

The number of staff and extent of visitors associated with the aged care facility has led to increased usage of on-street parking on Britannia Road particularly between Wavertree Place and Brentham Street. Based upon complaints from local residents the City's Rangers conducted a parking occupancy survey on Britannia Road between Oxford Street and Seabrook Street as well as Wavertree Place over a two week period. The survey was undertaken at 8.00am, 2.00pm and 6.00pm on designated days across that period. The survey identified that the Britannia Road on-street bays were at 42% average occupancy and the Wavertree Place on-street bays were at 60% average occupancy.

On some occasions Wavertree Place peaked at an occupancy rate of 100% (probably due to the proximity of an aged care facility and a primary school) which indicates that restrictions could be considered at Wavertree Place. Installing restrictions in Wavertree Place would almost certainly displace parked vehicles onto the nearby section of Britannia Road.

In order to improve the amenity for residents, while maintaining some parking for the public, including for resident visitors and Rosewood Aged Care visitors, it is proposed to implement 3P 8.00am to 6.00pm Monday to Friday restriction on Wavertree Place. In addition, it is proposed to implement the same restriction on Britannia Road, between Oxford Street and Seabrook Street given its close proximity to Wavertree Place and Rosewood Aged Care. These proposed restrictions are shown on Plan No. 3495-PP-01 (**Attachment 1**).

These restrictions would likely impact Rosewood staff who are currently utilising on-street parking on Britannia Road. The aged care facility does include an underground car park with capacity for some staff and the Britannia Reserve car park located less than 500 metres away provides an opportunity for extended parking Monday to Friday. Short-term visitors to the aged care facility would be able to utilise the proposed 3P on-street bays.

Request for a Loading Zone, Beaufort Street, Perth

'Beaufort Central' located at 250 Beaufort Street, Perth, is a relatively new four storey mixed use development comprising 148 commercial and residential units, located between Brisbane and Parry Streets, and extending through to Stirling Street. The Beaufort Street ground floor includes a food premises with other commercial and retail tenancies.

The City has received a number of requests for a loading zone to service, 250 Beaufort Street and the surrounding businesses. Installing a loading zone at this location will result in the loss of two paid (ticket) parking bays and is subject to an AM bus lane clearway restriction.

It is recommended that a loading zone with operational times 9.00am to 5.30pm Monday to Friday and 8.00am to 12noon Saturdays be approved as shown on Plan No. 3496-PP-01 (**Attachment 2**).

CONSULTATION/ADVERTISING:

All affected property owners and occupiers would be notified of the parking restriction changes. There would be minimal impact upon the wider community.

LEGAL/POLICY:

The *City of Vincent Parking and Parking Facilities Local Law 2007* regulates the parking or standing of vehicles in all or specified thoroughfares and reserves under the care, control and management of the City and provides for the management and operation of parking facilities.

RISK MANAGEMENT IMPLICATIONS:

Low: These proposed parking restriction changes would deliver amenity and safety improvements for residents, businesses and visitors.

STRATEGIC IMPLICATIONS:

~~These minor parking amendments align with one of the City's Strategic Community Plan and the City's Corporate Business Plan; namely "Accessible City".~~

[This is in keeping with the City's Strategic Community Plan 2018-2028:](#)

["Accessible City"](#)

We have better integrated all modes of transport and increased services throughout the City.”

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

~~This is in keeping with the City's Strategic Community Plan 2018-2028:~~

~~“Accessible City~~

~~• We have better integrated all modes of transport and increased services throughout the City.”~~

~~Costs associated with these parking restriction changes would utilise existing funds within the 2018/19 'Parking and Street Name Signs' and the 'Roads Line Marking' operating budgets.~~

COMMENTS:

These minor improvements and amendments should improve amenity and on-street parking availability. More significant changes to parking arrangements in the City should await completion of the Integrated Transport Strategy.