineation. It would not be deemed appropriated to install driveway delineation linemarking in a isolated residential street for instance and City officers experienced in these matters would be used to determine locations.

It is proposed that we install this line marking around driveways on Bruce Street to Webster Street, on the side of the road with parking restrictions only.

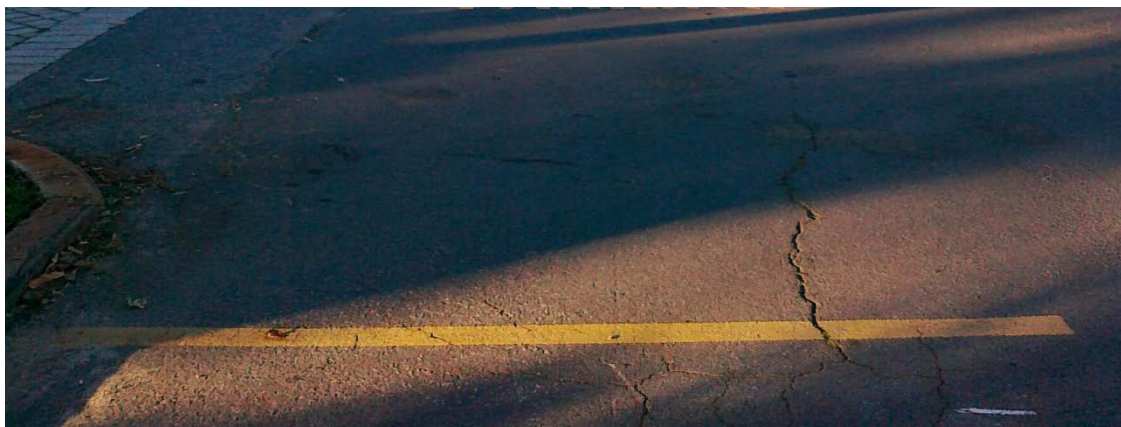


Photo of line marking example around driveways

Parking Permits for Businesses

Consideration has been given to the provision of parking permits for businesses. While this is a solution for businesses, it defeats the purpose of time restrictions in residential areas. Office workers having permits which allow them to park all day in front of residences will result in increased complaints from the residents. For this reason this suggestion is not supported.

Increased Parking to 4 Hours Near Businesses

In order to provide some more parking for businesses it has been suggested that in conjunction with increasing the number of parking bays in the vicinity of intersections with Stirling Highway, that some of these extra bays could be set aside for four hour parking. This allows for half day parking, which provides some benefit to businesses, although it is noted that staff would need to move their vehicles to another street to avoid parking infringements. The four hour bays would only be adjacent to the business areas (not residential areas) and it would provide the businesses with a medium term parking options which would be more attractive than the two or three hours parking option in the residential sections of the street.

It is proposed that this principle be supported by Council, but that each street where this is considered be treated on a case by case basis, following consultation.

Parking Permits for Residences

The City currently issues parking permits to residents on request and subject to criteria in the City's local law on the matter. The new local law is imminent and this provides the ability for residents for issue visitor permits, and guidelines about numbers of permits to be issued.

This service is complimentary to parking restrictions in place for the entire City and provides some flexibility for residents who may otherwise be limited with parking options near their homes. These permits are mentioned not because they form part of the recommendations, but because they provide background information to the options available to residents for parking near their homes.

Boronia Avenue

Boronia Avenue has seen a significant response from the residents in terms of the adverse parking effect of staff parking in the residential areas of Boronia Avenue. Recently a 24 hour gymnasium near Boronia Avenue, was also approved on Stirling Highway, which is likely add to the business parking pressures.

Boronia Avenue has the benefit of a wide paved entry off Stirling Highway and the lots behind the businesses are higher density apartments, as shown in the diagram below.



Figure 1. Boronia Avenue parking potential

Applying angles parking on the eastern side of Boronia Avenue has the potential to increase parking by nine bays.

Boronia Avenue is listed in the Forward Works Plan for year 2015/16 and detailed design and consultation would occur to accommodate the proposed angled parking.

Dalkeith Road

The feedback received from the consultation process is divided into two camps. On the one hand the residents have expressed general satisfaction with the parking restrictions and the parking situation has now improved for them. On the other hand the businesses have expressed that the parking restrictions make it very difficult for their staff, with specific comments that the ability to use public transport isn't viable for most staff.

Unlike other intersections with Stirling Highway, Dalkeith Road has no scope to increase available on-street parking.

Approving development in this area that doesn't meet the off-street car-parking criteria should be avoided in future as this area is already under considerable parking stress.

There is no simple fix to this problem, however there is a possibility that is raised here for the purposes of initial discussion which would be considered a medium to long term solution. There is land owned by the City freehold, lots

56 and 51 Dalkeith Road, as shown below, that current serves a drainage sump. The land is 870m² including both lots, with capacity for about 40 car bays.

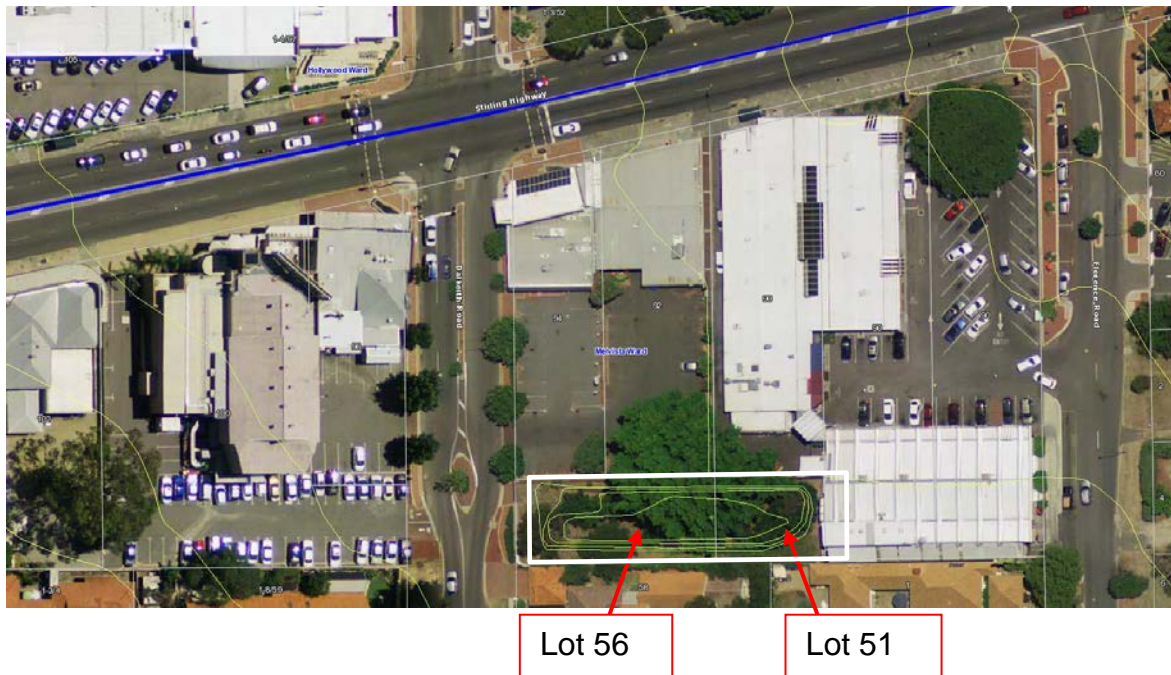


Figure 2. Sump and Lots 51 and 56 Dalkeith Road

This land has the potential to provide increased parking to the area, however the primary purpose of these lots would need to be retained, that of 1 in 100 year drainage basin. In order to achieve this, the underground storage volume, infiltration capacity and maintainability would need to be uncompromised. The car parking would therefore effectively be built as a suspended slab along with footings such as piling or deep set pad or strip footings, designed to cope with the presence of infiltrating water. In terms of order of magnitude costs a standard carpark without any of the drainage basin requirements would cost in the order of \$300,000, whereas this carpark would cost in the order of \$2,000,000.

Each bay would therefore cost about \$50,000 compared to about \$7,500 for a standard carpark.

Funding options such as business contributions, or construction of a commercial complex for leasing out by the City with a balance of parking allocated to general parking for the area, would need to be considered.

In order to further contemplate a project such as this the City would firstly need to carry out feasibility analysis to determine the real parking demand, planning considerations, concept design and a cost benefit analysis. Weighing this against the competing financial demands that the City faces would then be possible for Council.

As mentioned previously this is raised as a discussion starter in response to the parking pressures and conflicting needs of residents and businesses in Dalkeith Road.

Weld Street

A small anomaly exists in the short term parking area near the intersection of Weld Street and Stirling Highway. The short term parking restriction is typically for one hour in the business precincts along Stirling Highway. There has been a request to harmonize this situation, based on feedback from an adjacent business which needs the one hour stay to allow customers adequate time to conduct their business.

Where practicable a consistent approach to parking restrictions is considered appropriate. This will also assist the adjacent businesses and is therefore supported at administration level.

Consultation

Required by legislation:

Yes ☐

No ☒

Required by City of Nedlands policy:

Yes ☒

No ☐

Consultation was undertaken originally with all streets where the proposed restrictions were to be implemented prior to a report going to Council in December 2011.

During the trial but prior to the consultation period beginning, feedback was received from residents and stakeholders, including a petition from residents on Tyrell Street. All of this feedback was taken into consideration when evaluating the feedback and creating recommendations.

We then consulted after the trial, this included letter dropping 2000 flyers, advertisements in the local newspaper, public notices on the City's notice boards, information at Tresillian and both libraries and information including an online survey on the website.

Internal consultation has occurred across the City's administrative functions. The rangers in particular have provided assistance with the recommendations, given their ongoing front line participation in the parking issues.

The consultation report is appended as attachment 4. It has been integral to the discussion and solutions to this report.

Legislation / Policy

Traffic management delegation to the Chief Executive Officer under the *Local Government Act 1995*.

Creation of Reserve accounts under *section 6.11 of the Local Government Act 1995*.

Traffic Management Policy - Identifies an intention to investigate parking hotspots.

Nature Strip Development Policy - This notes that nature strip / verge parking should be minimized wherever alternatives exist. In context the paved road areas near the intersections with Stirling Highway are generally very wide so there is already scope to increase parking without the cost of additional pavement and without removal of large amounts of nature strip.

Cash In Lieu Of Car Parking (LPP) - This policy allows the City to accept cash payment in lieu of on-site parking. This provides an opportunity for the City to potentially fund extra bays near the intersections with Stirling Highway for businesses. It is recommended that a separate reserve fund be created in order to allocate to cash in lieu of parking.

Budget/Financial Implications

Within current approved budget:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Requires further budget consideration:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

\$79,000 was spent in the 2012/2013 financial year on the supply and installation of the trial signage. The trial study and analysis was done in house. Further costs to be incurred will include south east area signage, though this will be undertaken within existing budget operational funds.

The recommendation to provide increased parking near the intersections along Stirling Highway will be built into capital works programs where the intersecting roads are being upgraded. An example of this is Doonan Rd which has been approved for upgrade in the 2013/14 financial year. Doonan Road near the intersection area is being designed as parts of these works to provide for increased parking.

Furthermore the provision of cash in lieu of parking from reserve funds may also assist the funding of these extra parking areas, as discussed under the Legislation/policy heading of this report.

The Dalkeith Road car park opportunity is not within the City's Strategic Plan. Broad costings have been provided for discussion purposes only.

Risk Management

The following risks have been identified should Council not approve the recommendation:

- Decrease in the functionality of the parking;
- Ongoing issues for businesses with lack of parking
- Loss of amenity for residents who are largely affected by long term parking.
- Safety issues with people entering and exiting their driveways

Conclusion

The Stirling Highway parking trial is considered to have been largely successful, by:

- Increasing the functionality of the parking by discouraging all day parking;
- Creating a turnover of bays so that a greater number of users can access them; and
- Provide better amenity for residents in the area who are primarily affected by long term parking.

After much investigation and consultation with the community, the recommendations Administration put forward will address and improve parking issues in the City's parking hot spots.

The City has an ongoing responsibility to provide a balance of parking between residents and businesses. The unwanted situation of commuters or other persons parking all day in residential streets or adjacent to businesses which need turnover has also been addressed. The recommendations aim to increase community safety, amenity of streets and the practicality of parking with the City.

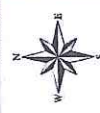
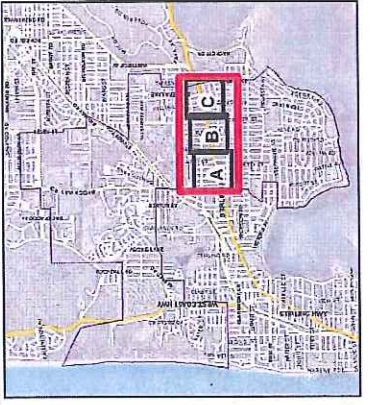
Attachments

1. Maps – Parking Restrictions Implemented During Parking Trial
2. Proposed Additional Parking Restrictions Map
3. Stirling Highway Parking Trial Analysis
4. Stirling Highway Parking Trial Consultation Results and Analysis
5. Information / Directions to View Parking Trial Photographs

TS10.13 – Attachment 1 – Maps – Parking Restrictions Implemented During Parking Trial

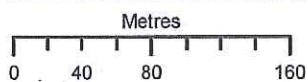


Proposed Parking Restrictions Stirling Highway Precinct City of Nedlands



Existing Parking Restrictions	Proposed Parking Restrictions
5 mins	2P 8.00 - 5.00 Mon - Fri
0.25P	No Parking 8.00 - 5.00 Mon - Fri
0.5P	No Stopping
No Stopping	
No Parking	
1P	
2P	
3P	
4P	
Loading Zone	

T18.11 - Proposed Parking Restrictions
Surrounding Stirling Highway – Maps

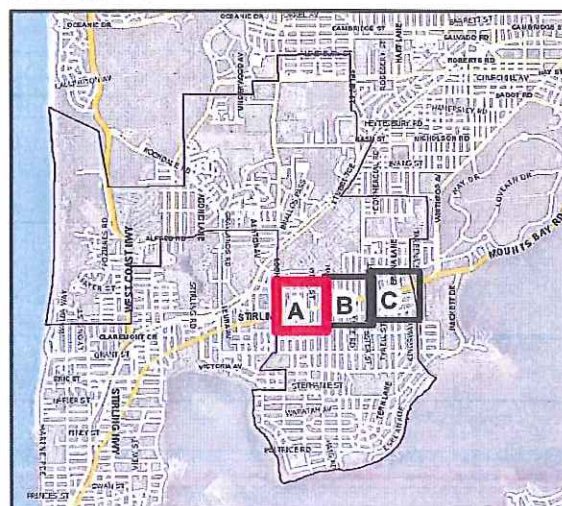


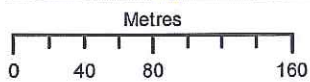
Sheet A

Proposed Permanent Parking Restrictions Stirling Highway Precinct, City of Nedlands



Existing Parking Restrictions	Proposed Parking Restrictions
5 mins	2P 8.00 - 5.00 Mon - Fri
0.25P	No Parking 8.00 - 5.00 Mon - Fri
0.5P	No Stopping
No Stopping	
No Parking	
1P	
2P	
3P	
4P	
Loading Zone	





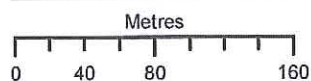
Sheet B

Proposed Permanent Parking Restrictions
Stirling Highway Precinct, City of Nedlands



Existing Parking Restrictions	Proposed Parking Restrictions
5 mins	2P 8.00 - 5.00 Mon - Fri
0.25P	No Parking 8.00 - 5.00 Mon - Fri
0.5P	No Stopping
No Stopping	
No Parking	
1P	
2P	
3P	
4P	
Loading Zone	





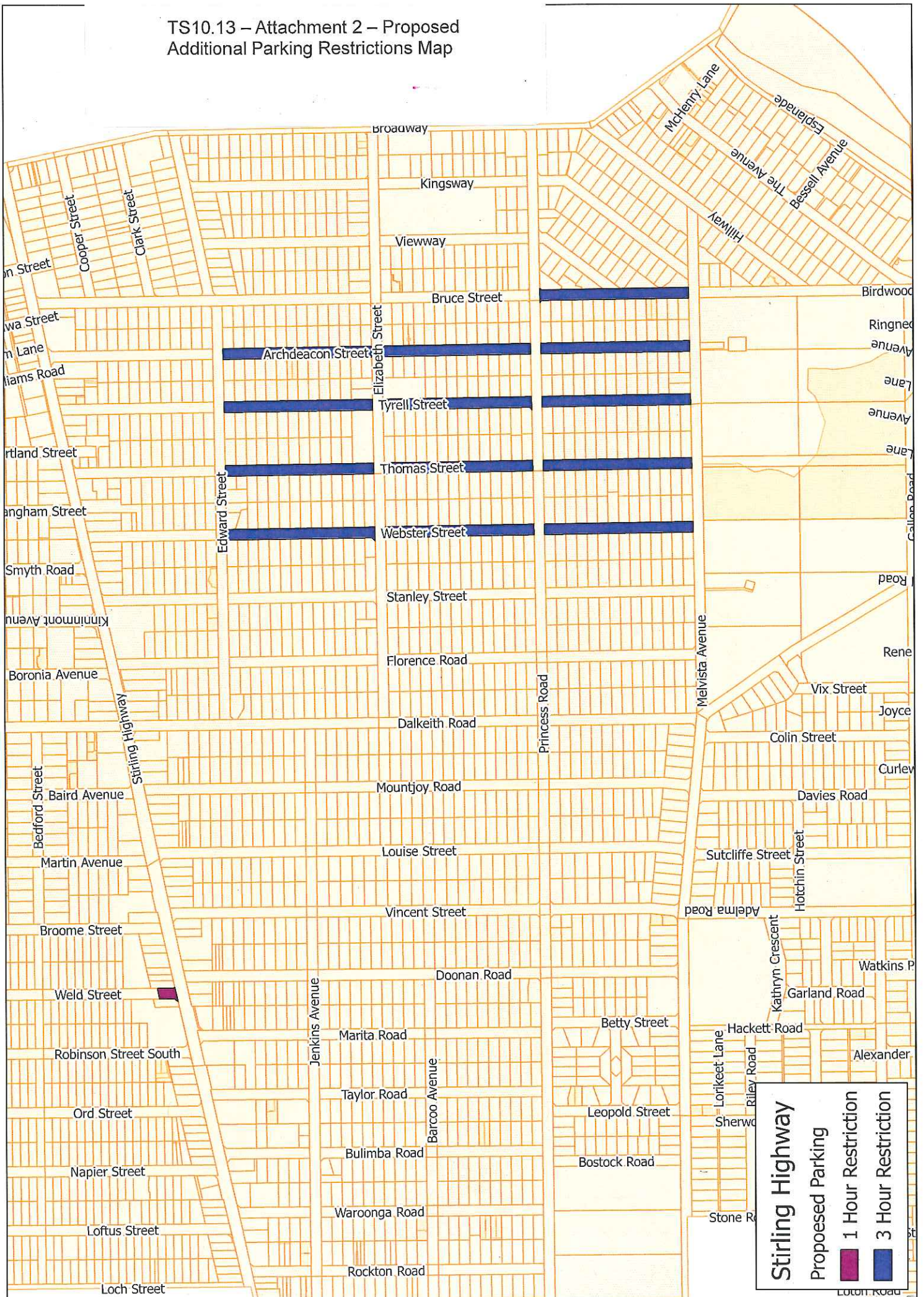
Sheet C
Proposed Permanent Parking Restrictions
Stirling Highway Precinct, City of Nedlands



Existing Parking Restrictions	Proposed Parking Restrictions
5 mins	2P 8.00 - 5.00 Mon - Fri
0.25P	No Parking 8.00 - 5.00 Mon - Fri
0.5P	No Stopping
No Stopping	
No Parking	
1P	
2P	
3P	
4P	
Loading Zone	



TS10.13 – Attachment 2 – Proposed Additional Parking Restrictions Map



Parking Restriction Analysis on both sides of Stirling Highway

TRIM Record No: M13/7654
In Container 'TPN/152 (City of Nedlands)

TS10.13 – Attachment 3 – Stirling Highway
Parking Trial Analysis

Index:

No	Items
A	Parking Analysis- Trial 1, 19 March 2013:
1	Data spreadsheet- Parking Trial 1
2	Data spreadsheet- Restricted and unrestricted parts of roads
3	Manual data collection tally sheets for 3 selected times a day- Trial 1
4	Plot: All crossroads south of Stirling Hwy
5	Plot: Restricted crossroads south of Stirling Hwy
6	Plot: Non-restricted crossroads south of Stirling Hwy
7	Plot: All crossroads north of Stirling Hwy
8	Plot: Restricted crossroads north of Stirling Hwy
9	Plot: Non-restricted crossroads north of Stirling Hwy
10	Plot: Overall Parking Status on both sides of Stirling Hwy
11	Plot: Overall Parking Status- Crossroads & Parallel Roads
12	Plot: Overall Parking Status- Total cars on both sides of Stirling Hwy
B	Parking Analysis- Trial 2, 21 March 2013:
13	Data spreadsheet- Parking Trial 2
14	Data spreadsheet - Restricted and unrestricted parts of roads, Trial 2
15	Manual data collection tally sheets for 3 selected times a day- Trial 2
16	Plot: All crossroads south of Stirling Hwy
17	Plot: Restricted crossroads south of Stirling Hwy
18	Plot: Non-restricted crossroads south of Stirling Hwy
19	Plot: All crossroads north of Stirling Hwy
20	Plot: Restricted crossroads north of Stirling Hwy
21	Plot: Non-restricted crossroads north of Stirling Hwy
22	Plot: Overall Parking Status on both sides of Stirling Hwy
23	Plot: Overall Parking Status- Crossroads & Parallel Roads
24	Plot: Overall Parking Status- Total cars on both sides of Stirling Hwy

Data spreadsheet- Parking Trial 1
Parking Restriction Analysis: Stirling Highway Parking Trial 1

by Moazzem Hossain

Date: Tuesday 19 March 2013

	Restricted Parking areas
--	--------------------------

Roads	No of cars parked on roadside			
Data Collected (Start - End)→	7:30-9:30am	11:10-12:50pm	2:10-3:45pm	
Average time →	8:00 AM	12:00 PM	3:00 PM	
Stirling Hwy Cross roads (South Side):				
Broadway	14	21	20	
Kingsway	1	13	23	
Viewway	4	10	11	
Bruce St	6	40	27	
Archdeacon St	13	17	23	
Tyrell St	31	28	39	
Thomas St	11	25	22	
Webster St	5	8	6	
Stanley St	3	4	4	
Florence Rd	4	10	7	
Dalkeith Rd (South part)	5	23	21	
Mountjoy Rd	17	15	11	
Louise St	11	11	6	
Vincent St	4	6	4	
Doonan Rd	16	22	3	
Marita Rd	7	12	15	
Taylor Rd	1	6	4	
Bulimba Rd	14	17	12	
Waroonga Rd	4	17	13	
Rockton Rd	3	9	9	
Total- South crossroads	174	314	280	
Stirling Hwy parallel roads (South side):				
Cooper St	10	15	7	
Clark St	3	3	7	
Edward St	5	23	29	
Elizabeth St	0	15	17	
Jenkins Ave	2	0	4	
Barcoo Ave	0	0	5	
Total- south parallel roads	20	56	69	
Grand total- South of Stirling Hwy	194	370	349	
Stirling Hwy Cross roads (North Side):				

	Restricted Parking areas
--	--------------------------

Data spreadsheet- Restricted and unrestricted parts of roads

Roads	No of cars parked on roadside			
Data Collected (Start - End)→	7:30-9:30am	11:10-12:50pm	2:10-3:45pm	
Time →	8:00 AM	12:00 PM	3:00 PM	
Restricted and Unrestricted parts of roads				
Broadway	Restricted	Unrestricted	Restricted	Unrestricted
Kingsway				
Viewway				
Bruce St	6	0	40	0
Archdeacon St				
Tyrell St	7	24	5	23
Thomas St				
Webster St				
Stanley St				
Florence Rd	2	2	5	5
Dalkeith Rd (South part)	4	0	7	16
Mountjoy Rd				
Louise St	4	7	7	4
Vincent St	0	4		
Doonan Rd				
Marita Rd				
Taylor Rd				
Bulimba Rd				
Waroonga Rd	4	0	8	9
Rockton Rd				
Total- South crossroads				
Stirling Hwy parallel roads (South side):				
Cooper St				
Clark St				
Edward St	5	0	23	0
Elizabeth St				
Jenkins Ave				
Barcoo Ave				
Total- south parallel roads				
Grand total- South of Stirling Hwy				
Stirling Hwy Cross roads (North Side):				

Roads	9:00 AM	12:00 PM	3:00 PM
Hampden Rd	6	6	4
Leura St	2	0	0
Clifton St	19	76	73
Meriwa St	36	25	9
Williams Rd	11	13	15
Portland St	7	7	6
Langham St	4	15	6
Smyth Rd	6	3	2
Kinninmont Ave	1	1	1
Boronia Ave	5	12	15
Dalkeith Rd (North Part)	0	1	0
Baird Ave	10	9	14
Martin Ave	1	1	3
Broome St	7	5	6
Weld St	0	4	5
Robinson St	8	6	6
Ord St	3	3	5
Napier St	4	9	8
Loftus St	10	13	9
Loch St	2	0	0
Total- North cross roads	142	209	187
Stirling Hwy parallel roads (North side):			
Gordon St	19	31	34
Park Rd	0	15	8
Bedford St	6	4	6
Carrington St	0	0	0
Total- North parallel roads	25	50	48
Total- North of Stirling Hwy	167	259	235
Grand Total- North & South of Stirling Hwy	361	629	584

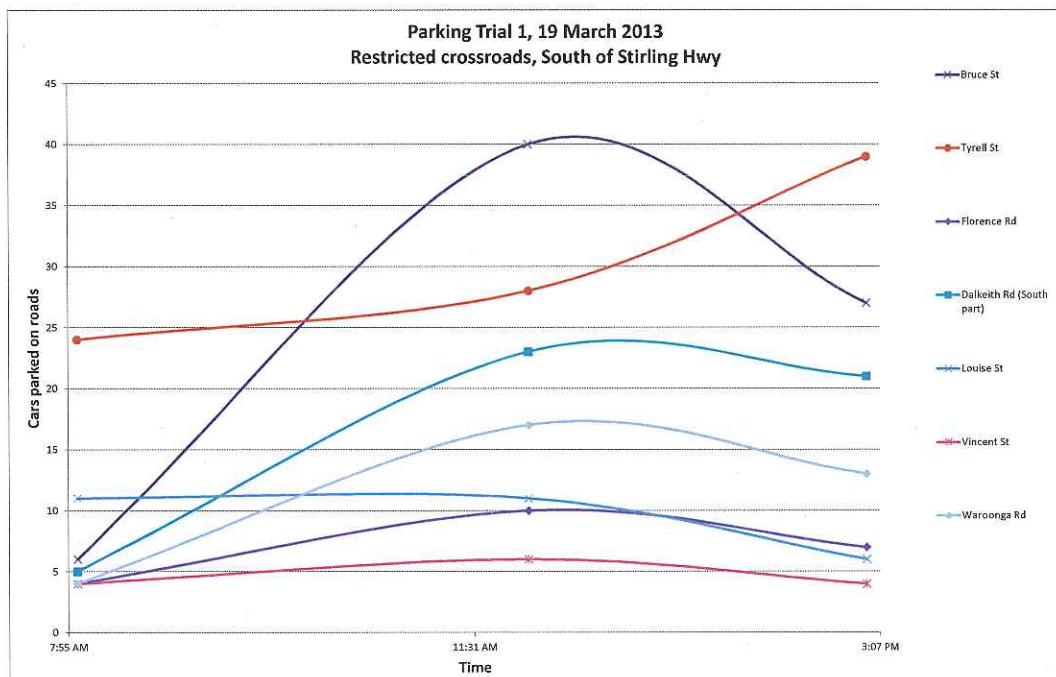
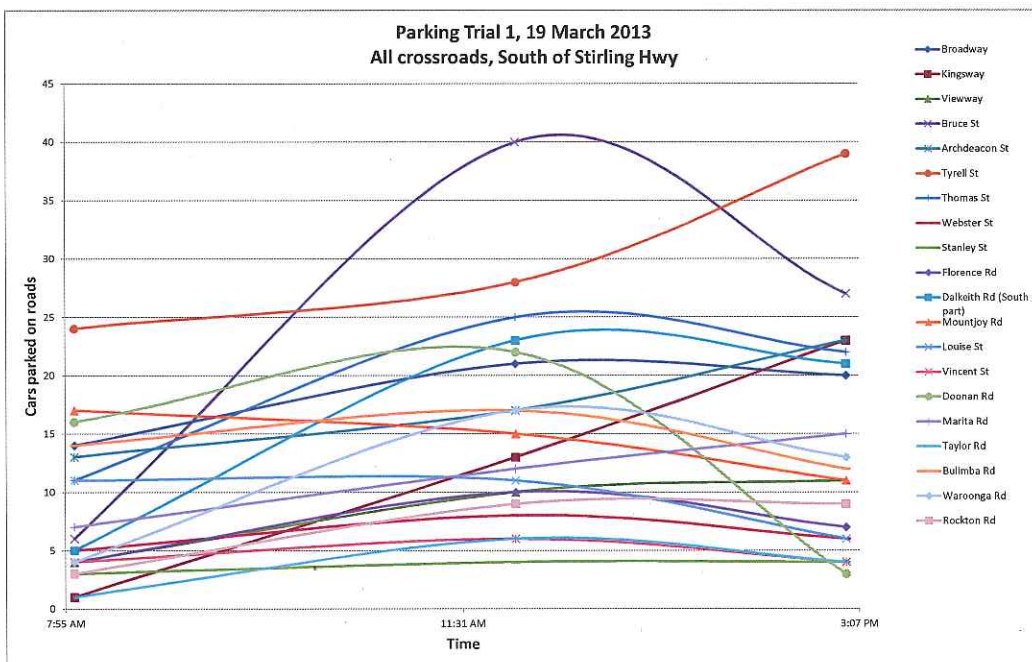
Parking restriction Analysis: Stirling Highway Parking Trial 1

by Moazzem Hossain

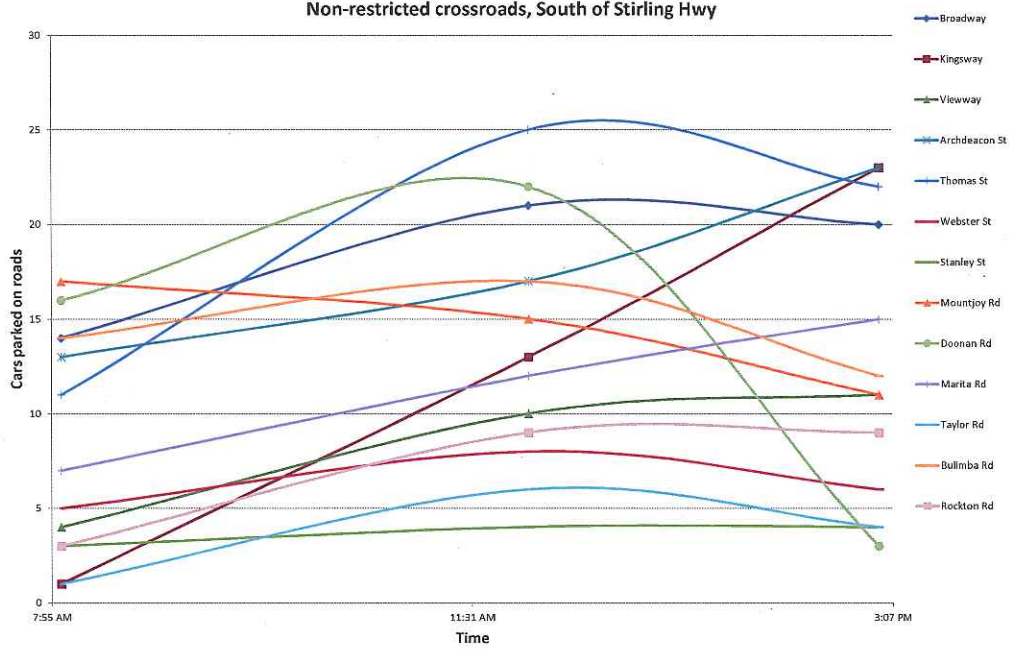
Date: Tuesday 19 March 2013

Stirling Hwy Cross roads (South Side):

Average time →	8:00 AM	12:00 PM	3:00 PM
Broadway	14	21	20
Kingsway	1	13	23
Viewway	4	10	11
Bruce St	6	40	27
Archdeacon St	13	17	23
Tyrell St	24	28	39
Thomas St	11	25	22
Webster St	5	8	6
Stanley St	3	4	4
Florence Rd	4	10	7
Dalkeith Rd (South	5	23	21
Mountjoy Rd	17	15	11
Louise St	11	11	6
Vincent St	4	6	4
Doonan Rd	16	22	3
Marita Rd	7	12	15
Taylor Rd	1	6	4
Bulimba Rd	14	17	12
Waroonga Rd	4	17	13
Rockton Rd	3	9	9



Parking Trial 1, 19 March 2013
Non-restricted crossroads, South of Stirling Hwy



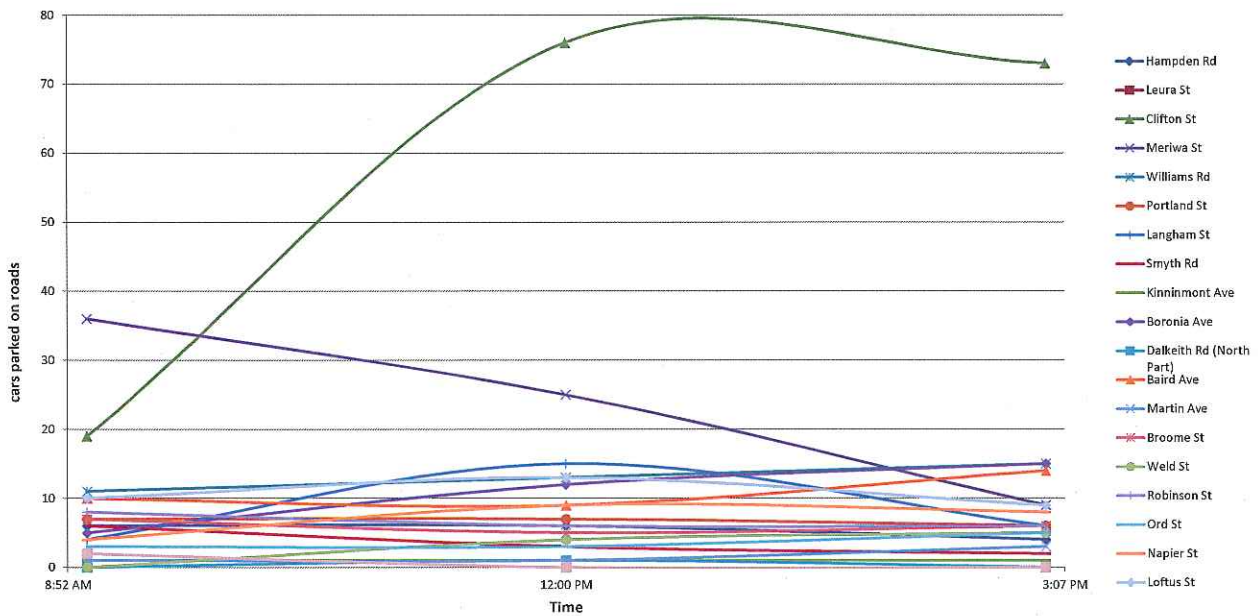
Parking restriction Analysis: Stirling Highway Parking Trial 1

by Moazzem Hossain

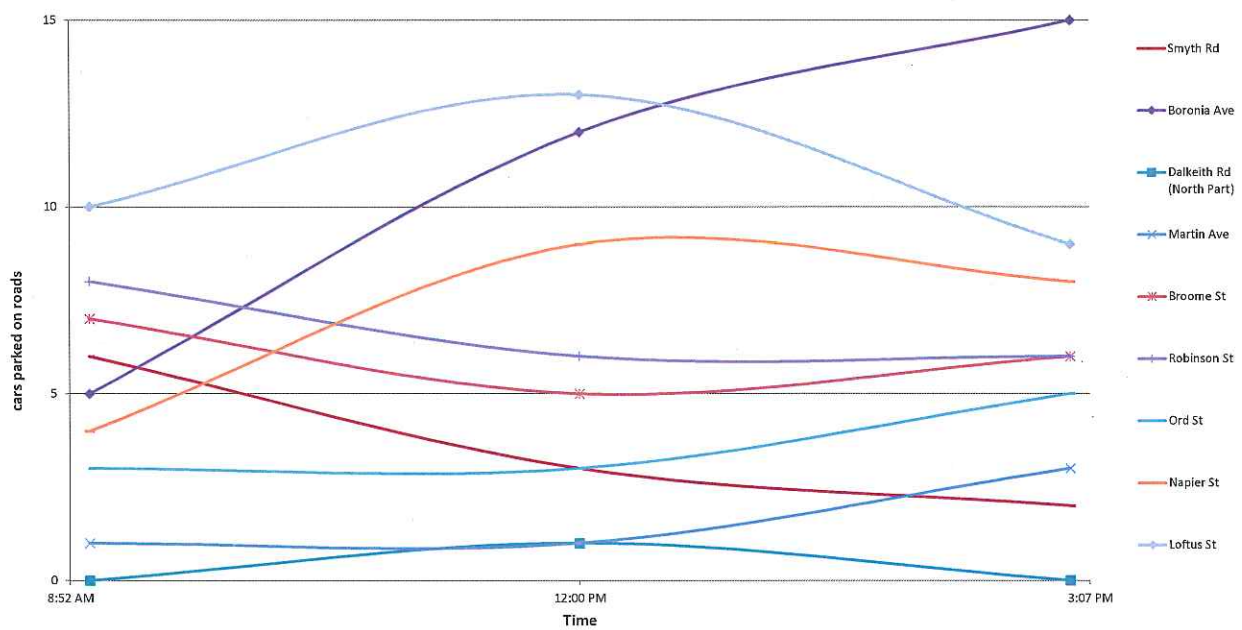
Date: Tuesday 19 March 2013

Roads	9:00 AM	12:00 PM	3:00 PM
Hampden Rd	6	6	4
Leura St	2	0	0
Clifton St	19	76	73
Meriwa St	36	25	9
Williams Rd	11	13	15
Portland St	7	7	6
Langham St	4	15	6
Smyth Rd	6	3	2
Kinninmont Ave	1	1	1
Boronia Ave	5	12	15
Dalkeith Rd (North Part)	0	1	0

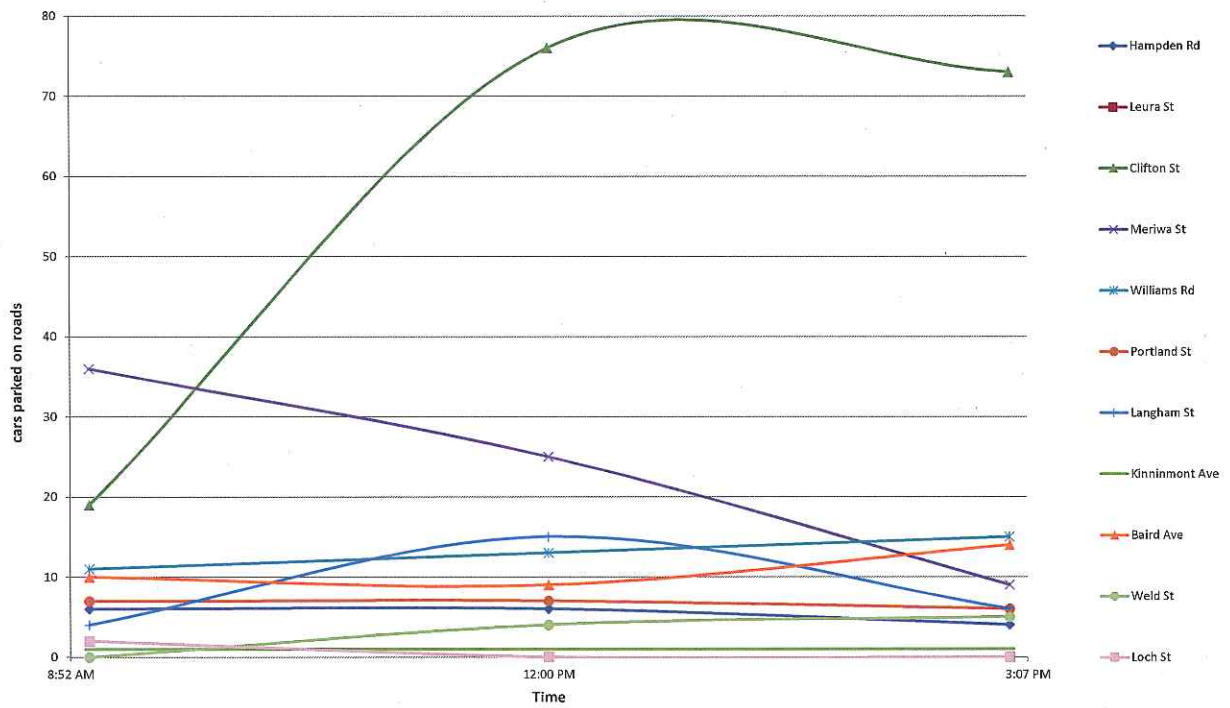
Parking Trial 1, 19 March 2013
All crossroads, North of Stirling Hwy



Parking Trial 1, 19 March 2013
Restricted crossroads, North of Stirling Hwy



Parking Trial 1, 19 March 2013 Non-restricted crossroads, North of Stirling Hwy



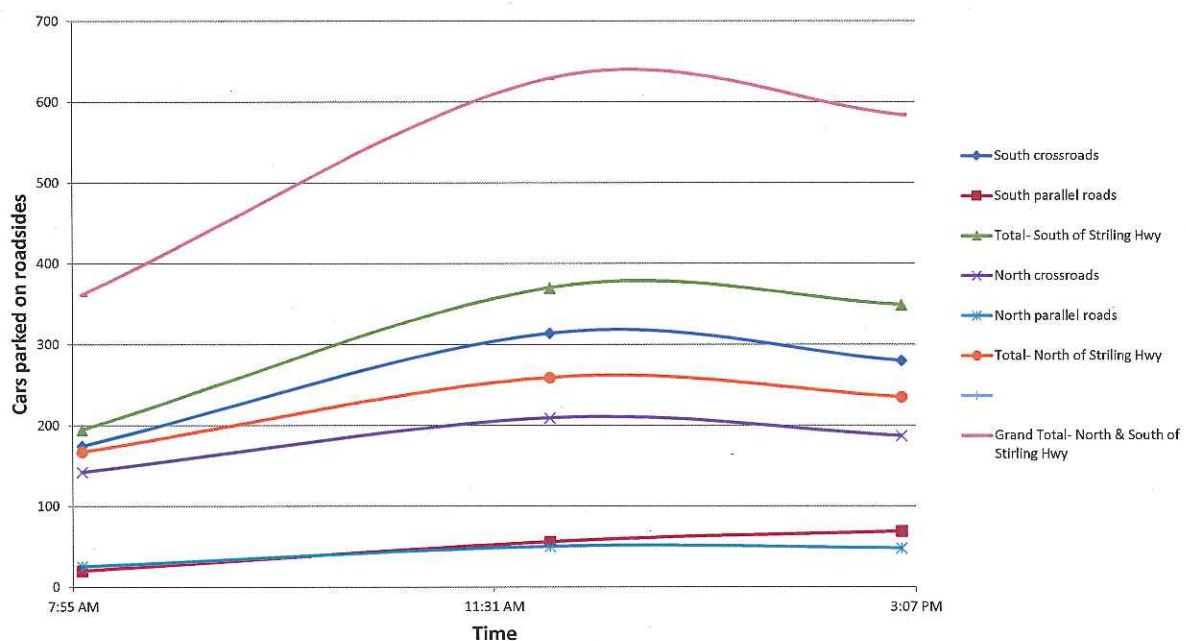
Parking restriction Analysis: Stirling Highway Parking Trial 1

by Moazzem Hossain

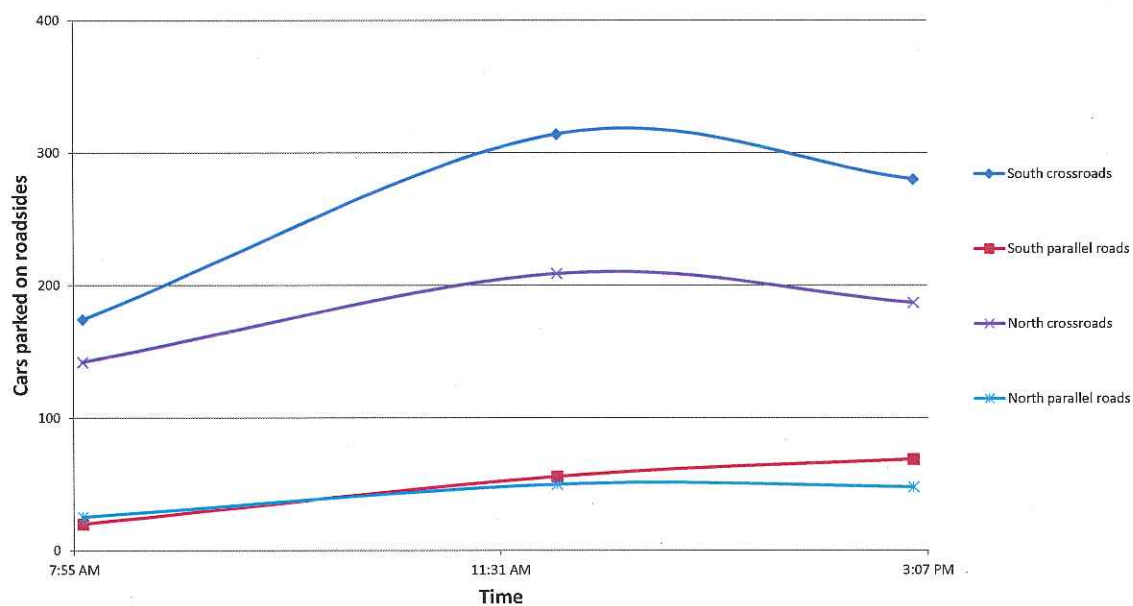
Date: Tuesday 19 March 2013

Roads	No of cars parked on roadside		
Collection (Start - End)→	7:30-9:30am	11:10-12:50pm	2:10-3:45pm
Average time →	8:00 AM	12:00 PM	3:00 PM
South crossroads	174	314	280
South parallel roads	20	56	69
Total- South of Stirling Hwy	194	370	349
North crossroads	142	209	187
North parallel roads	25	50	48
Total- North of Stirling Hwy	167	259	235
Grand Total- North & South of Stirling Hwy	361	629	584

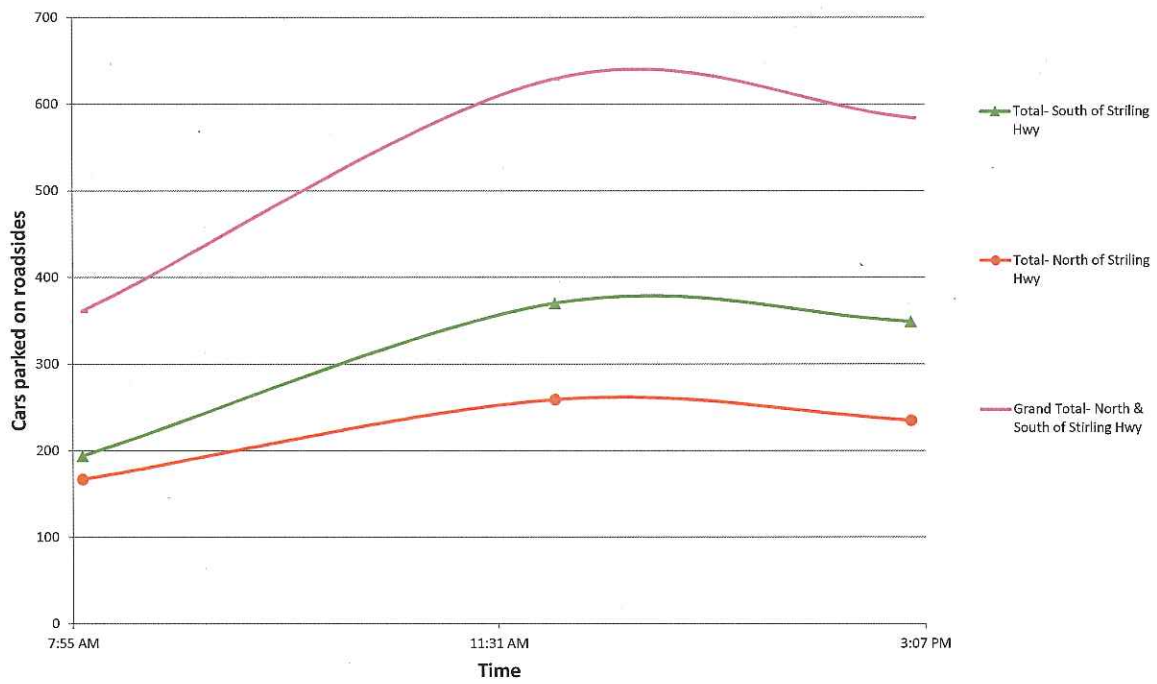
Overall Parking Status on both sides of Stirling Hwy- Trial 1



Overall Parking Status Trial 1- Crossroads & Parallel Roads



Overall Parking Status Trial 1- Total cars on both sides of Stirling Hwy



Data spreadsheet- Parking Trial 2
Parking restriction Analysis: Stirling Highway

by Moazzem Hossain

Date: Thursday 21 March 2013

Restricted Parking areas

Restricted Parking areas

Data spreadsheet- Restricted and unrestricted parts of roads

Roads	No of cars parked on roadside		
Data Collected (Start - End)→	6:13-7:35am	9:07-10:46am	12:00-1:43pm
Average time →	6:30 AM	9:30 AM	12:30 PM
Stirling Hwy Cross roads (South Side):			
Broadway	11	21	21
Kingsway	1	8	28
Viewway	4	5	20
Bruce St	2	30	37
Archdeacon St	9	17	18
Tyrell St	1	29	42
Thomas St	6	20	30
Webster St	4	6	9
Stanley St	4	8	5
Florence Rd	2	8	15
Dalkeith Rd (South part)	8	8	21
Mountjoy Rd	5	16	12
Louise St	5	8	9
Vincent St	2	2	2
Doonan Rd	6	19	29
Marita Rd	2	10	12
Taylor Rd	4	4	4
Bulimba Rd	3	14	15
Waroonga Rd	2	17	13
Rockton Rd	6	3	11
Total- South crossroads	87	253	353
Stirling Hwy parallel roads (South side):			
Cooper St	11	15	13
Clark St	0	10	14
Edward St	1	21	28
Elizabeth St	2	10	19
Jenkins Ave	2	6	7
Barcoo Ave	1	2	4
Total- south parallel roads	17	64	85
Grand total- South of Stirling Hwy	104	317	438
Stirling Hwy Cross roads (North Side):			
Roads	7:00 AM	10:00 PM	1:00 PM
Hampden Rd	2	4	5
Leura St	0	0	0
Clifton St	19	73	77
Meriwa St	1	31	24
Williams Rd	8	11	17
Portland St	9	6	7
Langham St	12	10	6
Smyth Rd	3	9	2
Kinninmont Ave	2	3	2
Boronia Ave	8	9	10
Dalkeith Rd (North Part)	1	2	2
Baird Ave	3	9	10
Martin Ave	2	7	5
Broome St	2	4	14
Weld St	4	2	5
Robinson St	6	8	8
Ord St	4	8	5
Napier St	0	21	5
Loftus St	10	10	8
Loch St	1	2	4
Total- North cross roads	97	229	216
Stirling Hwy parallel roads (North side):			
Gordon St	18	42	42
Park Rd	0	19	15
Bedford St	5	9	8
Carrington St	11	14	12
Total- North parallel roads	34	84	77
Total- North of Stirling Hwy	131	313	293
Grand Total- North & South of Stirling Hwy	235	630	731

Roads	No of cars parked on roadside					
Data Collected (Start - End)→	6:13-7:35am	9:07-10:46am	12:00-1:43pm			
ATime	6:30 AM	9:30 AM	12:30 PM			
Roads	Restricted	Unrestricted	Restricted	Unrestricted	Restricted	Unrestricted
Broadway						
Kingsway						
Viewway						
Bruce St	2	0	30	0	37	0
Archdeacon St						
Tyrell St	0	1	5	24	17	25
Thomas St						
Webster St						
Stanley St						
Florence Rd	0	2	8	0	5	10
Dalkeith Rd (South	4	4	3	5	14	7
Mountjoy Rd						
Louise St	2	3	1	7	2	7
Vincent St	0	2	0	2	2	0
Doonan Rd						
Marita Rd						
Taylor Rd						
Bulimba Rd						
Waroonga Rd	0	2	3	14	3	10
Rockton Rd						
Total- South crossroads						
Stirling Hwy parallel roads (South side):						
Cooper St						
Clark St						
Edward St	1	0	21	0	28	0
Elizabeth St						
Jenkins Ave						
Barcoo Ave						
Total- south parallel roads						
Grand total- South of Stirling Hwy						
Stirling Hwy Cross roads (North Side):						
Roads						
Hampden Rd						
Leura St						
Clifton St						
Meriwa St						
Williams Rd						
Portland St						
Langham St						
Smyth Rd	3	0	9	0	2	0
Kinninmont Ave						
Boronia Ave	8	0	9	0	10	0
Dalkeith Rd (North	1	0	2	0	2	0
Baird Ave						
Martin Ave	2	0	6	1	4	1
Broome St	2	0	4	0	14	0
Weld St						
Robinson St	3	3	4	4	4	4
Ord St	1	3	2	6	3	2
Napier St	0	0	20	1	4	1
Loftus St	6	4	8	2	6	2
Loch St						
Total- North cross roads						
Stirling Hwy parallel roads (North side):						
Gordon St						
Park Rd						
Bedford St	5	0	9	0	8	0
Carrington St						
Total- North parallel roads						
Total- North of Stirling Hwy						

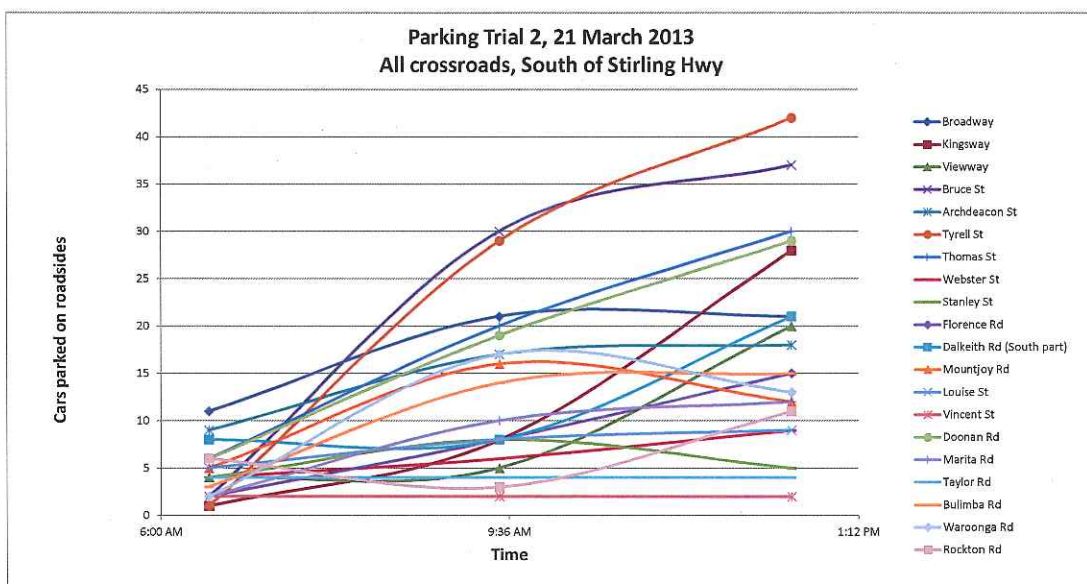
Parking restriction Analysis: Stirling Highway Parking Trial 2

by Moazzem Hossain

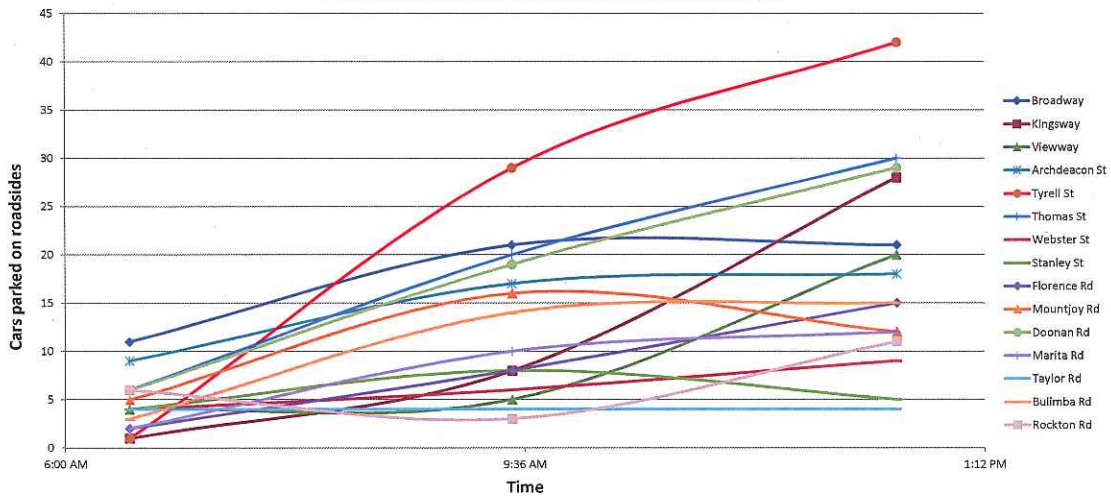
Date: Thursday 21 March 2013

Stirling Hwy Cross roads (South Side):

Roads	6:30 AM	9:30 AM	12:30 PM
Broadway	11	21	21
Kingsway	1	8	28
Viewway	4	5	20
Bruce St	2	30	37
Archdeacon St	9	17	18
Tyrell St	1	29	42
Thomas St	6	20	30
Webster St	4	6	9
Stanley St	4	8	5
Florence Rd	2	8	15
Dalkeith Rd (Sou	8	8	21
Mountjoy Rd	5	16	12
Louise St	5	8	9
Vincent St	2	2	2
Doonan Rd	6	19	29
Marita Rd	2	10	12
Taylor Rd	4	4	4
Bulimba Rd	3	14	15
Waroonga Rd	2	17	13
Rockton Rd	6	3	11



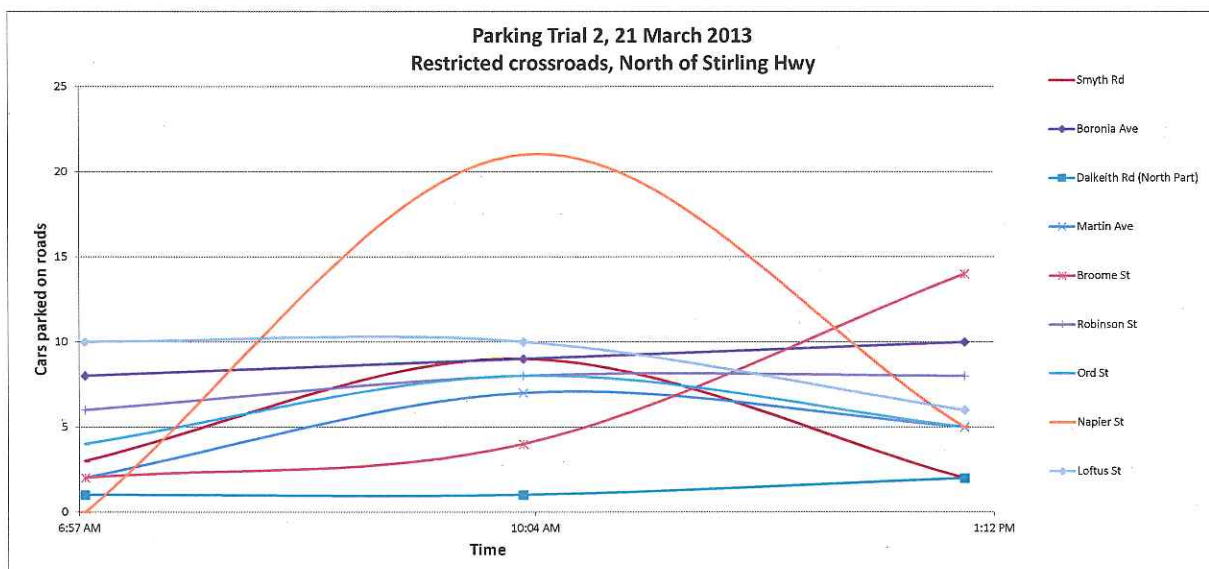
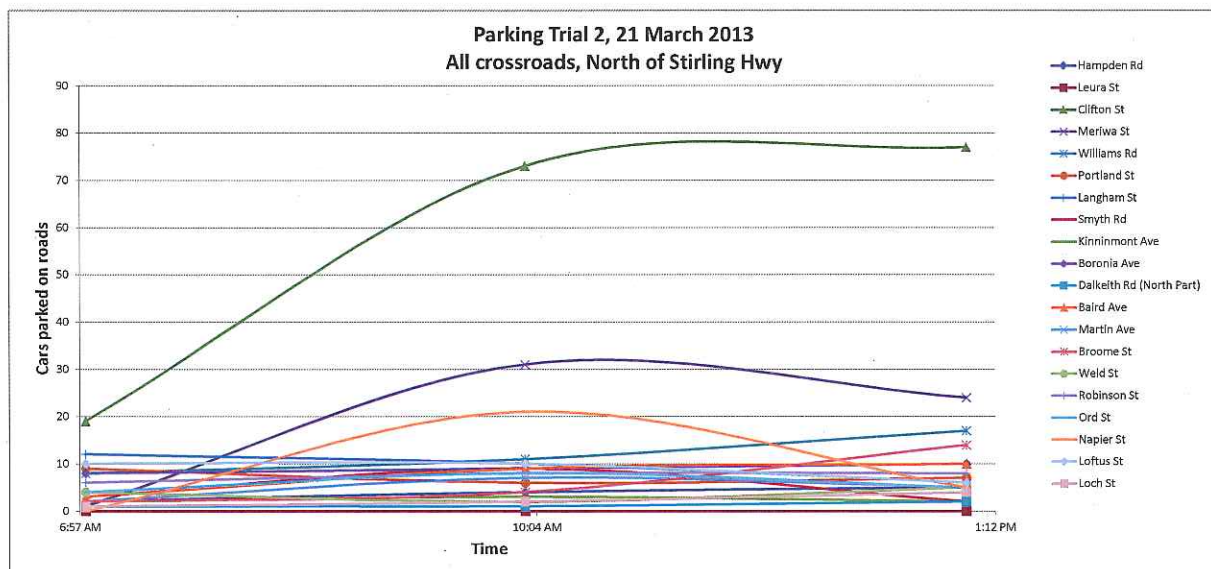
Parking Trial 2, 21 March 2013 Non-restricted crossroads, South of Stirling Hwy



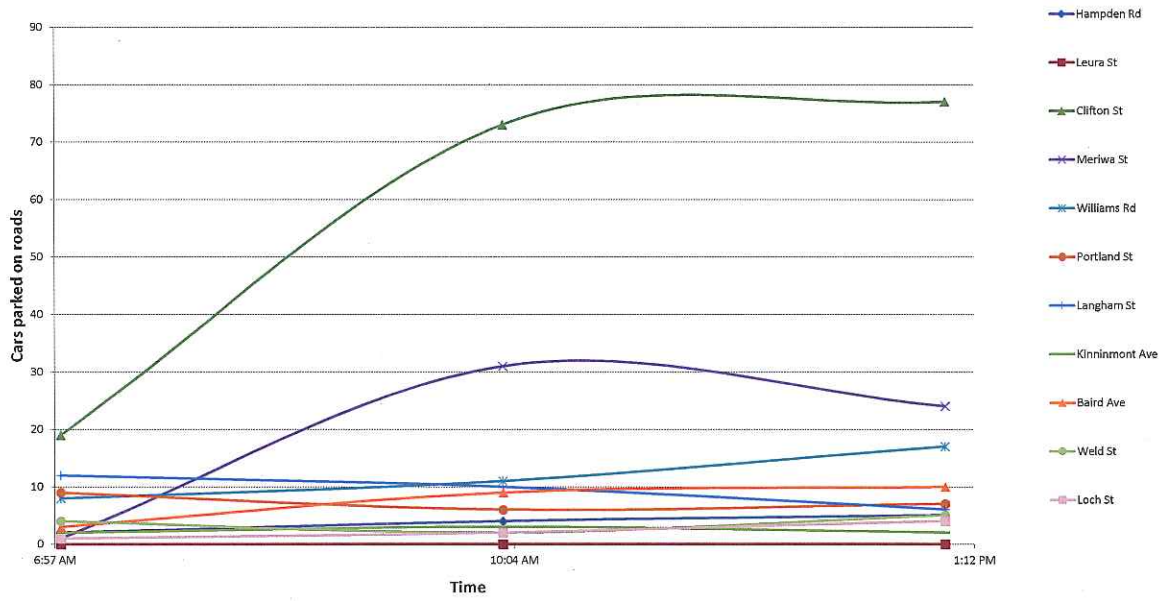
Parking restriction Analysis: Stirling Highway Parking Trial 2

Date: Thursday 21 March 2013

Stirling Hwy Cross roads (North Side):			
Roads	7:00 AM	10:00 AM	1:00 PM
Hampden Rd	2	4	5
Leura St	0	0	0
Clifton St	19	73	77
Meriwa St	1	31	24
Williams Rd	8	11	17
Portland St	9	6	7
Langham St	12	10	6
Smyth Rd	3	9	2
Kinninmont Ave	2	3	2
Boronia Ave	8	9	10
Dalkeith Rd (North Part)	1	1	2
Baird Ave	3	9	10
Martin Ave	2	7	5
Broome St	2	4	14
Weld St	4	2	5
Robinson St	6	8	8
Ord St	4	8	5
Napier St	0	21	5
Loftus St	10	10	6
Loch St	1	2	4



Parking Trial 2, 21 March 2013 Non-restricted crossroads, North of Stirling Hwy



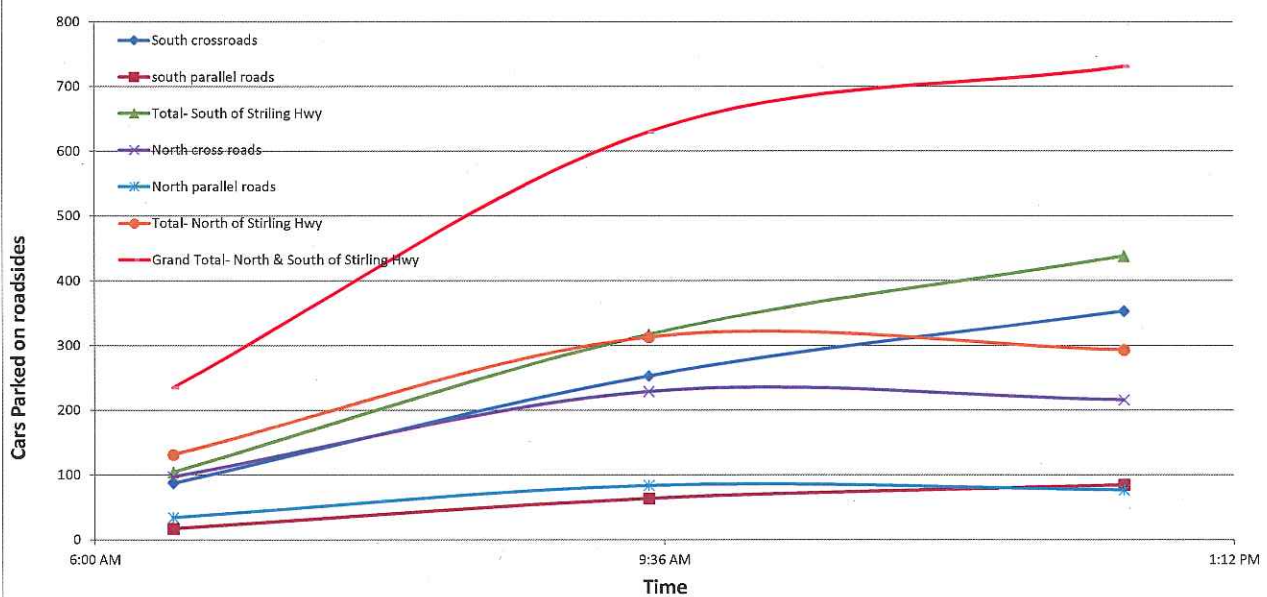
Parking restriction Analysis: Stirling Highway Parking Trial 2

by Moazzem Hossain

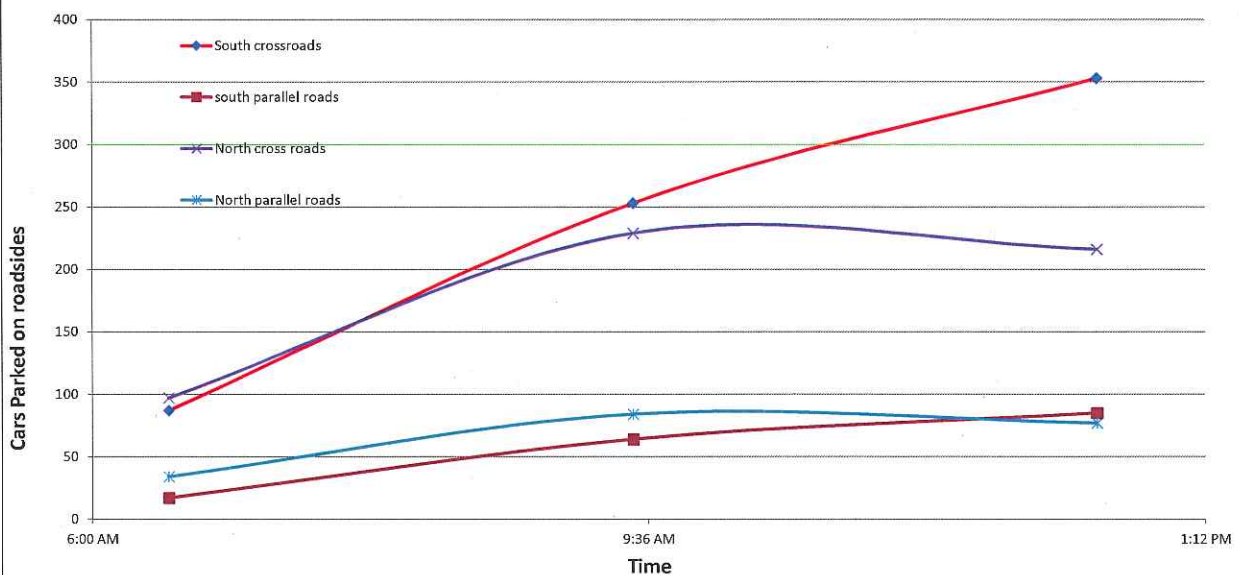
Date: Thursday 21 March 2013

Roads	6:30 AM	9:30 AM	12:30 PM
South crossroads	87	253	353
south parallel roads	17	64	85
Total- South of Stirling Hwy	104	317	438
North cross roads	97	229	216
North parallel roads	34	84	77
Total- North of Stirling Hwy	131	313	293
Grand Total- North & South of Stirling Hwy	235	630	731

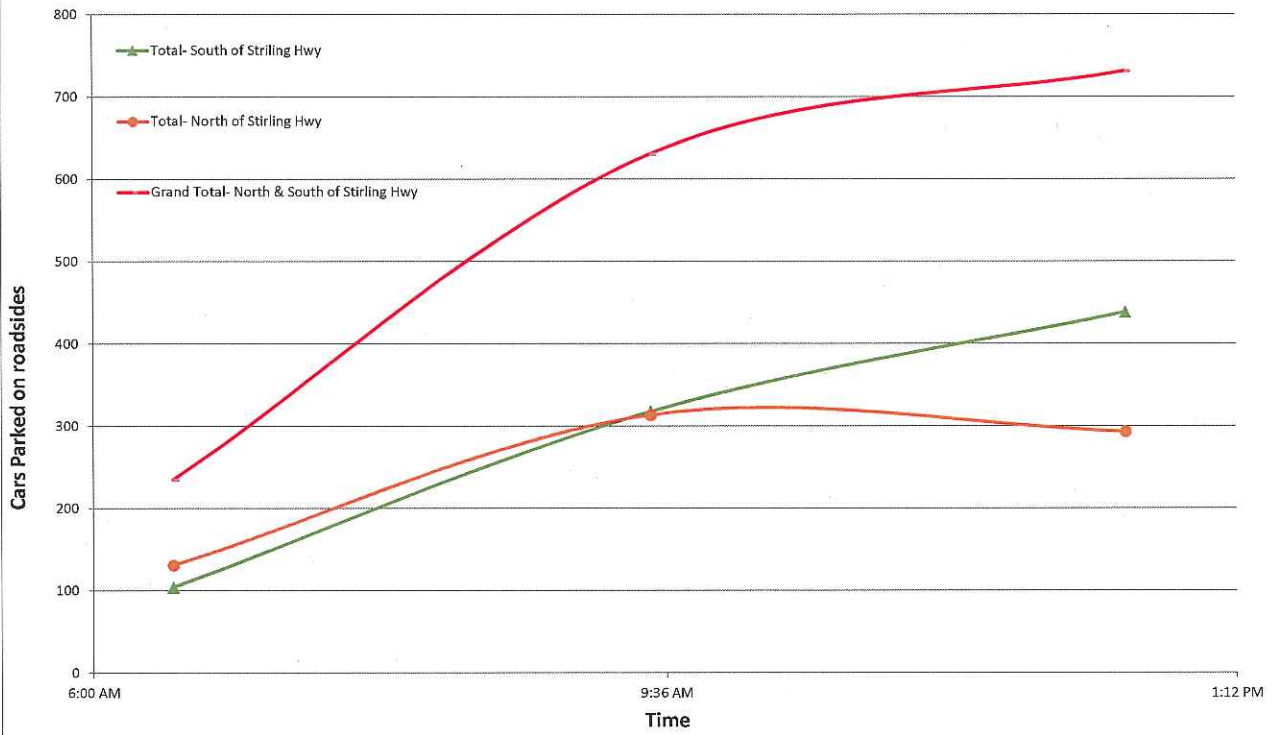
Overall Parking Status Trial 2- both sides of Stirling Hwy



Overall Parking Status Trial 2- Crossroads & Parallel Roads



Overall Parking Status- Trial 2, Total cars on both sides of Stirling Hwy





City of Nedlands

nedlands.wa.gov.au

TS10.13 – Attachment 4 – Stirling Highway
Parking Trial Consultation Results &
Analysis

Stirling Highway Parking Trial

Community Engagement Results

Project Overview

After receiving a large number of complaints from residents, community groups, businesses and proprietors in regards to parking around Stirling Highway, the City initiated the Stirling Highway Parking Trial in November 2012

The trial imposes parking restrictions along side streets north and south of Stirling Highway within the City of Nedlands through a combination of;

- Two and three hour parking limits;
- "No Parking" Monday – Friday; and
- 8am – 5pm restricted parking Monday to Friday.

The objectives of the trial are to

- Increase functionality of the parking and discouraging all day parking;
- Create turnover of bays so that a greater number of users can access them; and
- Provide better amenity for residents in the area who are largely affected by long term parking.

Community Consultation

The City consulted the community on how they thought the parking trial was working in their area. Consultation took place between the 28 March – 24 April 2013.

Community members could comment by any of the following methods;

- Fill out an online survey
- Fill out a hard copy survey.

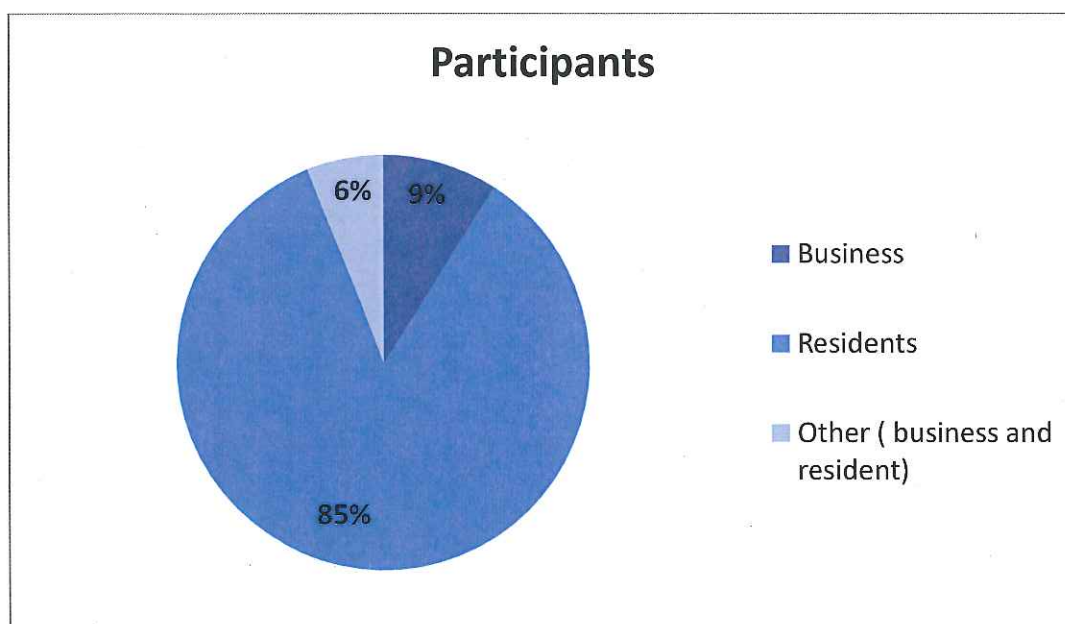
The results have been broken into two sections.

- Part One – Overall results for all Streets
- Part Two – Summary of results by individual streets which includes a snapshot of the main concerns and parking patterns listed in the responses. (Every single response is not included)

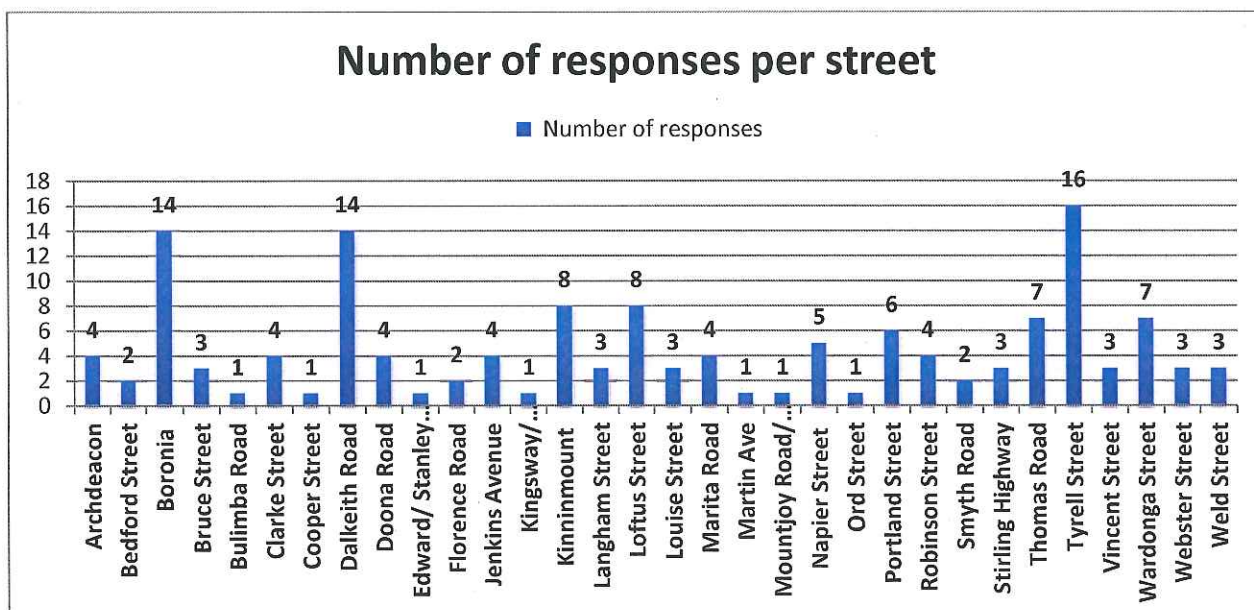
Part One - Overall Results

Q1. 1. Are you a

- Business
- Resident
- Visitor
- Tresillian User
- Other

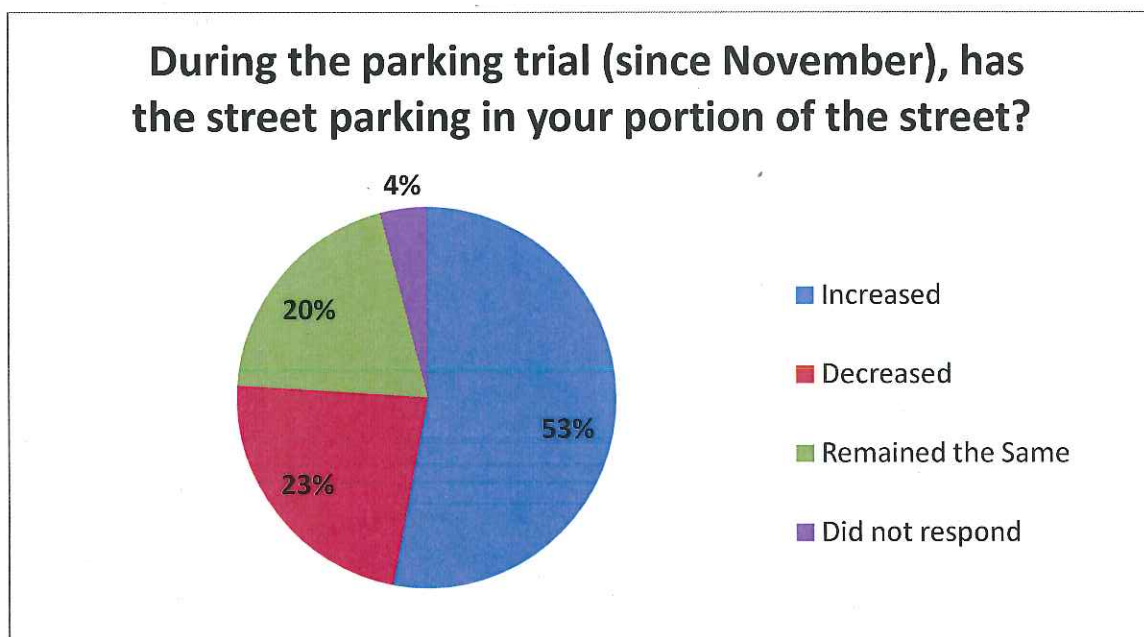


2. What is the area of the parking trial that you are commenting on?



3. During the parking trial (since November), has the street parking in your portion of the street

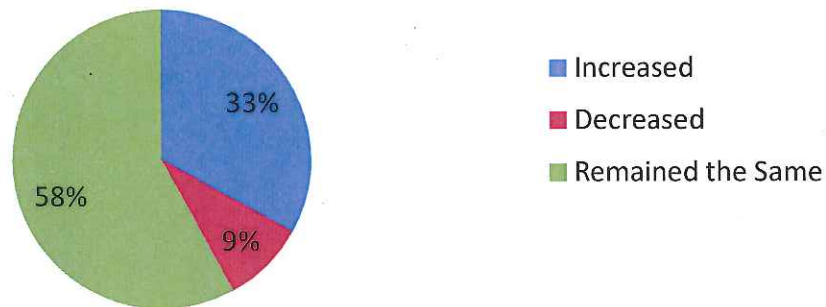
- Increased
- Decreased
- Remained the same



4. Has the nature strip (verge) parking in your portion of the street

- Increased
- Decreased
- Remained the same

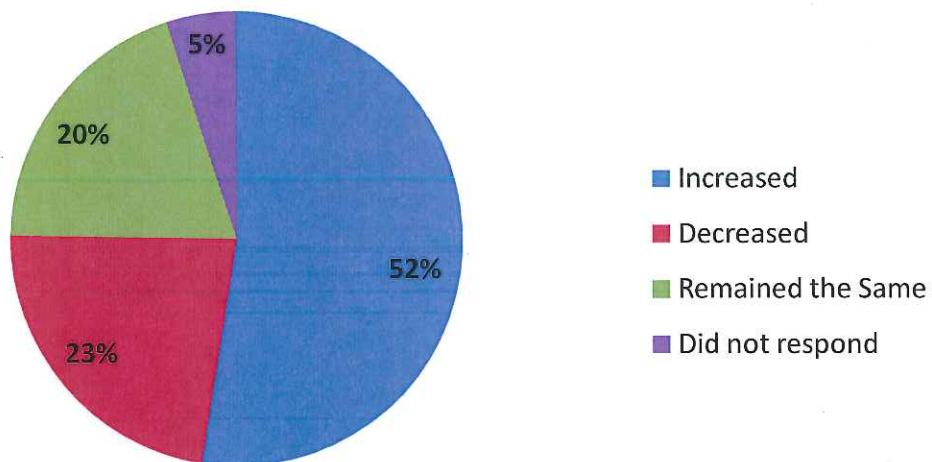
Has the nature strip (verge) parking in your portion of the street



5. Has the amenity in your portion of the street

- Increased
- Decreased
- Remained the same

Has the amenity in your Portion of the Street



Street / Area	No. Feedback Responses Businesses / Residents		Summary of Feedback Comments Note: this is a summary only, it is not representative of all respondents
Archdeacon Street	4		100 % of feedback responses were not happy with the parking restrictions as they have pushed all day parkers onto surrounding streets and further down Archdeacon where there are no restrictions.
Bedford Street	2		1 resident supported the parking restrictions but said they were not being enforced at all. Other resident (who visits Ord St) said there was never a parking issue there and it is restricting parking when he visits his daughter.
Boronia Avenue	1	13	The only residents who said there has been a great improvement were those who live in the units on the corner of Boronia and Stirling Highway. The rest of the feedback was negative and said that the street had been flooded with all day parkers.
Bruce Street		5	Parking restrictions were fine closer to the highway, however they were not being policed after hours which is when a lot of illegal parking is happening. Parking restrictions have had a negative effect on Bruce St south of Princess Road as people are parking all day now.
Bulimba Road		1	Resident said that she was struggling to get in and out of her driveway due to people parking.
Clark Street		4	Parking is still an issue because of UWA, 2 residents suggested banning all parking and issuing resident parking permits.
Cooper Street		1	Slight improvement
Dalkeith Road	11	5	Residents support parking restrictions, businesses strongly oppose it.
Doonan Road	1	4	Parking restrictions have improved the situation for residents however are not being policed properly. Businesses are not happy that they now have no where to park.
Edward Street		1	Resident lives on a corner so has no verge parking and has found it very hard for visitors to park.
Florence Road		2	Overall happy with the parking restrictions. Recommends that they be extended up towards Princess Road intersection.
Jenkins Avenue		4	Parking restrictions have improved Jenkins Avenue, however have just pushed Stirling Highway business parkers onto surrounding streets causing problems.
Kingsway		1	Parking restrictions are not enforced at all.
Kinninmont Avenue		9	All residents supported the restrictions if they were being enforced, people still park there all day.
Langham Street		3	Residents support parking restrictions.
	2	7	Residents close to the highway support restrictions, residents further from the highway oppose the restrictions. Majority of residents and businesses mentioned that there had been an increase in traffic flow.
Louise Street		3	Parking restrictions have shifted parking problems back to the areas with no restrictions.
Marita Road		4	Parking restrictions have shifted parking problems back to the areas with no restrictions.
Martin Avenue		1	People ignore the signs, there is no enforcement.
Mountjoy Road		1	Excessive builders parking in the street often block access.
Napier Street	1	5	Business employees park all day on the street.
Ord Street		1	People still park along the street and ignore the street signs.
Portland Street		6	5 of the 6 feedback responses stated that the parking restrictions were ignored because there was no enforcement.
Robinson Street		4	Residents said that the parking restrictions were not enforced therefore people parked all day.

Rockton Road	1	1	Business is not happy with parking restrictions and clients getting tickets.
Smyth Road	1	1	Resident recommends no parking at all times, business comments that they can't find parking anywhere now to park all day while at work.
Stanley Street		1	Builder's vehicles do not comply with restrictions.
Taylor Road		1	It is hazardous to navigate between cars parked on both sides of the street, especially at night.
Thomas Street		7	Residents between Stirling Hwy and Edward St were happy with the new restrictions. Residents past this said all day parkers had increased dramatically as they had no restrictions.
Tyrell Street	Church	15	All residents said that parking restrictions were needed on the non restricted areas as all day parking is hazardous. Petition received along with numerous other letters from Tyrell street residents asking for parking restrictions.
Vincent Street		3	Parking restrictions have improved the situation.
Waroonga Road	1	6	Parking restrictions have forced all day parkers further down the road away from Stirling highway. Unrestricted areas are now full of all day parkers.
Webster Street		3	Parking restrictions have improved the situation.
Weld Street	3		Would prefer that their 30 minute parking restriction was increased to allow their customers time.
Williams Street		3	Parking trial has caused an increase in parking on their street. Residents are not happy.

Part Two – Summary of results by individual streets.

Archdeacon Street – 4 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		100	100			50	50			
Parking Patterns and Concerns						No of mentions				
Road Safety						1				
Access issues/ Driveway parking						1				
Lack of Enforcement						2				
Street Congestion						2				

Bedford Street – 2 Responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		100		100		100				
Parking Patterns and Concerns						No of mentions				
Road Safety						1				
Access issues/ Driveway parking						2				
Lack of Enforcement						1				

Boronia Street – 14 Responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
72	28		35	21	42	35	21	42		
Parking Patterns and Concerns						No of mentions				
Parking is worse (increased problem)						6				
Parking has improved						5				
Pushing parking problems to other areas						1				
Road safety is worse with too many cars						4				

Bruce Street – 3 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		100	33	33	33			100		
Parking Patterns and Concerns						No of mentions				
Parking is worse (increased problem)						2				
Lack of enforcement						1				

Bulimba Road – 2 response

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
			100				100			
Parking Patterns and Concerns						No of mentions				
Driveway parking and access has decreased						1				
Streets are more congested						1				
Aesthetics and amenities of the street is worse						1				
Access is effected (worse)						1				

Clarke Street – 4 Responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	25		50		50	25	50	25		
Parking Patterns and Concerns						No of mentions				
Need for more enforcement						2				
Driveway parking and access problems						2				
Road safety is worse						1				

Cooper Street – 1 response

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		100		100						
Parking Patterns and Concerns						No of mentions				
Need for more enforcement						1				
Improvement						1				

Dalkeith Road - 14 Responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	21	50	21	14	65	21	57	22		7
Parking Patterns and Concerns						No of mentions				
It is pushing the traffic into other areas						2				
Road safety is worse						1				
People are parking longer						2				
Increased congestion						3				
No parking for staff						3				

Doona Road – 4 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	25		50	25	25		25	75		
Parking Patterns and Concerns						No of mentions				
Need for more enforcement						2				
Increase in street parking						1				
Improved the problem						1				

Edward/ Stanley street– 1 response

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		100			100			100		1
Parking Patterns and Concerns						No of mentions				
Road safety is an issue						1				

Florence Road – 2 Responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	25		50		50	50	50			
Parking Patterns and Concerns						No of mentions				
Need for more enforcement						2				
Driveway Parking/ access has been affected						1				

Jenkins Avenue – 4 Responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	25		50		50	50		50		
Parking Patterns and Concerns						No of mentions				
More street congestion						2				
Need for more enforcement						1				
Resident permit parking would be good						2				

Kingsway/ Viewway- I response

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		100			100			100		
Parking Patterns and Concerns						No of mentions				
Need for more enforcement						1				

Kinninmount – 8 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	50	25	25	65	10	12	50	38		
Parking Patterns and Concerns						No of mentions				
Need for more enforcement						4				
Improved – no more all day parkers						4				

Langham Street – 3 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	66				100		33	66		
Parking Patterns and Concerns						No of mentions				
Parking trial has worked						1				
Road safety has decreased						1				

Loftus Street – 8 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		88	24		86		50	50		2
Parking Patterns and Concerns						No of mentions				
The parking trial has not worked – street has become a 'rat run' road						4				
It is difficult to find parking						2				

Louise Street – 3 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
			66		34		100			
Parking Patterns and Concerns						No of mentions				
The trial is moving the problem to other areas						3				
The roads are not as safe						2				

Marita Road – 4 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		25	50		50	25	50	25		
Parking Patterns and Concerns						No of mentions				
The trial is moving the problem to other areas						2				
The roads are not as safe						1				
Needs more enforcement						1				

Martin Ave – 1 Response

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	100				100			100		
Parking Patterns and Concerns						No of mentions				
Needs more enforcement						1				

Mountjoy Road/ Jenkins ave – 1 response

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
					100		100			
Parking Patterns and Concerns						No of mentions				
Driveway parking and access is an issue						1				

Napier Street – 5 response

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		40	40		60	40	20	40		
Parking Patterns and Concerns						No of mentions				
There is not enough parking for the workers in the area						2				
Needs more enforcement						2				

Ord Street – 1 response

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		100			100			100		
Parking Patterns and Concerns						No of mentions				
Safety has decreased						1				
Needs more enforcement						1				

Portland Street – 6 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		15				33		66		
Parking Patterns and Concerns						No of mentions				
Driveway parking and access is an issue						2				
Parking has increased with hospital staff and students						6				
Needs more enforcement						2				

Robinson Street – 4 Responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		25	25		75		75	25		
Parking Patterns and Concerns						No of mentions				
Needs more enforcement						3				
Amenity and safety of the street is worse						2				

Smyth Road – 2 Responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	50				100		50	50	1	
Parking Patterns and Concerns						No of mentions				
More cars parked – congestion						1				
There are less cars parking for longer periods of time						1				

Stirling Highway – 3 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	33	66		33	66		33	66		
Parking Patterns and Concerns						No of mentions				
This does not work for businesses, they have no where for staff to park						2				
It has not worked						1				

Thomas Road – 7 Responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	30		57	43		30	70			
Parking Patterns and Concerns						No of mentions				
It has moved the problem somewhere else						1				
Driveway parking and access has been affected particularly because of parking on both sides						3				
Big increase in all day parking						2				

Tyrell Street – 16 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	6	19	63	12	25		81			
Parking Patterns and Concerns						No of mentions				
Driveway Parking and Access is a problem						7				
Lack of enforcement is an issue						3				
Safety because of congestion is an issues						7				
Cars are coming earlier in the morning and parking longer (6am)						5				

Vincent Street – 3 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	100				100	33		66		
Parking Patterns and Concerns						No of mentions				
It has changed for the better						3				

Wardonga Street – 7 Responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	43	57	57		43	57	28	28		1
Parking Patterns and Concerns						No of mentions				
It has pushed the parking problem onto other areas						3				
Safety has become an issue because of the parking						3				
It is working well						2				

Webster Street – 3 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
	66		33	33	33	66	33			
Parking Patterns and Concerns						No of mentions				
All day parking has been significantly reduced						2				
More enforcement is required						1				

Weld Street – 3 responses

Question 3 – Street Parking			Question 4 – Nature Strip Parking			Question 5 – Amenity			Question 6 – Effect on Business	
Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Increased	Decreased	Remained the Same	Improved	Got Worse
%	%	%	%	%	%	%	%	%	%	%
		100	33	33	33			100	No effect	
Parking Patterns and Concerns						No of mentions				
Time limit is not enough						3				

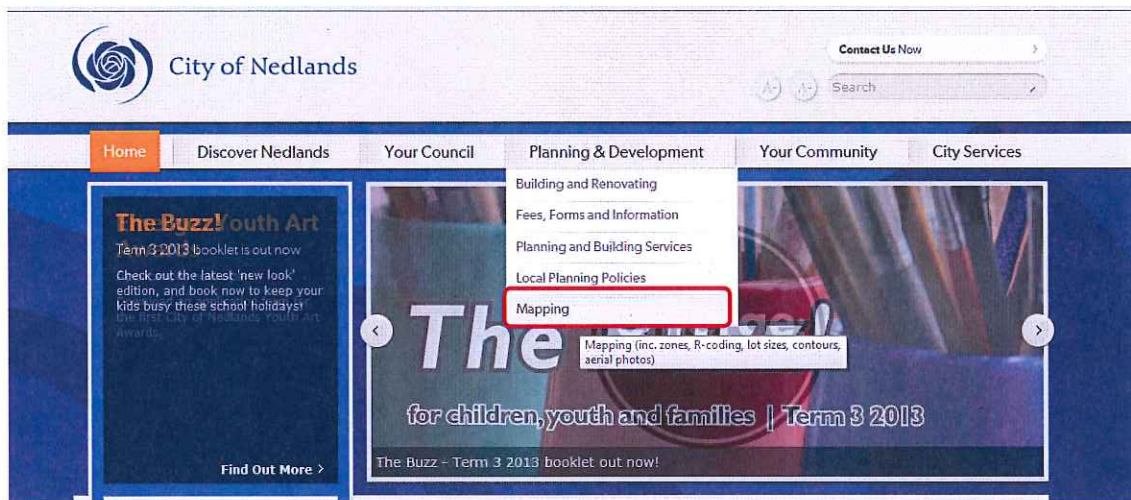
INTRODUCTION

Welcome to City of Nedlands community mapping system, IntraMaps. This is a brief overview to assist as you navigate to the Stirling Highway Parking Trial.

Getting Started

To access IntraMaps navigate to the City of Nedlands website <http://www.nedlands.wa.gov.au/>

- *Hold mouse over Planning & Development and select Mapping*



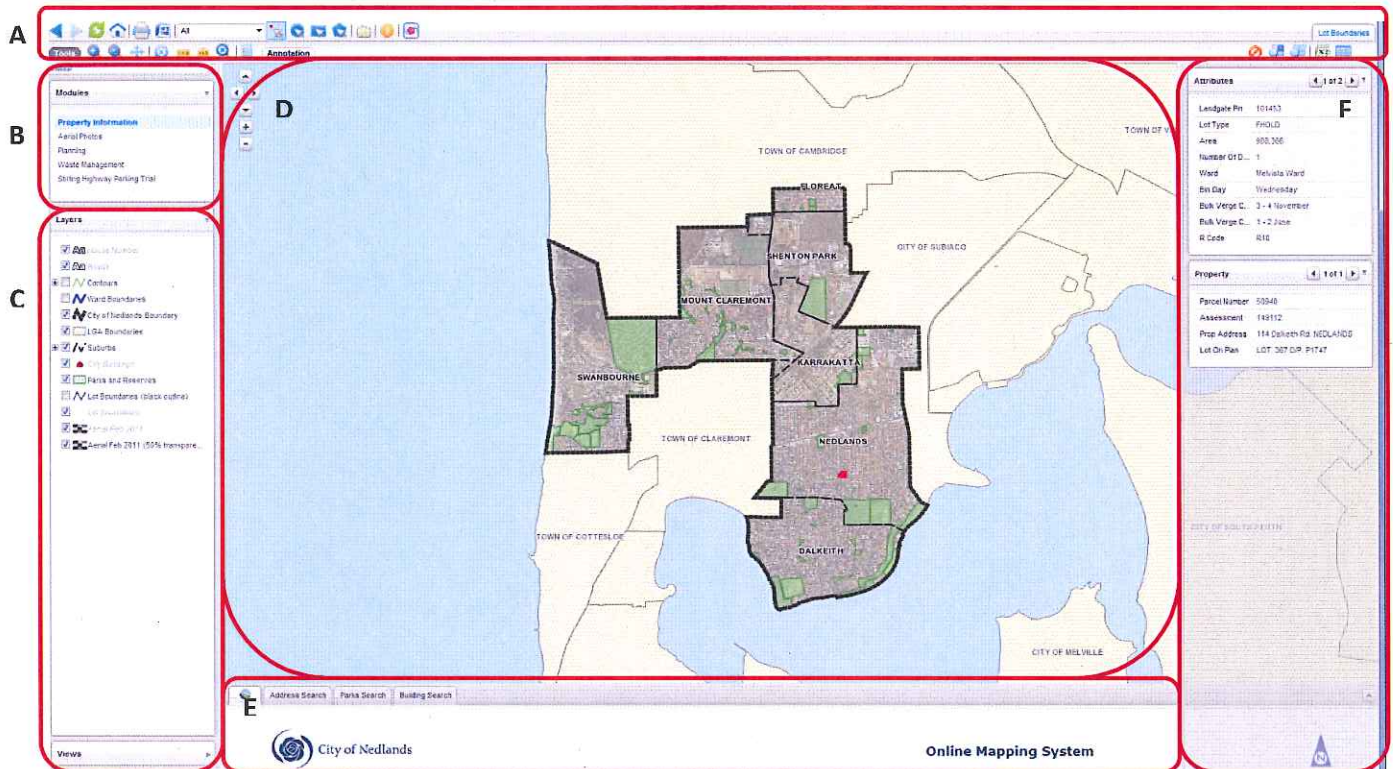
- *Scroll down page and select Launch IntraMaps*



- *Now select Start IntraMaps*

Navigation

Upon open the Property Information will be displayed. When navigating around IntraMaps you need to be aware how the information is displayed.



A - Tool Bar; A graphical interface which allows users to use basic functions. *Useful hint: If you hold your mouse over the tool bar the name of the icon will display.*

B - Modules; Maps displaying selected information separated into manageable groups

C - Layers; An interactive interface that allows the user to turn off & on graphical information displayed within the view

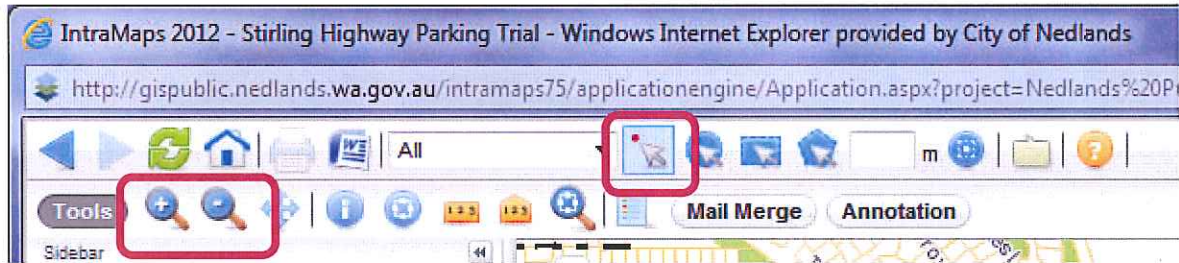
D - View; Displays graphical information (the map)

E - Search Panel; Allows user to find relevant information within defined parameters

F - Information Panel; Displays information from varies databases to present information related to the selected feature. *Useful hint: An item must be selected for information to be displayed.*

Stirling Highway Parking Trial

- Using the Module panel *navigate* to **Stirling Highway Parking Trial**. *Please note: All relevant layers should be turn on, if not 'select' the Tick Box within the layers panel.*



- Use the *Zoom in* tool to increase the view.
- Use the *Select tool* and *click* on the Photo Point dots to display information in the information panel.

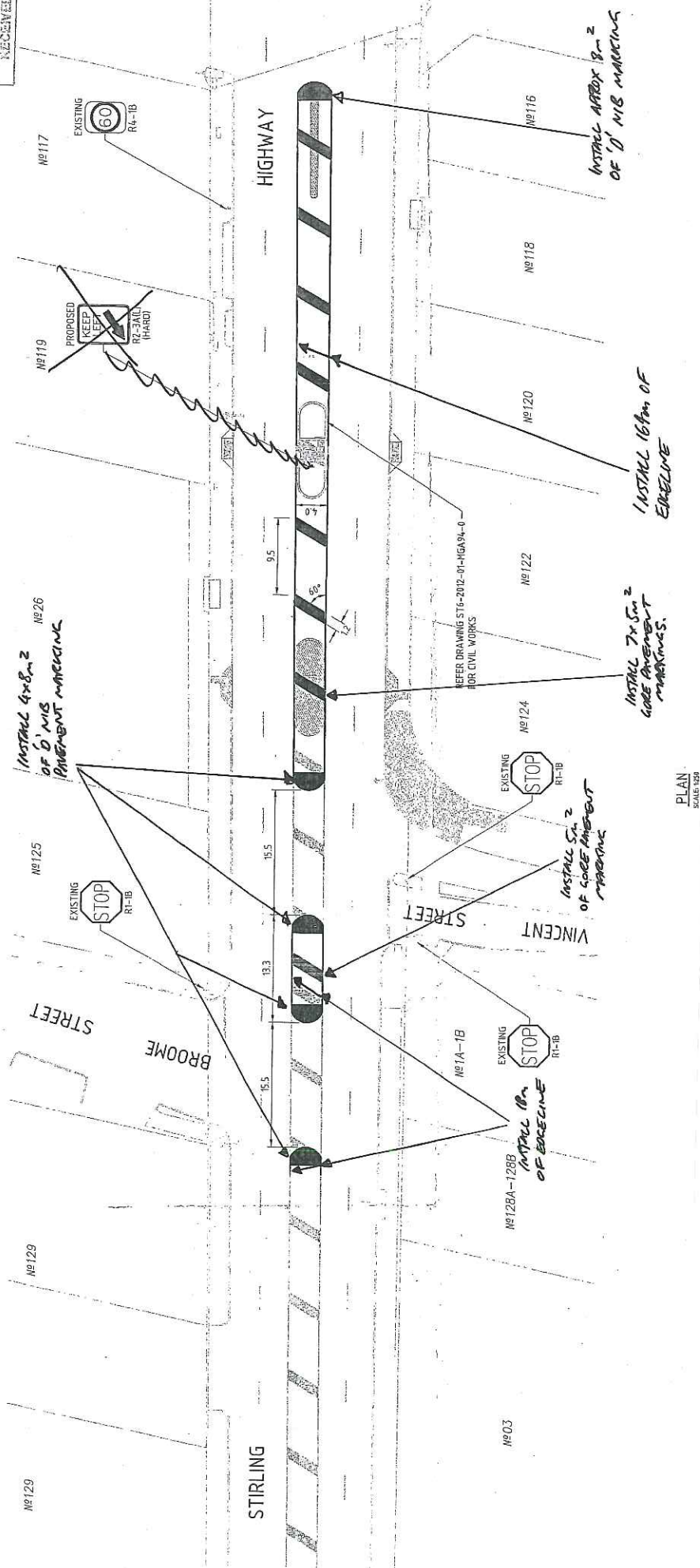
Note: Locations of dots are an indication of location and may vary in accuracy.

TS09.13 – Attachment 1 – Location Plan





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CITY OF NEWLANDS



PLAN
SCALE: 1/250


TS09.13 – Attachment 2 – Approved Lines
& Signs Drawing – Stirling Hwy / Vincent St

NOTICE TO CONTRACTOR

IT IS THE CONTRACTORS RESPONSIBILITY TO INVESTIGATE THE NATURE AND LOCATION OF ALL SERVICES WHICH MAY BE ENCOUNTERED AND TO CONSULT WITH THE RELEVANT SERVICE AUTHORITIES PRIOR TO COMMENCEMENT OF EXCAVATIONS. FAILURE TO DO SO OR TO TAKE DUE CARE SHALL NOT LIMIT THE CONTRACTORS LIABILITY FOR REPAIR OF ALL SERVICES DAMAGED BY THEN DURING CONSTRUCTION WORKS. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY FOR THE PROTECTION OF ALL EXISTING SERVICES.

TRAFFIC SIGNS AND
PAVEMENT MARKING
APPROVED

TS *[Signature]*
Date *10/15/2013*
NRWA File *04/Ken*
WIT No *26601*
Make Brande *[illegible]*

LEGEND:	EXISTING	PROPOSED
UNBROKEN SEPARATION LINE		
ONE POST SIGN		
TWO POST SIGN		
UNIDIRECTIONAL RRPM'S		

REVISION NOTES

[illegible]

SHEET 1 OF 1