



City of Nedlands


Technical Services Reports

Committee Consideration – 11 August 2015
Council Resolution – 25 August 2015

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TS20.15	Proposed Parking Restrictions in Campsie Street Precinct
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Committee	11 August 2015
Council	25 August 2015
Applicant	City of Nedlands
Officer	Jacqueline Scott - Manager Technical Services
Director	Mark Goodlet – Director Technical Services
Director Signature	
File Reference	TS-023933
Previous Item	PD 06.15

Executive Summary

The City has investigated resident parking complaints in Campsie Street, with a view to applying a consistent parking regime in the parallel roads from Kingston Street to Kitchener Street.

Based on the community feedback and analysis this report seeks Council’s approval to implement “No Parking” restrictions on both sides of the road in Campsie Street, Croydon Street and Burwood Street, and “One Hour” parking restrictions on the east side from 8am to 6pm, with “No Parking” on the west side of the road in Kitchener Street.

These parking restrictions are consistent with the uniform approach taken City wide to limit non-residential parking in residential areas, particularly where they are near commercial areas. This will further protect residents from the impact of hospital parking activity in local access roads.

Recommendation to Committee

Council:

1. Approves the following parking restrictions;
 - a. Kitchener Street: one hour parking restrictions on the east side, from 8am – 6pm, Monday to Sunday, and No Parking restrictions on the west side;
 - b. Burwood Street, Croydon Street and Campsie Street: No Parking restrictions on both sides; and

2. Requests the CEO to consider the requirements and processes necessary to provide residential parking zones, including permit areas and prepare a report to Council on this matter.

Strategic Plan

KFA: Transport Planning and Management

Approval of this proposal enables the City to plan, implement and manage parking strategies through the identification of ‘hot spot’ areas, to improve amenities citywide.

Background

The City has received a growing number of complaints from local residents regarding long term parking in the Campsie Street precinct by non-residents, thought to be patrons and contractors at the nearby hospital facilities. This included a petition for no parking in Campsie Street which was received by Council at the February Council meeting, and referred to administration for a report.

Residents’ complaints were primarily in relation to high levels of parking in the area which were perceived to be as a result of hospital patrons and contractors avoiding the on-site parking costs. Investigations by officers did highlight a high level of parking in these streets, which got more prevalent to the east as streets were closer to the hospital site, with the exception of Kingston Street which already has no parking restrictions. The remaining streets generally had parking restricted to one side, but with varying time restrictions. The map of the area (TS20.15 Attachment 1) shows the streets under consideration.

Key Relevant Previous Decisions

Council received the petition from Campsie Street residents at the February council meeting, and referred it to administration for a report back to Council.

Consultation

Required by legislation:

Yes

No

Required by City of Nedlands policy:

Yes

No

A letter containing information, proposal drawings and a feedback form (TS20.15 Attachment 2), was provided to all residents within the proposed streets, by a letter drop in June 2015. There were 75 responses received of which 48 were in favour of modified restrictions and 27 against.

Feedback Table:

Total sent out	126
Total feedback forms received back	75
Feedback in favour of a changes to current parking restrictions	48
Feedback in support of full parking restrictions (Option 2)	49
Feedback in support of timed parking restrictions (Option 1)	19
Other feedback	7

Split into streets the feedback was:

	Distributed	Returned	Response Rate	In favour of change	
	Number	Number	Percentage	Number	Percentage
Kitchener Street	27	12	44%	8	67%
Burwood Street	22	10	45%	8	80%
Croydon Street	26	13	50%	9	69%
Campsie Street	22	19	86%	19	100%
Kingston Street*	29	21	72%	4	19%*
Total	126	75	60%	48	64%

* Kingston Street has existing no parking restrictions

	Option 1: 1 Hour Parking		Option 2: No parking		Other	
	Number	Percentage	Number	Percentage	Number	Percentage
Kitchener Street	7	58%	4	33%	1	8%
Burwood Street	3	30%	6	60%	1	10%
Croydon Street	4	31%	7	54%	2	15%
Campsie Street	4	21%	12	63%	3	16%
Kingston Street	1	5%	20	95%	0	0%
Total	19	25%	49	65%	7	9%

Legislation / Policy

Local Government Act 1995

City of Nedlands Parking and Parking Facilities Local Law 2013

Budget / Financial Implications

Within current approved budget:

Yes No

Requires further budget consideration:

Yes No

The cost for purchasing and installing the parking signs is part of the road maintenance account.

Risk Management

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

- Ongoing safety issues due to the impacts of parked cars in residential streets;
- Loss of amenity for residents who are largely affected by long term parking.

- There is a risk across the precinct that traffic speeds will increase where parking is fully restricted, and this would lend further support to the request for resident only parking. This is not likely to occur in Kingston and Campsie Street which are both cul-de-sacs, but may occur in the through streets. Following implementation of full parking restrictions further traffic counts will be completed in the through roads (Burwood Street and Croydon Street), to ascertain if there is a speed issue that requires addressing.

Discussion

The area has been referred to as the “Campsie Street precinct” due to the initial petition being raised by Campsie Street residents. It is known that restrictions in one street have an effect on adjacent streets, and thus the entire precinct from Kitchener Street to Kingston Street was considered. The roads to the west of Kitchener Street were also reviewed prior to the consultation. These streets generally already have parking restrictions in place, which will prevent impacts on these streets as a result of these proposals.

The Campsie Street precinct is within close proximity to the hospital facilities. As a result of the proximity, it has been subject to long term parking use from hospital patrons, construction contractors and other users, resulting in high levels of parking in these streets. Campsie Street itself has one hour parking restrictions Monday to Friday which are very effective in reducing parking, but on weekends there is a significant increase of parked cars within the street. The Campsie Street petition requested a total seven day parking ban and this view has been supported by the consultation results.

A consultation was conducted across the entire precinct from Kitchener Street to Kingston, and bounded by Aberdare Road and Verdun Street. 126 consultation letters were distributed, of which 75 were returned. This was a response rate of 60% with 64% in favour of change.

The consultation provided a strong response from residents across all streets that their preferred option would be the provision of resident only parking. This is not currently possible under the City of Nedlands Local Laws, and this has therefore been recommended for further consideration. Adoption of new local laws is a lengthy process that can take up to 18 months. The response to this consultation, together with ongoing parking issues across both the hospital and university precincts suggest that it may be time for Council to reconsider whether resident only parking should now be further progressed for adoption by the City.

Regardless of Council’s view on resident only parking the currently proposed parking restrictions continue to be required to address parking issues under the currently available options. The restrictions will provide a consistent and clear approach to address long term parking within this precinct. The full parking restrictions will prevent ongoing parking by hospital patrons and construction contractors in these streets, but will also limit the options for resident parking, which will now be restricted to on-property and verge parking.

Generally the demand for kerb side parking by external parties is higher during daytime hours, whereas residents' requirements for additional parking is greater outside of work hours. The option to allow parking was for one hour parking restrictions to apply between 8am – 6pm, allowing residents to utilise street parking in the evenings without permits, which will effectively be available to them and any visitors between 5pm and 9am. During the one hour parking restrictions the residents with permits are not subject to the time restrictions. In the streets with no parking restrictions, residents retain the right to park on their own verge as well as within their own property.

Following community feedback, the results indicate strong support for the full parking restrictions in all precinct streets except Kitchener Street, where the preference was for one hour parking. Residents expressed the view that long term parking can:

- detract from the amenity of the area;
- impact on the safety of the street;
- create access difficulties into and out of driveways; and
- prevent visitors from being able to find parking.

From a precinct perspective there is sufficient support to restrict parking across the entire precinct. This is not supported in Kitchener Street however, it would be acceptable to provide an alternative restriction in this street as the most western street given its distance from the hospital precinct, which provides an overall precinct approach of increasing parking restrictions with proximity to the hospital precinct. The next streets to the west are Quandrangle Place and Lupin Hill Grove, which have 2 hour parking and this therefore provides a graded lessening of parking restriction as the distance from the hospital increases.

A number of respondents in Kitchener Street and Burwood Street noted that parked vehicles have an effect in reducing vehicles speeds. This observation is accepted from a road safety perspective. Providing the requested one hour parking restriction in Kitchener Street, combined with resident parking permits will minimise the restrictions on parking for residents, whilst also allowing a controlled level of parking which will assist in slowing through traffic.

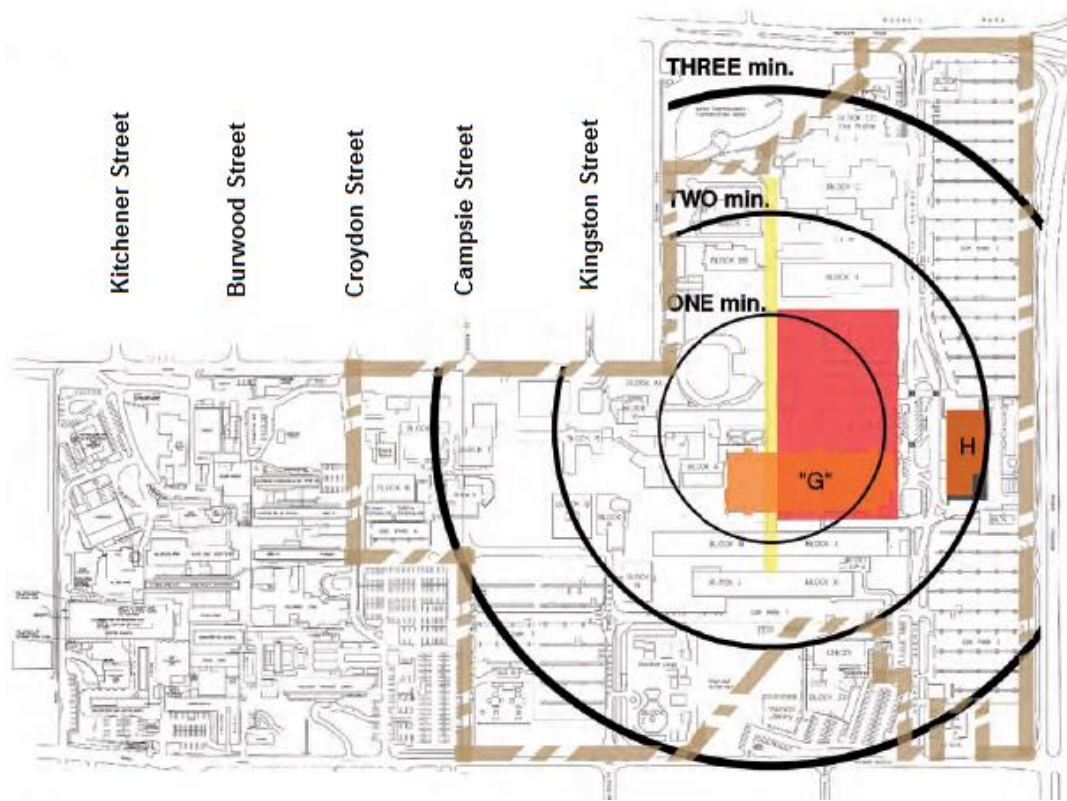
Due to the hospital being in operation seven days a week, and in line with the original Campsie Street petition request, the restrictions are proposed to apply for all seven days of the week. Increased Ranger coverage at weekends is not proposed under this change, however, this precinct is already covered under the existing weekend roster and issues are addressed when illegal parking becomes an issue. It should also be recognised that signage will have a significant deterrent factor, even prior to compliance being undertaken.

Resident only parking is an option that is appropriate for consideration by Council, and administration does not have a specific view on this subject at this stage, other than to say that if the City were to consider it, the hospital and university precincts would be the appropriate areas to consider as initial implementation zones. This has been raised as a preference by the consultation and is therefore referred to Council for further consideration.

There is a significant demand for externally sourced parking in these streets due to their proximity to the hospitals. The Queen Elizabeth II Medical Centre is under redevelopment which is expanding the provision of health services on the site which includes Sir Charles Gairdner hospital. The new Children’s Hospital at the QEII medical centre is due to open in 2015, currently this is increasing the demand on parking by construction contractor’s, and once fully open a further increase in hospital patrons is expected. The Hollywood Private Hospital precinct is also continuing to expand in both patron and facility numbers. This will continue to place additional pressure on unrestricted kerbside parking in streets which are within close proximity to the hospital.

QEII Medical Centre provides over 3,000 parking bays for visitors, patients and staff. On -site parking fees are \$3.30 per hour for parking up to seven hours, and the seven-hour rate up to 24 hours. Staff are able to access a 20% discount in certain circumstances (car-pooling or a 60% usage of alternative transport forms), staff parking charges therefore range from \$18.48 to \$23.10 per day per day. QEII MC does operate a TravelSmart team. Visitors and staff not wishing to pay the on-site parking fees, but still wishing to travel to work by car, are seeking alternative parking opportunities and this results in an increased demand for parking in the adjacent residential streets.

It can be seen that Kingston Street and Campsie Street would fall within a three minute walk from the centre of the QEII site. With Croydon Street within a four minute walk. Burwood Street and Verdun Street fall beyond this. Workers seeking long term parking are likely to consider longer walks acceptable. The one hour restriction proposed to be retained in Kitchener Street would prevent it being suitable for parking of this nature.



Walking Distance Site Plan: QEII Medical Centre Masterplan (local street names added by administration for reference)

Conclusion

The proposed restrictions present a solution to the issues and complaints raised for the full Campsie Street precinct as they will:

- improve amenity for residents who are largely affected by on-street parking;
- prevent excessive parking by hospital patrons seeking to avoid on-site charges;
- meet the preferences of the community as identified through consultation; and
- reduce the risks of manoeuvring vehicles around parked cars.

Support of this proposal will provide a better and welcome improvement in amenity for residents in the area who are affected by long term parking.

Attachments

1. Map: Campsie Street Precinct; and
2. Consultation Letter, information and feedback form: Campsie Street Precinct.

TS20.15 – Attachment – Map - Campsie Street Precinct

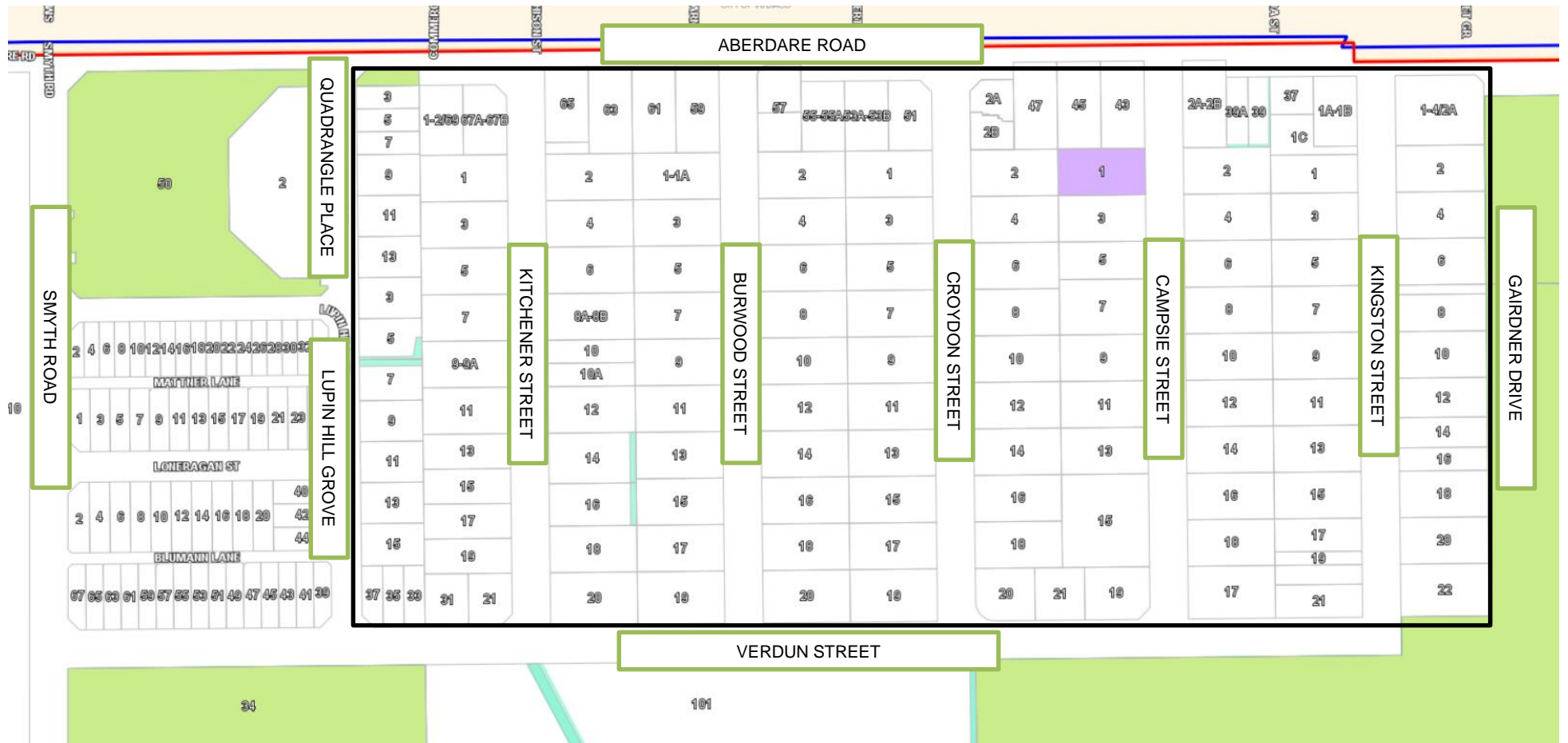


Figure 1. Campsie Street Precinct.

TS20.15 – Attachment – Consultation Letter - Campsie Street Precinct

Enquiries Shaun Fletcher 9273 3500
Our reference TS-023933

4 June 2015

To the Resident or Business

Dear Sir or Madam

Proposed Changes to Parking Restrictions, Kingston Street, Campsie Street, Croydon Street, Burwood Street and Kitchener Street

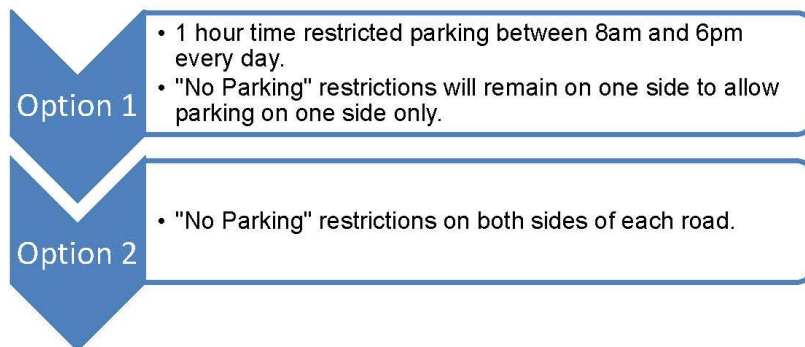
The City has become aware that parking in some of the above streets has become an issue at certain times during the week, and has also noted in a review that parking restrictions are inconsistent across the area.

The City is therefore now considering new parking restrictions in these streets to address the issues raised and to improve the amenity of the area. Your feedback and comments are sought regarding the proposal and are very important to us.

What are the proposed restrictions?

The City is proposing two different options for changes to the restrictions in Kingston Street, Campsie Street, Croydon Street, Burwood Street and Kitchener Street.

A plan is attached for each option showing the 'new' proposed parking restrictions.



Parking Permits

Residential parking permits may be available* for Option 1 should the proposed restrictions inconvenience you. These allow you to overstay a timed restriction and are therefore not applicable under Option 2, which restricts all parking resident or otherwise.

TS20.15 – Attachment – Consultation Letter - Campsie Street Precinct

Your comments

Please respond to help the City make the right decisions to improve the amenity of the area, your input is very valuable to us. The restrictions will be considered and implemented on a precinct basis to best meet the preferences indicated by the community through this consultation.

Please return your feedback to us using the attached form, or complete the online form at www.nedlands.wa.gov.au, by **Monday 22 June 2015**.

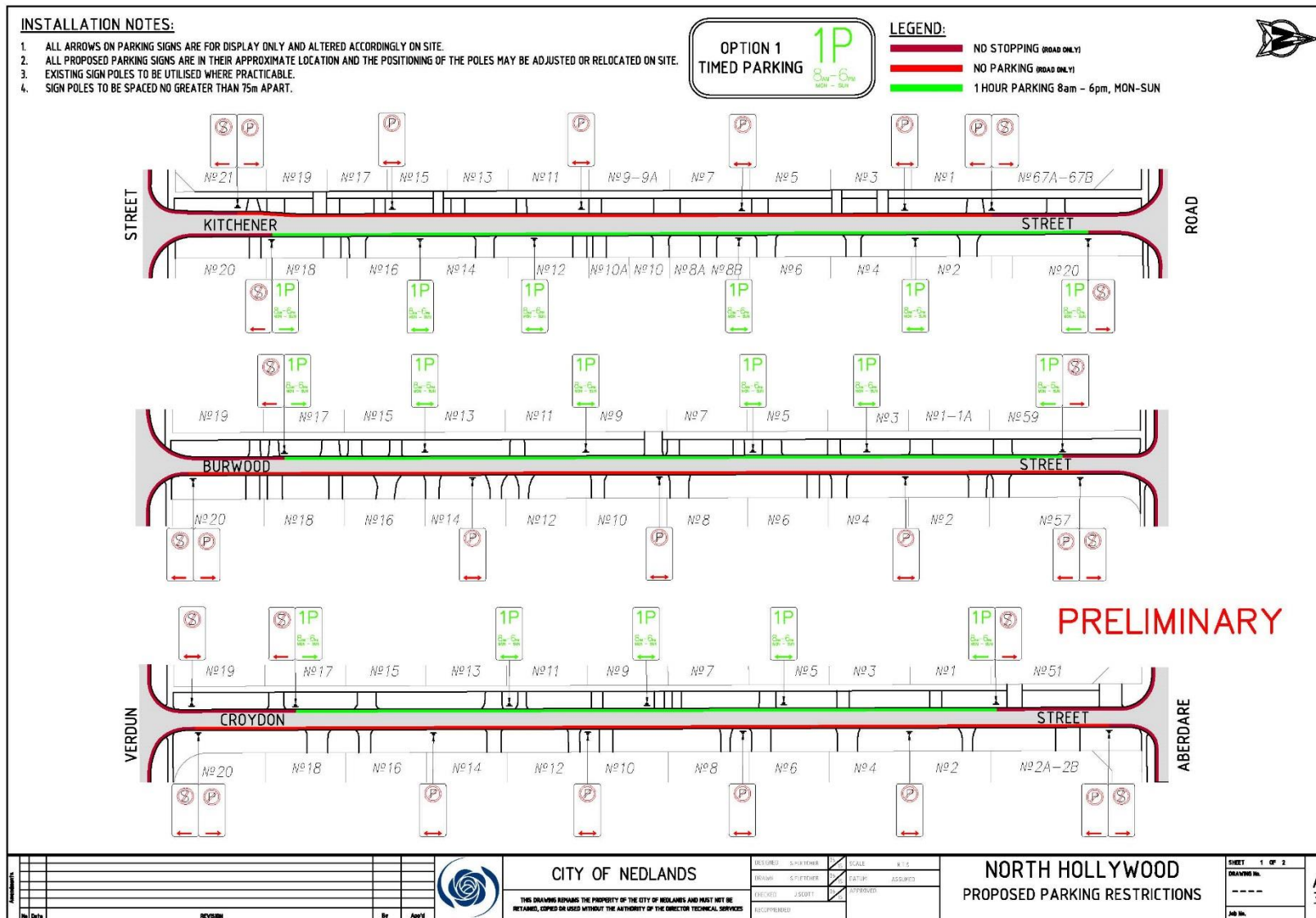
Yours faithfully

A handwritten signature in blue ink, appearing to read 'J. Scott', written over a faint circular stamp.

Jacqueline Scott
Manager Technical Services

*Residents can apply for parking permits if required. Eligibility conditions apply. Find out more online at www.nedlands.wa.gov.au or by calling the City on 9273 3500.

TS20.15 – Attachment – Consultation Letter - Campsie Street Precinct



 City of Nedlands
nedlands.wa.gov.au

Proposed Parking Restrictions
Kingston Street, Campsie Street, Croydon Street,
Burwood Street and Kitchener Street

The City would like to hear from the community with regards to proposed parking restrictions on Kingston Street, Campsie Street, Croydon Street, Burwood Street and Kitchener Street.

Do you support changes to the existing parking restrictions on your street?

Yes

No Confirm Street Name: _____

Which of the proposed options offered would you prefer?

Option 1 (1 Hour Time Limited Parking)

Option 2 (No Parking)

Do you have any concerns /comments regarding this proposal?

Here are my concerns / comments:

My details are as follows:

Name _____

Address _____

Email _____ Phone _____

Once you have completed this form please return it to the City of Nedlands via any of the methods overleaf by **5pm, Monday 22nd June 2015.**

TS20.15 – Attachment – Consultation Letter - Campsie Street Precinct



- | | | |
|---|-----------|--|
|  | Email | Scan and email to:
council@nedlands.wa.gov.au |
|  | Fax | Fax to: 08 9273 3670 |
|  | Mail | Post to:
Technical Services
City of Nedlands
PO Box 9
NEDLANDS WA 6909 |
|  | In person | Visit the Administration Centre at
71 Stirling Highway
NEDLANDS WA 6009 |

TS21.15	Proposed Esplanade	Parking	Restrictions:
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Committee	11 August 2015
Council	25 August 2015
Applicant	City of Nedlands
Officer	Jacqueline Scott – Manager Technical Services
Director	Mark Goodlet – Director Technical Services
Director Signature	
File Reference	TS-023989
Previous Item	Nil

Executive Summary

The City has investigated resident parking complaints on the Esplanade, with a view to applying an appropriate parking regime along the residential section of this road.

Based on the community feedback and analysis this report seeks Council’s approval to implement three hour parking restrictions on the south east side of the Esplanade adjacent to Charles Court Reserve from 8am – 5pm, Monday to Friday.

This parking restriction is consistent with the uniform approach taken City wide to limit non-residential parking in residential areas, particularly where they are near commercial areas or near the university. This will further protect residents from the impact of long term parking activity in local access roads.

The proposed parking changes will necessitate moving the Charles Court Reserve bollards. As this was programmed for next year it is proposed that this project be moved forward into this financial year with a budget of \$56,000. In order to maintain a balanced budget it is proposed that the Zamia Street playground upgrade, with a \$58,600 budget in 2015/16, be deferred to 2016/17.

Recommendation to Committee

Council:

1. Approves three hour parking restrictions on the south east side of the Esplanade adjacent to Charles Court Reserve from 8am – 5pm, Monday to Friday; and
2. Approves a budget re-allocation to bring forward the replacement of the bollards fronting Charles Court Reserve and defer the replacement of the Zamia Street playground upgrade to 2016/17.

Strategic Plan

KFA: Transport Planning and Management

Approval of this proposal enables the City to plan, implement and manage parking strategies through the identification of 'hot spot' areas, to improve amenities citywide.

Background

The City has received complaints from the community regarding long-term parking adjacent to the Charles Court Reserve causing congestion and safety issues. The parking is utilised by a number of groups including Nedlands Rugby Club, university students and recreational users of the reserve.

Key Relevant Previous Decisions

Nil

Consultation

Required by legislation:

Yes

No

Required by City of Nedlands policy:

Yes

No

A letter (TS21.15 Attachment 1) containing information and a feedback form was provided to the residents and Rugby club by a letter drop in June 2015. There were 15 responses received of which 12 were in favour of restrictions and three against, representing a 70% response rate and an 80% approval rate in favour of parking restrictions.

Legislation / Policy

Local Government Act 1995

City of Nedlands Parking and Parking Facilities Local Law 2013

Budget / Financial Implications

Within current approved budget:

Yes

No

Requires further budget consideration:

Yes

No

The cost for purchasing and installing the parking signs is part of the road maintenance account.

The replacement of the Charles Court Reserve bollards is in the 2016/17 forward work programme, at a budget of \$56,000. It is proposed that there be a budget reallocation from the Zamia Street playground upgrade which has a \$58,600 budget in 2015/16, which would be deferred to 2016/17.

Risk Management

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

- ongoing safety issues due to the impacts of parked cars in a narrow street;
- loss of amenity for residents who are largely affected by long term parking; and
- reduced available turnover bays preventing a greater number of users from accessing them.

Discussion

The section adjacent to Charles Court Reserve is utilised by a number of groups. The consultation demonstrated that the community generally has an understanding of the needs of various user groups, but are dissatisfied with the congestion and resulting safety concerns during period of high parking demand. The University of Western Australian is within 500m; students utilise the parking to attend lectures and it is used by general recreational users of the reserve. The Nedlands Rugby Club has training and matches on the reserve which attract both players and spectators. The consultation results indicated that significant congestion results during rugby club training and matches with a high demand for parking.

The consultation was strongly in favour of the three hour parking restrictions but did raise additional concerns with regard to the congestion of this parking. Esplanade is 6m wide, which is sufficient for two vehicles to pass, however, when parking is adjacent to the reserve the bollards result in vehicles parking partly on-road, reducing the available width.



Figure 1. The Esplanade Parking Congestion

With no crossovers to provide pull in and passing opportunities this results in long sections of road operating at a reduced width during times of high demand parking. This generally coincides with the Rugby club activities.

The City is required to balance the needs of all residents, community groups, clubs and road users. At times this does mean that parking demands in individual streets can increase. In this instance there is a reduced level of amenity and a safety implication. The three hour parking restriction is considered to be the best balance by meeting the competing needs, whilst also ensuring ongoing turnover of parking to retain availability. Three hours provides sufficient time for rugby users for both training and matches, for recreational users to utilise the wider foreshore reserves and for students to attend a single lecture. Residents' responses indicated an acceptance of these other needs.



Figure 2. The Esplanade Parking Congestion

It is proposed that in addition to the provision of three hour parking restrictions that the bollards demarking the reserve be relocated to provide a 2.4m wide strip which will allow vehicles to park fully off the road. This will improve manoeuvrability as well as visibility, and improve the general safety of the parking.

These bollards are in the 2016/17 Forward Works Programme for replacement. It is proposed that this be brought forward to 2015/16. In order to provide a balanced budget it is suggested that the Zamia Park playground renewal be deferred until next financial year. Though old, the playground equipment is not currently in an unsafe condition and a 12 month deferral is therefore considered acceptable, in response to a safety concern elsewhere.

Conclusion

The proposed restrictions and bollard relocations present a solution to the parking issues and complaints for the Esplanade:

- improving amenity for residents who are largely affected by on-street parking;
- meeting the preferences of the community as identified through consultation; and
- reducing the risks of manoeuvring vehicles around parked cars.

Support of this proposal will provide a better and welcome improvement in amenity for residents in the area who are affected by long term parking congestion.

Attachments

1. Consultation Letter and Map: Esplanade Parking.

TS21.15 – Attachment – Consultation Letter – Esplanade Parking

Enquiries Shaun Fletcher 9273 3500
Our reference TS-023989

11 June 2015

To the Resident or Business

Dear Sir or Madam

Proposed Parking Restrictions along the Esplanade

The City has become aware that regular and long-term parking along the Esplanade has become an issue at certain times during the week.

The City is therefore now considering new parking restrictions along the Esplanade to address the issues raised and to improve the amenity of the area. Your feedback and comments are sought regarding the proposal and are very important to us.

What are the proposed restrictions?

The City is proposing to implement '3 hour' timed parking restrictions along the southern stretch of the Esplanade, to apply between 9am and 5pm, Monday to Friday. Please see the attached map.

Parking Permits

Residential parking permits are available should the proposed restrictions inconvenience you, please note that eligibility criteria apply. Find out more online at www.nedlands.wa.gov.au or by calling the City on 9273 3500.

Your comments

Please respond to help the City make the right decisions to improve the amenity of the area, your input is very valuable to us. The restrictions will be considered and implemented to best meet the preferences indicated by the community through this consultation.

Please return your feedback to us using the attached form, or complete the online form at www.nedlands.wa.gov.au, by **Monday 29 June 2015**.

Yours faithfully

Jacqueline Scott
Manager Technical Services

TS21.15 – Attachment – Consultation Letter – Esplanade Parking



City of Nedlands

The City of Nedlands accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image

Proposed Parking Restrictions
The Esplanade

10/06/2015

1:1818





The City would like to hear from the community with regards to proposed parking restrictions on The Esplanade.

Do you support this proposal?

Yes

No

Do you have any concerns /comments regarding this proposal?

Here are my concerns / comments:

My details are as follows:

Name _____

Address _____

Email _____ Phone _____

Once you have completed this form please return it to the City of Nedlands via any of the methods below by **5pm, Monday 29 June 2015**.



Email Scan and email to: council@nedlands.wa.gov.au



Fax Fax to: 08 9273 3670



Mail Post to: City of Nedlands, PO Box 9, NEDLANDS WA 6909



In person Visit the Administration Centre at, 71 Stirling Highway, NEDLANDS WA 6009