

9.2.4 Proposed Timed Parking Restriction Changes - Wilberforce Street, Faraday Street and Oxford Street Carpark Mount Hawthorn

Requested by: Cr Roslyn Harley
Prepared by: Rick Lotznicker, Director Technical Services

PROPOSED AMENDMENT:

That Clause 2.2 of the Officer Recommendation be amended to read as follows:

That Council:

1. **NOTES that:**
 - 1.1 a petition was received requesting that the existing parking restrictions, 2P at all times, in Wilberforce Street be removed, and that this be trialled for six months; and
 - 1.2 residents in the street were consulted regarding the proposal with a mixed response (refer Attachment 001);
2. **APPROVES** changing the parking restrictions as shown on attached amended Plan No. 3189-PP-02A (Attachment 004) in;
 - 2.1 both Wilberforce and Faraday from 2P at ALL times to 8.00am to 5.30pm Monday to Friday and 8.00am to 12noon Saturdays this would free up the street for residents and their visitors at all other times; and
 - ~~2.2 the Oxford Street carpark from 'unrestricted paid parking' at all times, to 'paid parking' 8.00am to 5.30pm Monday to Friday and 8.00am to 12noon Saturdays and unrestricted free parking at all other times; and~~
 - 2.2. the Oxford Street carpark from 'unrestricted paid parking' at all times, to '3P free parking' 7.00am to 5.30pm Monday to Friday and 8.00am to 12noon Saturdays and unrestricted free parking at all other times.
3. **ADVISES** the author of the petition of its decision.

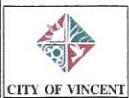
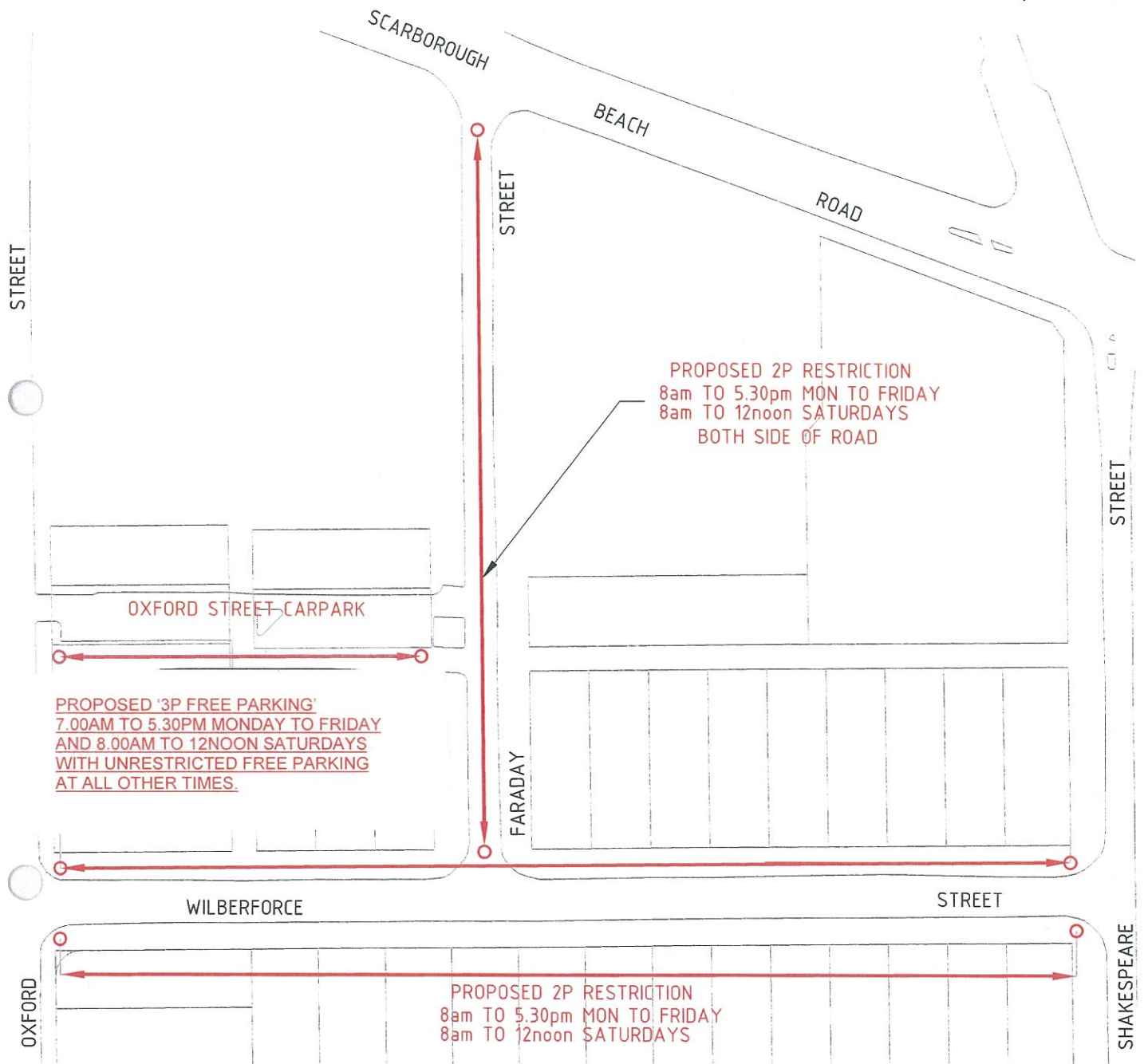
ADMINISTRATION COMMENTS:

The Oxford Street carpark is currently 'unrestricted paid parking' at all times and in 2013/2014 generated an income of just under \$50,000 (total expenditure just under \$10,000).

The expenditure incurred was mainly as a result of servicing the ticket machines and lighting maintenance.

The Officer's Recommendation for the carpark to remain, in part, as a fee paying carpark (8am to 5.30pm and 8am to 12noon on Saturday) was to ensure that this matched the proposed parking regime in Faraday and Wilberforce Street and for the carpark continue to generate revenue, albeit at a reduced value.

Hence the recommendation by Administration.



CITY OF VINCENT

244 VINCENT STREET LEEDERVILLE, 6007
TECHNICAL SERVICES

				SCALE: NTS	PROPOSED PARKING RESTRICTIONS WILBERFORCE, FARADAY STREETS & OXFORD STREET CARPARK LEEDERVILLE	TECHNICAL SERVICES	
				DATE: MARCH 2015		DRAWING NO:	
				REF:		3189-PP-02A	
		DESIGN: AJ	DRAWN: AJ	CHECK: RL		SHEET 1 OF 1.	
				APPROVED:			
ISSUE	DATE	BY	AMENDMENT	EXECUTIVE MANAGER TECHNICAL SERVICES			

9.2.5 Proposed Parking Changes – Leederville Town Centre

Requested by: Cr Roslyn Harley
Prepared by: Rick Lotznicker, Director Technical Services

PROPOSED AMENDMENT:

That Clause 1.1 of the Officer Recommendation be amended to read as follows and clause 1.7 be added:

That Council:

- 1. APPROVES the following parking changes, in the Leederville Town Centre, as shown on Plan No. 3180-PP-01A (Attachment 001);**
 - 1.1 existing loading zones at No. 109 Oxford Street and ~~No. 747 Newcastle Street~~ being converted to ¼P 8.00am to 6.00pm 'dual-use', operating as loading zone from 8.00am to 7.00pm and paid ticket parking from 6.00pm to midnight;**
 - 1.2 'emergency vehicles only' bay adjacent to No. 121 Oxford Street being deleted and replaced with two, ¼P bays;**
 - 1.3 existing loading zone adjacent No. 196 Oxford Street 'the Foyer' being replaced with two, ¼P bays 9.00am to 7.00pm, and paid ticket parking from 7.00pm to midnight;**
 - 1.4 existing 'Cadillac' Bike Rack being relocated from outside No. 711 Newcastle Street to the Loading Zone adjacent the Oxford Street Reserve and the existing parking space outside No. 711 Newcastle Street to revert to ticket parking, to match the adjacent restrictions;**
 - 1.5 a new loading zone being installed in Newcastle Street, east of Carr Place, from 8.00am to 8.00pm and then 'free' general parking after 8.00pm to match the existing restrictions in Newcastle Street east of Carr Place; and**
 - 1.6 creation of two new paid parking spaces, 1P 8.00am to 7.00pm and paid ticket parking from 7.00pm to midnight, adjacent No. 663 Newcastle Street, in the space previously occupied by a bus zone; and**
 - 1.7 existing loading zone adjacent No. 747 Newcastle Street being converted to paid ticket parking at all times, 1P 8.00am to 7.00pm and paid ticket parking from 7.00pm to midnight; and**
- 2. ADVISES all businesses within the Leederville Town Centre and those at No.**

ADMINISTRATION COMMENTS:

No 109 Oxford Street (Funky Bunches). While Funky Bunches derives the greatest benefit from the loading zone, it is also used by Siena's and other businesses fronting Oxford Street. The nature of Funky Bunches business is that it receives a frequent drop off and collection by couriers. While some motorists may have an ambivalent attitude to ¼P bays at times, the same does not apply for loading zones as it is obvious if the vehicle is commercial in nature or not. Of the businesses approached about Loading Zones *Funky Bunches* were the most strident in wanting it to be retained. In respect to the requested amendment to the Officer Recommendation for a parking restriction ¼P to 6.00pm and ticket parking thereafter, this would not be consistent with the remainder of the street where the extended ticket parking commences at 7.00pm. Therefore the proposed amendment would most likely cause confusion and would require the ticket machine closest to be reprogrammed to accommodate two bays. Therefore this proposed amendment is also not supported by Administration.

No.747 Newcastle Street. Whilst the businesses adjacent the loading zone do have rear access (off a courtyard/parking area) a larger rigid (8 tonne) delivery truck, such as a typical Coke truck cannot turn into the access. As a consequence the shops, i.e. Subway, generally have deliveries trolleyed in from the front. If there is no loading zone, and they are required to use the rear access, it will result in trucks blocking the Right of Way (ROW). The same applies for the Grill'd Burgers and Foam Coffee (opposite side of Newcastle Street). Larger trucks cannot turn into the ROW that runs down the back of the Leederville hotel off which their rear entry is accessed. Therefore removal of this loading zone is not supported by Administration.

NOTE: Should the amendment be approved Plan No. 3180-PP-01A will be amended to reflect the changes and issued as Plan No. 3180-PP-01B.