

Bayswater Town Centre Short-term Parking Management Plan

August 2019



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City of
Bayswater



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1 Introduction

1.1 Purpose

The Bayswater Town Centre Short-term Parking Management plan (PMP) has been prepared by the City of Bayswater to better manage parking in the Bayswater Town Centre to support the town centre as an attractive place to dine, shop and visit.

1.2 Context

Bayswater Train Station is currently well used by commuters as a park 'n' ride-station. This is due to the amount of convenient commuter parking bays available close to the station and Bayswater is the last station within the cheapest train ticket fare area (Zone 1) on the Perth - Midland Line.

As part of the State Government's METRONET project, Bayswater Station will undergo a major upgrade within the next two years and no longer be a designated 'park 'n' ride' station. The upgrade will result in the removal of approximately 180 of the 246 designated commuter parking bays. The Public Transport Authority (PTA) plan to provide additional commuter parking at Ashfield and Meltham Train Stations to compensate for this, however they do not plan to provide any new commuter parking bays in the Bayswater Town Centre.

Commuter parking accounts for a significant proportion of parking demand in the Bayswater Town Centre. Commuters currently tend to park in selected areas close to the station, however the upgrade of the station is expected to cause disruption for commuters, which may cause widespread parking issues in the town centre.

The PMP focuses on actions in the short-term, being the next two years to coincide with and help minimise the impact to the town centre of the upgrade of Bayswater Station.

2 Parking Inventory and Occupancy Survey

In December 2018, the City commissioned Austraffic WA to conduct a Parking Inventory and Occupancy Survey of the Bayswater Town Centre. Surveys were conducted for eight hours on Thursday 6 December 2018 in order to represent a normal weekday and four hours on Saturday 8 December 2018 in order to represent a normal weekend. The objective of the survey was to establish the current usage of parking bays within the survey area.

A weekday peak of Thursday was selected, as a number of cafes and restaurants are closed on Mondays, and a Saturday during business hours. The surveys were also undertaken outside of school holidays during the peak usage times to reflect the usual conditions. The survey considered the following car parking areas:

- Off-street publicly available marked and unmarked car bays;
- On-street publicly available marked and unmarked car bays; and
- Street verges.

Vehicles parked at private residences were not surveyed, including carpark for residents at apartment blocks, vehicles parked in garages, and vehicles on driveways past the letterbox. Where a vehicle was parked on the verge, the vehicle was recorded. Carpark which were gated and signposted as private were also not surveyed.

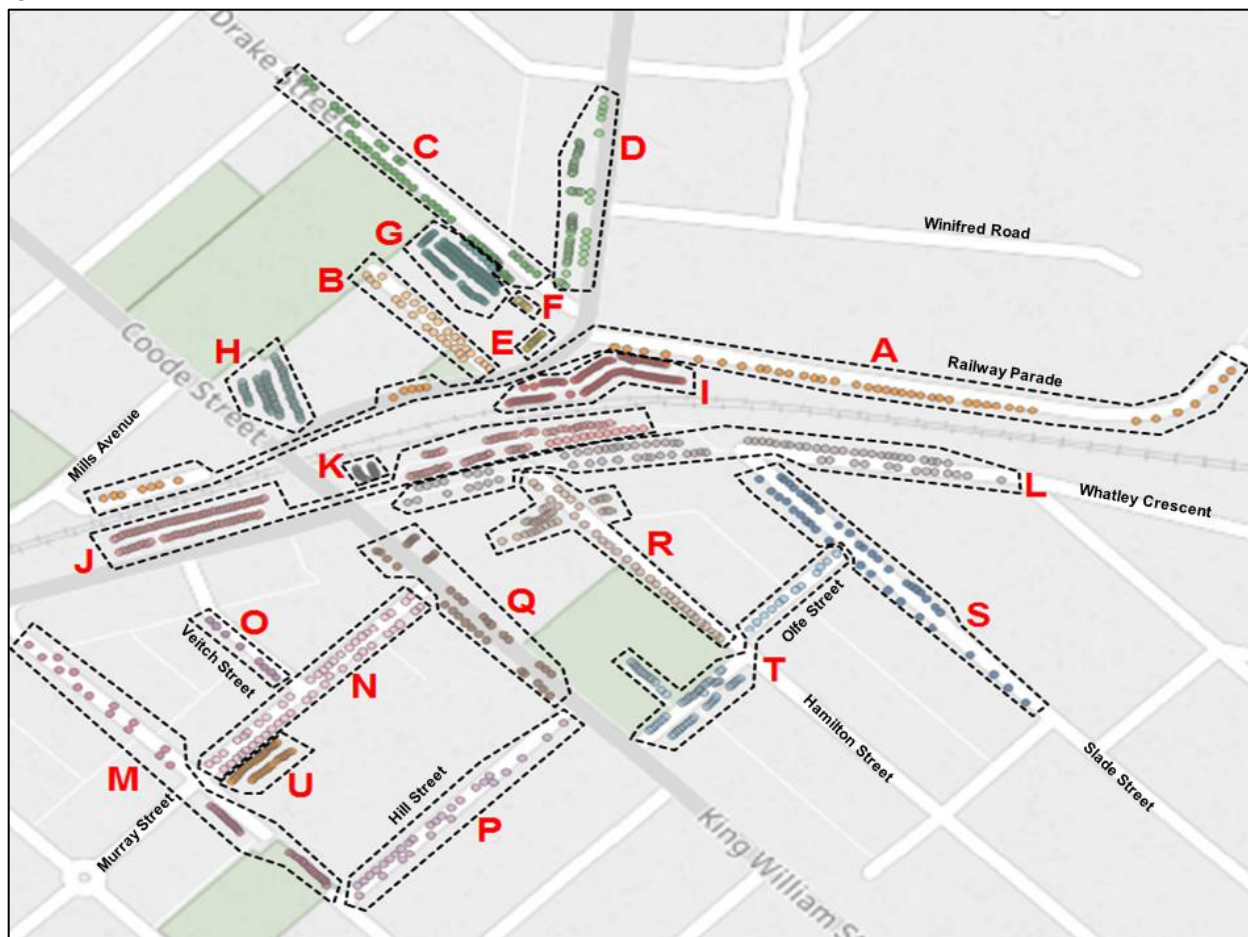
2.1 Survey Areas

The survey area was divided into 21 parking areas, as follows:

- | | |
|--|-------------------------|
| A - Railway Parade | L - Whatley Crescent |
| B - Rose Avenue | M - Leake Street |
| C - Drake Street | N - Murray Street |
| D - Beechboro Road South | O - Veitch Street |
| E - Bottle Shop car park | P - Hill Street |
| F - Thirsty Camel car park | Q - King William Street |
| G - Bayswater Hotel car park | R - Hamilton Street |
| H - Public car park - North of Bayswater Station | S - Slade Street |
| I - Transperth car park - North of Bayswater Station | T - Olfe Street |
| J - Transperth car park - South of Bayswater Station | U - School car park |
| K - Public car park - South of Bayswater Station | |

Figure 2 shows where the survey parking areas are located.

Figure 2



2.2 Survey Results

2.2.1 Weekday Occupancy

Figure 3 shows that there is high demand for commuter parking in the Bayswater Town Centre during weekdays.

The areas with the highest average occupancy rates on weekdays were the paid parking areas operated by Transperth and the free public parking area owned by the City of Bayswater on the corner of Coode Street and Railway Parade. These areas are primarily used by commuters and it shows that commuters are not deterred by having to pay for parking.

The parking areas on Railway Parade also had a high average occupancy. There is a lot of unrestricted parking in this area, which is within close walking distance of the station. The use of this parking by commuters may explain this high average occupancy rate.

Figure 3

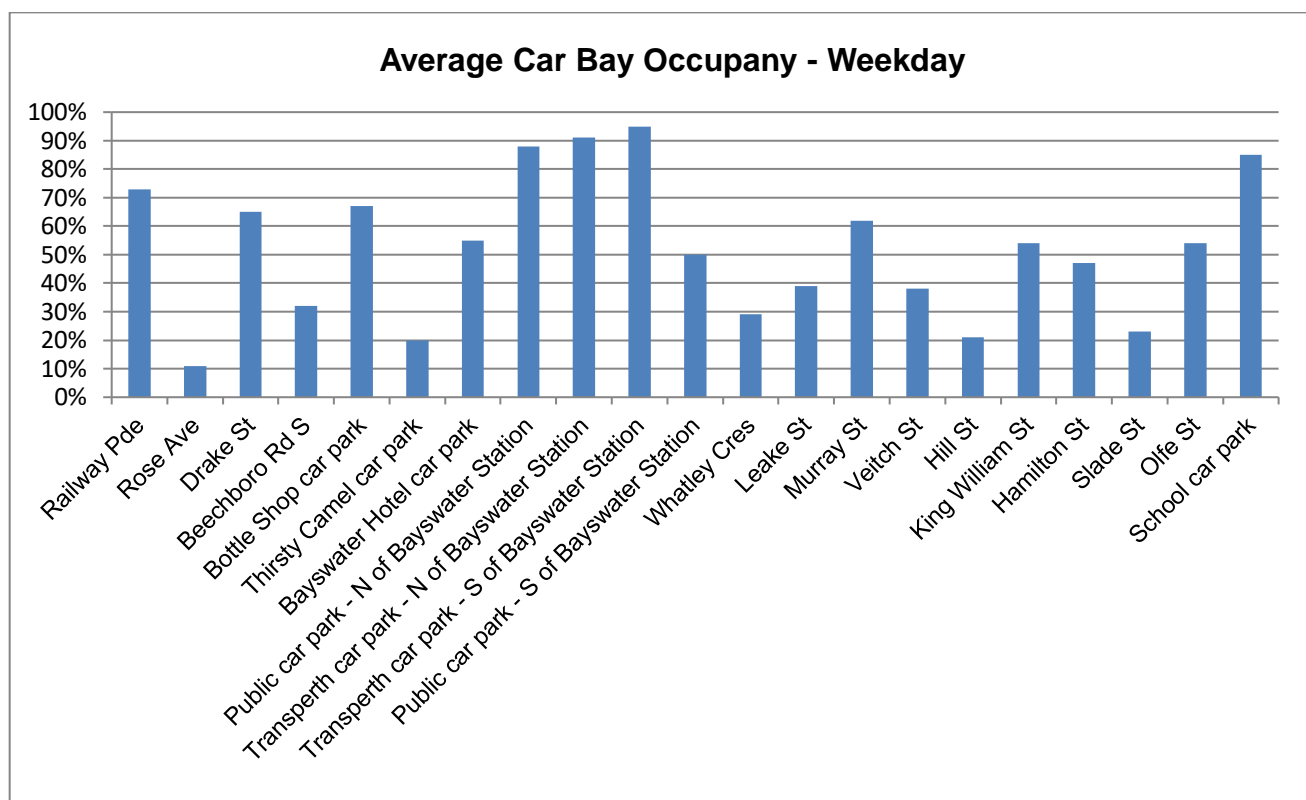
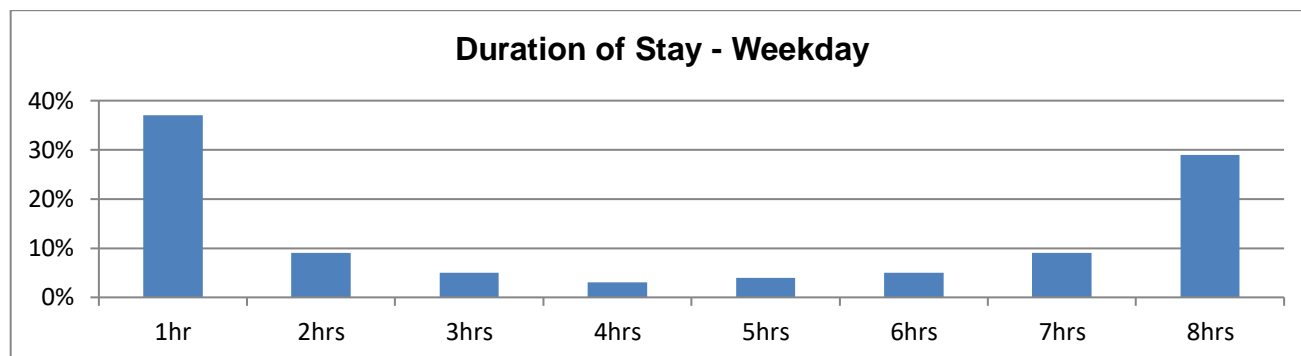


Figure 4 shows that the majority of parking is being used by people parking for less than an hour to visit the shops, cafes and services in the Bayswater Town Centre followed closely by commuters parking for at least eight hours.

Figure 4



2.2.2 Weekend Occupancy

Figure 5 shows that there is sufficient car parking supply on weekends in the Bayswater Town Centre.

This may be attributed to the limited range of shops and services drawing visitors to the town centre and less commuters using the train station to travel to work on the weekend.

The bottle shop parking area has a 100% occupancy rate. This parking area only has six car bays and the occupancy rate is most likely used for staff at the bottle shop or the neighbouring Bayswater Hotel.

Figure 5

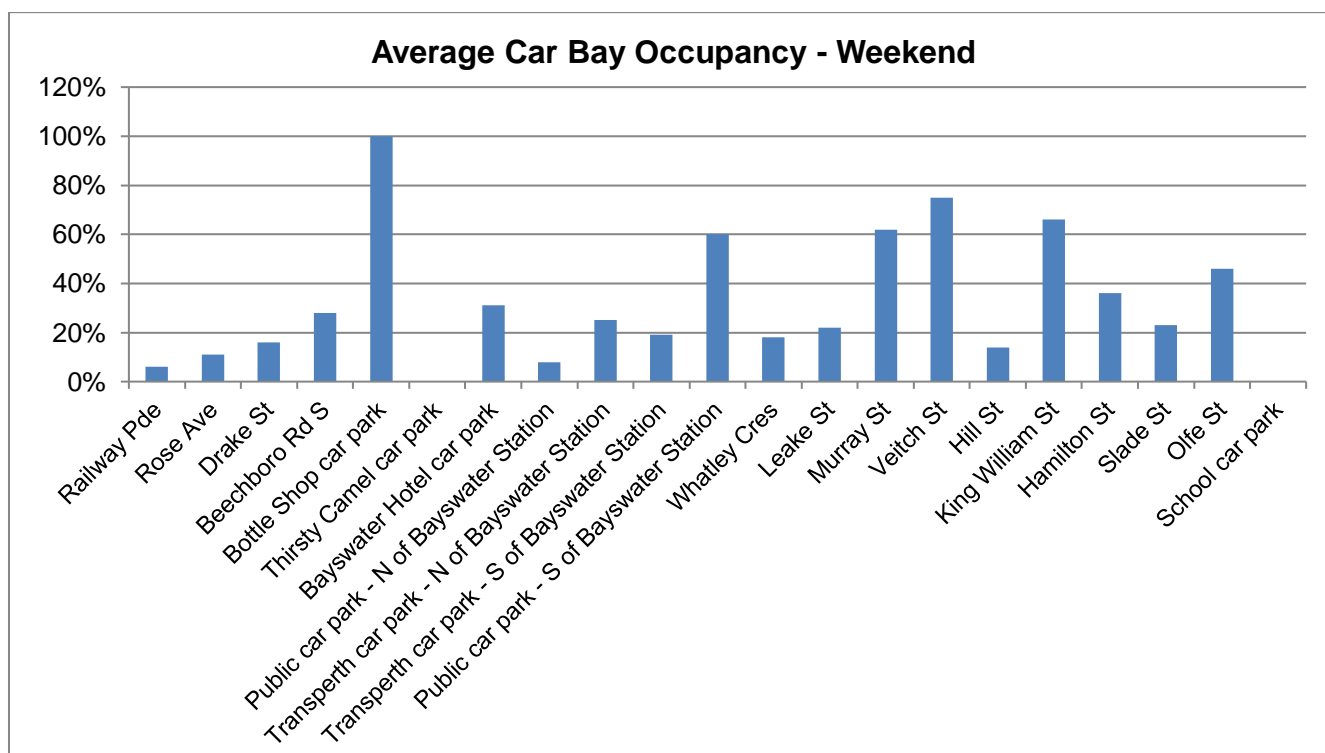
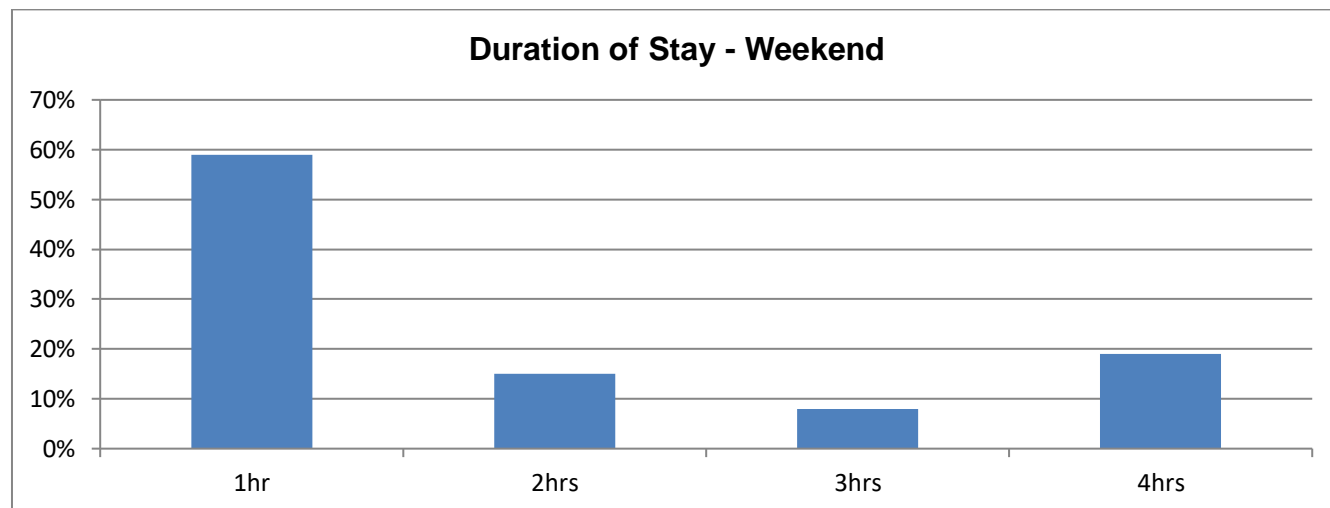


Figure 6 shows that the majority of parking is being used for less than an hour to visit the shops, cafes and services in the Bayswater Town Centre.

Figure 6



2.2.3 Over-stayers

Figure 7 shows the parking bays that have time restrictions for one hour or less, including 10P, 15P, 20P, 30P and 1P bays.

Figure 7



Figure 8 shows the duration of stay in the parking bays that have time restrictions for one hour or less for both weekdays and weekends. The majority of stays are one hour or less, which indicates that the time restrictions are being complied with. On weekdays however, people over-stayed in car bays 21% of the time, which may indicate that people are willing to risk over-staying and being infringed.

Figure 8

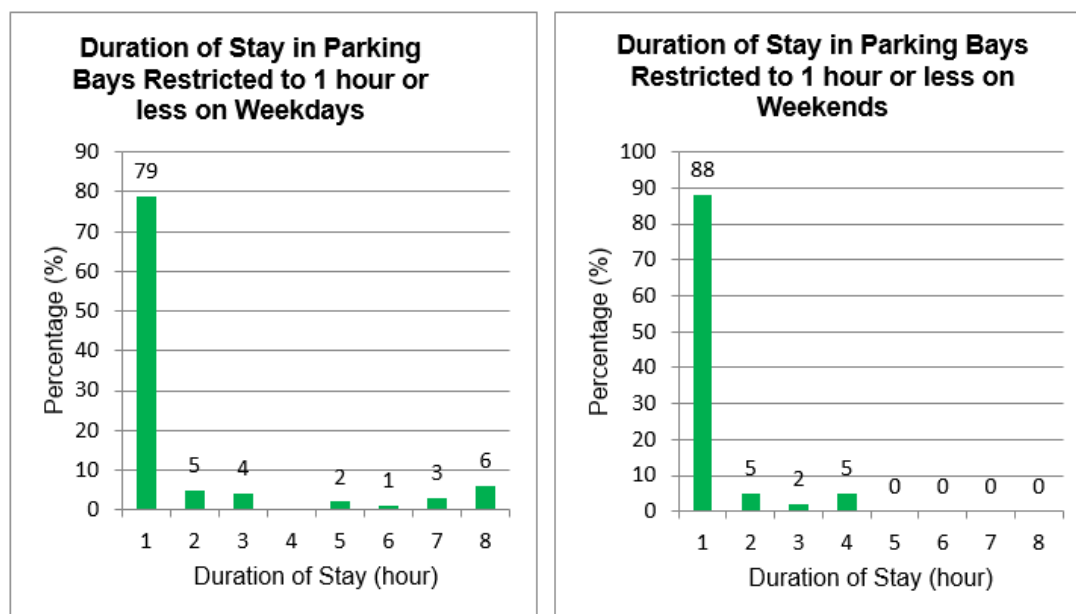


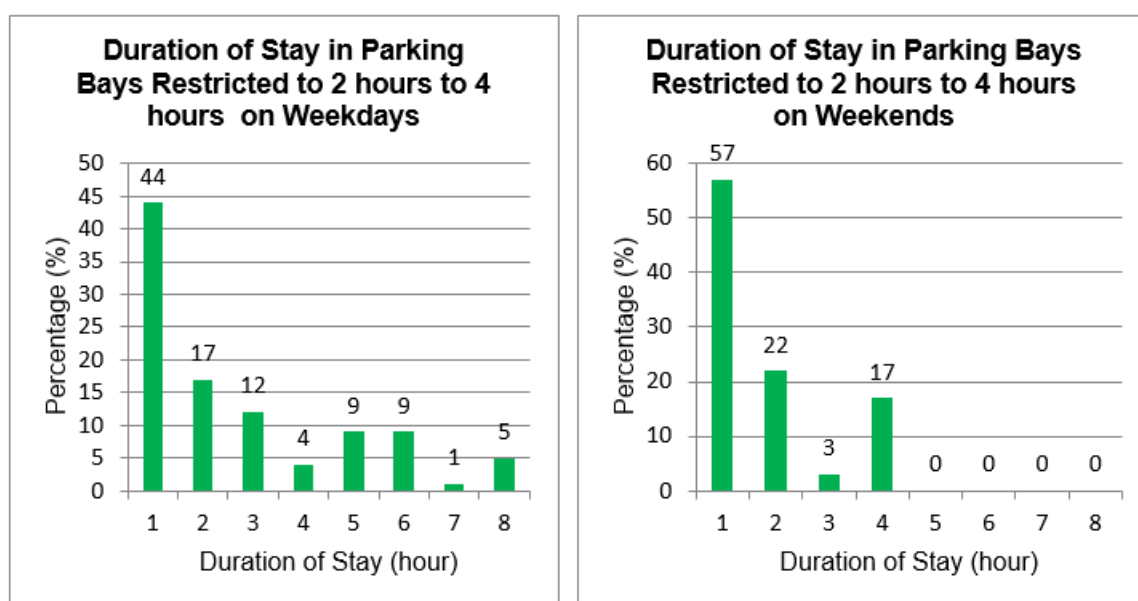
Figure 9 shows the parking bays that have time restrictions between two hours and four hours, including 2P, 3P and 4P bays.

Figure 9



Figure 10 indicates the duration of stay in the parking bays that have time restrictions between two hours and four hours for both weekdays and weekends. The majority of stays are four hours or less for weekends and there are no occasions where people stayed longer than four hours on weekends, which indicates that the time restrictions are being complied with. On weekdays however, people over-stayed in car bays 24% of the time, which may indicate that people are willing to risk over-staying and being infringed.

Figure 10



2.3 Key Findings

The key findings of the survey were that there is high demand for commuter parking close to the train station on weekdays, where people park for at least eight hours. In addition, there is high demand for short term parking, less than an hour, for visitors to the shops and services in the Bayswater Town Centre during both weekdays and weekends.

3 Community Engagement

The City prepared the Bayswater Town Centre Options Paper, which consisted of a series of potential short-term options for community input to guide a conversation on how the community would like to see parking managed in this area in the future.

With consideration to the options paper, the City sought community feedback via a survey about which options have merit, refinements to the options, if other options could be explored and what options should be prioritised.

Community engagement was undertaken between 26 June and 24 July 2019 and consisted of:

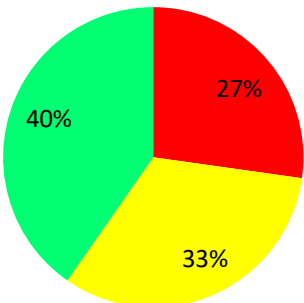
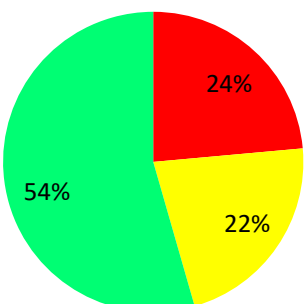
- 2,792 letters sent out to owners and occupiers surrounding the Bayswater Town Centre;
- A drop-in information session held on Saturday 6 July 2019;
- A newspaper advertorial being published in The Eastern Reporter on 2 July 2019;
- Posters displayed in the Bayswater Town Centre and social media posts; and
- Information provided on the City's engagement website and hard copies at the City's libraries and the Civic Centre.

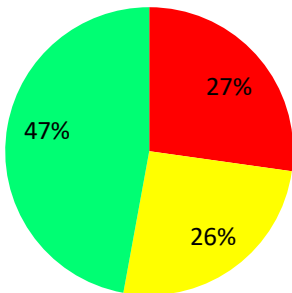
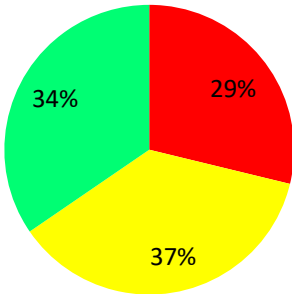
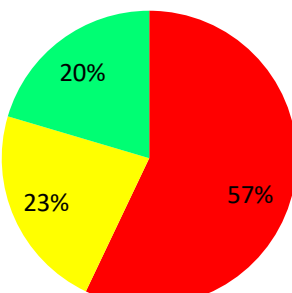
206 submissions were received during the consultation process. In addition, City officers visited users of the Bayswater Community Centre and Bayswater Library and local businesses to discuss parking issues and

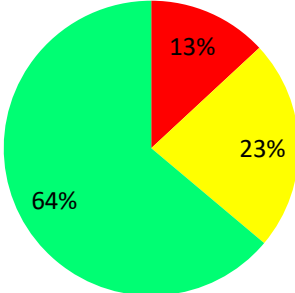
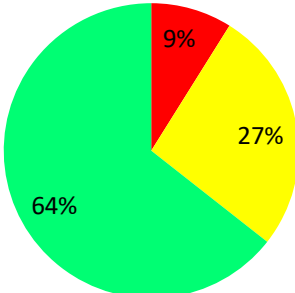
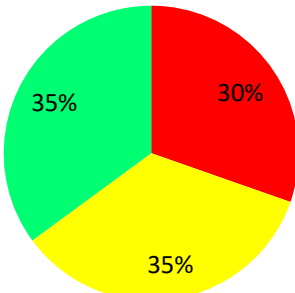
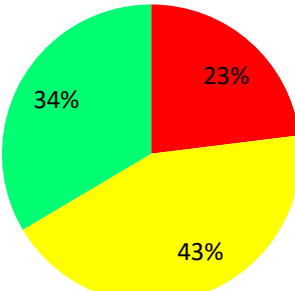
concerns and potential management options. Other local community groups were also invited to meet with City officers to discuss parking, but did not respond.

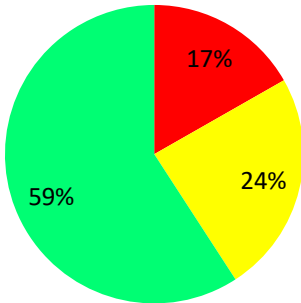
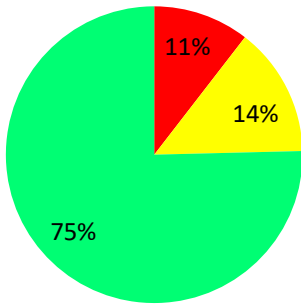
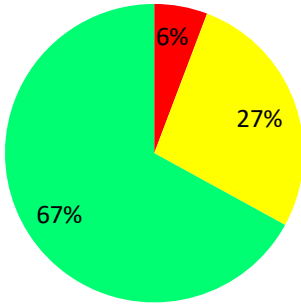
3.1 Survey Outcomes

For each option in the options paper, the community were asked if they were very happy, happy, neutral, unhappy or very unhappy with the option. In addition, the community were asked to provide written feedback for each option and any general suggestions for how parking could be better managed in the town centre. The survey outcomes are provided below along with the key comments received.

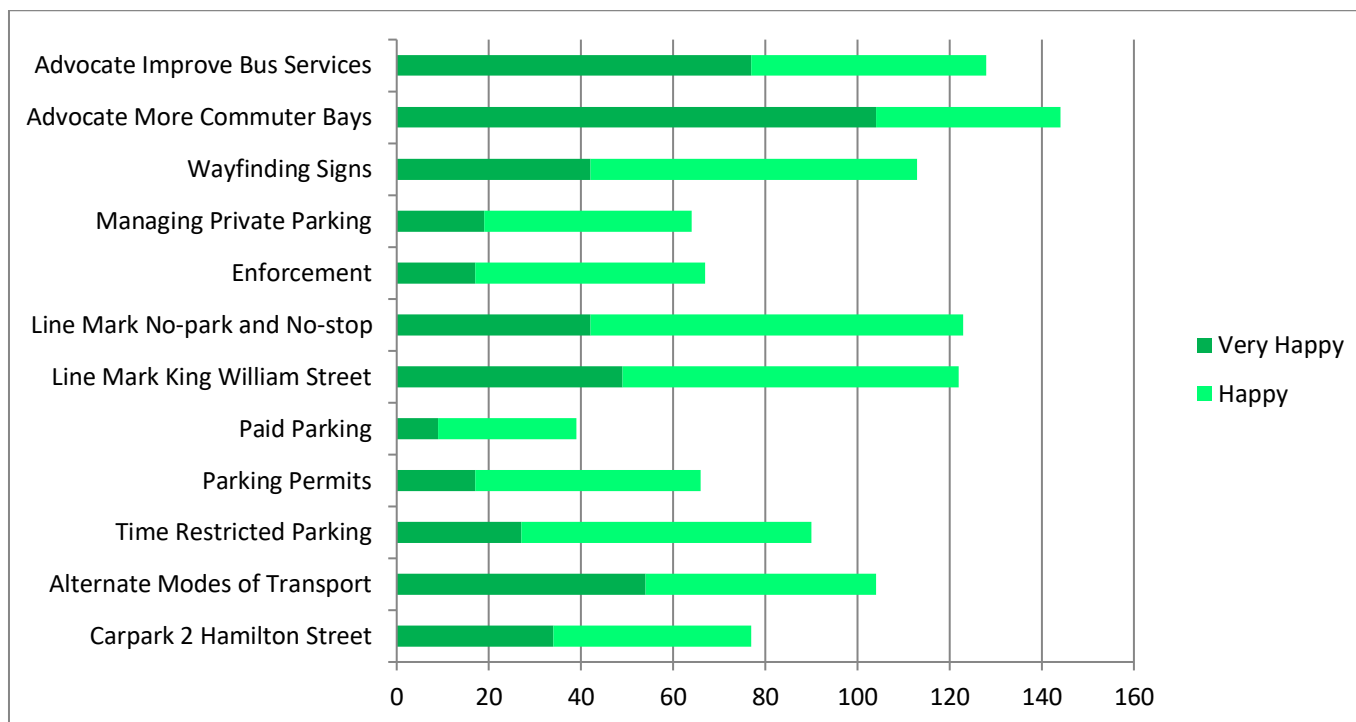
No.	Option	<p>Response</p> <p> ● Happy* ● Neutral ● Unhappy** </p> <p> <i>*includes responses of happy and very happy</i> <i>**includes responses of unhappy and very unhappy</i> </p>	<p>Key Community Feedback</p> <p><i>Frequency of feedback in red</i></p>
1.	Leasing and constructing a carpark at 2 Hamilton Street, Bayswater		<ul style="list-style-type: none"> • Very expensive option. (x12) • The parking is needed to help local businesses that will be impacted by the station upgrade. (x11) • The site would not be able to accommodate many bays, the cost/benefit would be very low. (x7) • Providing parking here would help to compensate for the parking removed from the station upgrade. (x7) • Should be a cost recovery model, where parking fees are applied to cover the cost of construction, maintenance and leasing. (x5)
2.	Encouraging alternative modes of transport, such as walking, cycling and catching public transport		<ul style="list-style-type: none"> • Improve the pedestrian experience, wider footpaths, greater separation from cars, more trees, slower car speeds, safer crossings and better lighting. (x28) • Improve cycle infrastructure, more paths, lockers and racks. (x19) • Good option in theory, but not realistic. (x19) • Improve bus and train services, routes, frequency and infrastructure. (x12) • It does not address the loss of parking or commuter parking issues. (x12) • It will not help local businesses in the short term. (x10)

3.	Modifying time restricted parking		<ul style="list-style-type: none">• Ensure restrictions best serve local businesses. (x12)• Ensure restrictions stop commuters. (x10)• There needs to be more 15 minute parking near schools. (x9)• Will push commuter parking further out into residential areas. (x9)• Need 2 to 3 hour parking for hair dressers and cafe users. (x7)• Longer periods than 1 hour would be good. (x4)• Make the restrictions simple, clear and easy to understand. Only have a limited number of times. (x3)• There needs to be more 3 hour parking to allow for dining in the town centre. (x3)• No restrictions at night when demand is low. (x3)
4.	Considering requests for residential parking permits		<ul style="list-style-type: none">• On selling of permits will be an issue, the permits need to be registered against the vehicle. (x13)• On selling permits is not a real issue. (x7)• No need for permits, there is already abundant on-street parking available. (x7)• Good idea for residents who have no onsite parking. (x5)
5.	Providing paid parking		<ul style="list-style-type: none">• Will deter visitors from the town centre and impact local businesses. (x46)• If the first hour is free it could work. (x13)• Revenue raising. (x5)

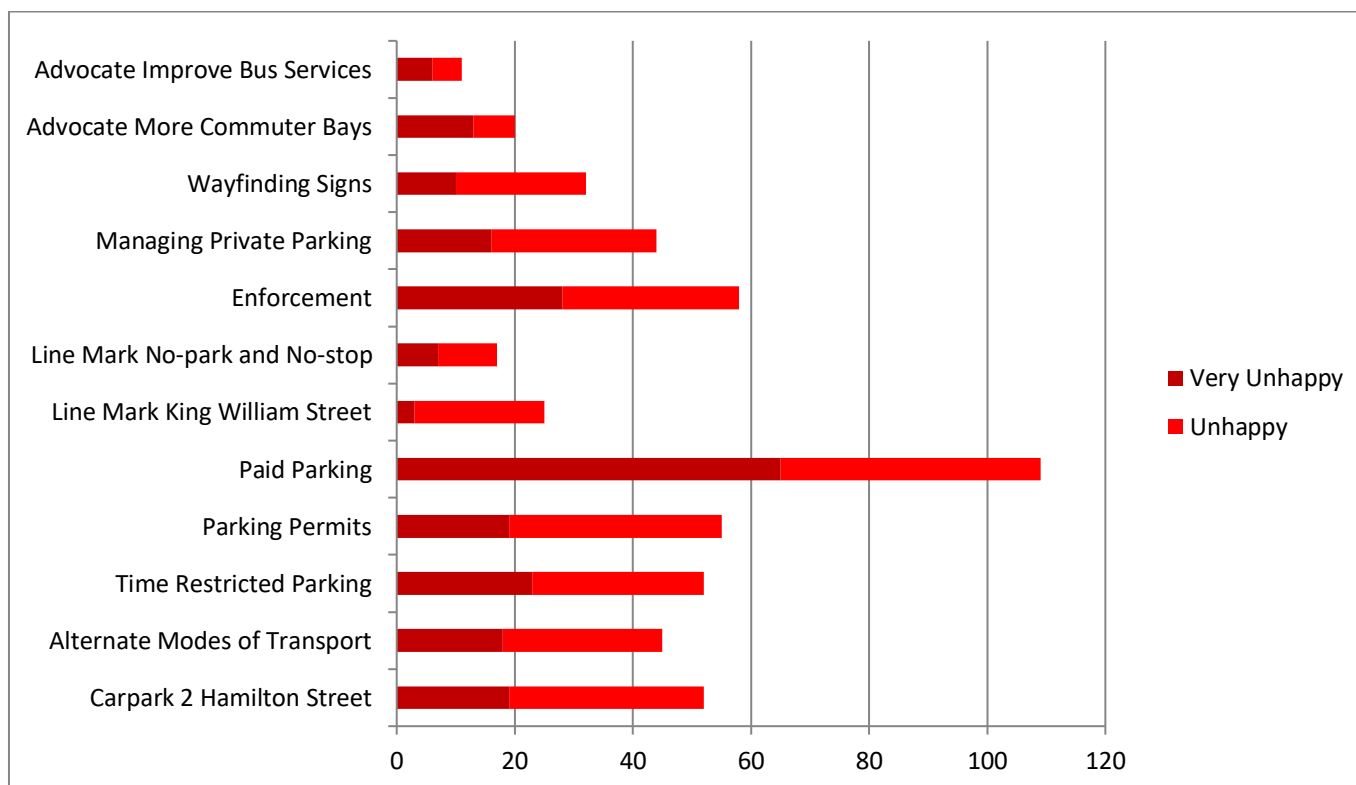
6.	Line marking parking bays on King William Street	 <table><tr><td>Green</td><td>64%</td></tr><tr><td>Yellow</td><td>23%</td></tr><tr><td>Red</td><td>13%</td></tr></table>	Green	64%	Yellow	23%	Red	13%	<ul style="list-style-type: none">• Great idea. (x16)• Simple idea, low risk - high reward. (x7)• Will stop cycle lanes from being provided. (x7)• Cannot see much benefit. (x5)
Green	64%								
Yellow	23%								
Red	13%								
7.	Line marking 'no stopping' and 'no parking' areas	 <table><tr><td>Green</td><td>64%</td></tr><tr><td>Yellow</td><td>27%</td></tr><tr><td>Red</td><td>9%</td></tr></table>	Green	64%	Yellow	27%	Red	9%	<ul style="list-style-type: none">• Less clutter, better amenity - better than more signs. (x9)• May help to clarify parking rules. (x7)• Good way of informing people. (x6)• Will not address the problem of providing more parking. (x4)• Unnecessary (x4)
Green	64%								
Yellow	27%								
Red	9%								
8.	Providing additional parking enforcement	 <table><tr><td>Green</td><td>35%</td></tr><tr><td>Yellow</td><td>35%</td></tr><tr><td>Red</td><td>30%</td></tr></table>	Green	35%	Yellow	35%	Red	30%	<ul style="list-style-type: none">• Will be good to stop illegal parking. (x12)• Will be badly received by the community. (x12)• Revenue raising. (x7)• Necessary to ensure turnover. (x7)• Bad idea if it discourages shoppers. (x4)• No problem, as long as time restrictions allow for enough to use local businesses. (x4)
Green	35%								
Yellow	35%								
Red	30%								
9.	The City managing private parking areas	 <table><tr><td>Green</td><td>34%</td></tr><tr><td>Yellow</td><td>43%</td></tr><tr><td>Red</td><td>23%</td></tr></table>	Green	34%	Yellow	43%	Red	23%	<ul style="list-style-type: none">• Extra bays not worth the cost of enforcement. (x6)• Not the City's role. (x6)• Could be a more efficient use of parking. (x5)• Passes costs caused by commuters onto ratepayers. (x5)
Green	34%								
Yellow	43%								
Red	23%								

10.	Installing signs that direct people to where car parking bays are provided	 <table><tr><td>Green</td><td>59%</td></tr><tr><td>Yellow</td><td>24%</td></tr><tr><td>Red</td><td>17%</td></tr></table>	Green	59%	Yellow	24%	Red	17%	<ul style="list-style-type: none">• There are already too many signs in the town centre impacting amenity. (x15)• Not enough large parking areas to warrant this signage. (x11)• Waste of time and money. (x9)• May save people driving around looking for parking. (x5)
Green	59%								
Yellow	24%								
Red	17%								
11.	Advocating to the State Government to provide more commuter parking at Bayswater Station as part of the upgrade	 <table><tr><td>Green</td><td>75%</td></tr><tr><td>Yellow</td><td>14%</td></tr><tr><td>Red</td><td>11%</td></tr></table>	Green	75%	Yellow	14%	Red	11%	<ul style="list-style-type: none">• More parking should be provided by METRONET. They should take responsibility and provide the same amount of parking as they remove. (x22)• Will discourage alternate modes of transport. (x9)• Removal of parking seems poorly thought out, how is this best practice? (x7)
Green	75%								
Yellow	14%								
Red	11%								
12.	Advocating to the State Government to improve bus services in Bayswater	 <table><tr><td>Green</td><td>67%</td></tr><tr><td>Yellow</td><td>27%</td></tr><tr><td>Red</td><td>6%</td></tr></table>	Green	67%	Yellow	27%	Red	6%	<ul style="list-style-type: none">• Good idea to reduce car dependence. (x10)• Unlikely to have any affect. Public Transport Authority only responds to patronage numbers. (x9)• Services need to be high frequency and the routes need to be well planned. (x8)
Green	67%								
Yellow	27%								
Red	6%								

The below graph indicates how many people were happy and very happy with each option.



The below graph indicates how many people were unhappy and very unhappy with each option.



3.2 Priorities

The community were also asked to prioritise each option, the rankings are provided in the table below.

Rank	Option
1	Advocating to the State Government to provide more commuter parking at Bayswater Station as part of the upgrade
2	Line marking parking bays on King William Street
3	Modifying time restricted parking
4	Advocating to the State Government to improve bus services in Bayswater
5	Encouraging alternate modes of transport, such as walking, cycling and catching public transport
6	Leasing and constructing a carpark at 2 Hamilton Street, Bayswater
7	Installing signs that direct people to where car parking bays are provided
8	Line marking 'no stopping' and 'no parking' areas
9	Considering requests for residential parking permits
10	Providing additional parking enforcement
11	The City managing private parking areas
12	Providing paid parking

3.3 Local Businesses

The City engaged with local businesses and they provided the following key comments.

- 10 minute parking on King William Street does not really benefit many businesses. Often it is too short a time to pop into a shop. Half an hour minimum would make more sense.
- Longer time restrictions of two to three hours would allow for customers to spend more time in the centre without rushing. They could visit multiple shops and have enough time to sit down for a coffee or lunch.
- The centre is too small for paid parking; it would deter people from visiting.
- Rangers are too harsh with fining people. This deters visitors from visiting the centre. The short time restrictions do not help.
- Reduce or remove parking restrictions in the evening as people are being fined when there is plenty of parking available.
- Parking signage can be very confusing and misleading.

3.4 Bayswater Community Centre and Bayswater Library Users

The City engaged with users of the Bayswater Community Centre and Bayswater Library and they provided the following key comments.

- Senior citizens programmes are held weekly at the Bayswater Community Centre and finding available parking can be difficult.
- It would be useful to change the time restrictions to five hour parking from 10am to 5pm, this would deter commuter parking and allow enough time for volunteers and users to park, as parking is generally needed from early in the morning to about 2pm.
- Parking will be an issue on Saturdays now that markets have been approved. Need to make sure the markets will not interfere with Saturday afternoon Bingo.
- Seniors tend to arrive well before the start of senior citizen's programmes as it provides a social outlet. So parking will need to be available at least an hour before the start of programmes.

3.5 Bayswater Primary School

The City engaged with the deputy Principal of the Bayswater Primary School, who provided the following key comments.

- Parking generally works well for parents and the school currently, there is always going to be parking congestion around key drop off and pick up times.
- Teachers have dedicated parking on the school grounds.
- Five hour parking would be adequate to deter commuters occupying bays in the area.

4 Short-Term Actions

With consideration to the Parking Inventory and Occupancy Survey, the outcomes of the community engagement and leading practice, the City will implement the following short-term parking management actions.

The following options have been identified for implementation prior to January 2020.

Rank	Option	Comment	Implement as part of the Parking Management Plan
1	Advocating to the State Government to provide more commuter parking at Bayswater Station as part of the upgrade	<ul style="list-style-type: none"> • Highest priority for the community. • 75% of the community was happy with this option. 	✓
2	Line marking parking bays on King William Street	<ul style="list-style-type: none"> • Second highest priority for the community. • A high 64% percentage of the community was happy with this option. • Inexpensive and quick to implement. • It will in effect create more parking in the town centre and more foot traffic for local businesses. • It may reduce parking on local residential roads. • Although line marking parking may impact the ability to line mark cycle lanes on King William Street, it is considered that the need for more on-street parking in the town centre is a priority. • It will act to slow and calm traffic on King William Street, which will improve the safety and amenity for pedestrians and cyclists. 	✓
3	Modifying time restricted parking	<ul style="list-style-type: none"> • A high priority for the community. • A reasonably high 47% of the community was happy with this option. • Relatively inexpensive and quick to implement. • Will deter commuters from parking in the town centre. • The recommended time restrictions have been developed through consultation with the local 	✓

		<p>community, local businesses, users of the Bayswater Community Centre and Bayswater Library and the Bayswater Primary School to better align with how visitors use the town centre.</p> <ul style="list-style-type: none"> No time restrictions are recommended in the evening when parking demand is low. Signage is to be simple, clear and easy to understand. Only a limited number of time restrictions are recommended. 	
4	Advocating to the State Government to improve bus services in Bayswater	<ul style="list-style-type: none"> High priority for the community. A very high 67% of the community was happy with this option. May help to reduce car dependence. 	✓
5	Encouraging alternate modes of transport, such as walking, cycling and catching public transport	<ul style="list-style-type: none"> A reasonably high priority for the community. A reasonably high 54% of the community was happy with this option. Not an option that can be implemented quickly or one that will have an immediate impact, however can be implemented and funded as part of ongoing projects. Although it will not provide more parking in the town centre, it may result in behaviour change by encouraging more people to walk, cycle or catch the bus to the town centre. 	✓
6	Leasing and constructing a carpark at 2 Hamilton Street, Bayswater	<ul style="list-style-type: none"> A reasonably high priority for the community. Only 40% of the community was happy with this option. While the parking could be provided on the site, it is an expensive option, estimated at \$120,000 for only an approximate 20 bay increase. While a cost recovery model could be employed, this would require paid parking to be introduced, which is unpopular with the community. There is also no guarantee that people would pay for parking, especially if there is free parking provided close by. 	To be further considered at a later time.
7	Installing signs that direct people to where car parking bays are provided	<ul style="list-style-type: none"> A low priority for the community. A reasonably high 59% of the community was happy with this option. There are not any large areas of parking to direct people to in the town centre. Already too many signs in the town centre impacting amenity. 	To be further considered at a later time.
8	Line marking 'no stopping' and 'no parking' areas	<ul style="list-style-type: none"> Although a high 64% of the community was happy with this option, it was a low priority. Although the City understands community feedback that the option will not address the problem of providing more parking, replacing 'no stopping' and 'no parking' signs with line marking is beneficial to reduce the amenity impact of having too many signs in the town centre and to better clarify where parking is not allowed. As the option was not a high priority for the City, it is not recommended to implement it as part of the Parking 	To be further considered at a later time.

		Management Plan. The City is replacing 'no stopping' and 'no parking' signs with line marking throughout the City as part of a separate medium to long-term project. The City could reprioritise Bayswater Town Centre as part of this project.	
9	Considering requests for residential parking permits	<ul style="list-style-type: none"> • A low priority for the community. • Only 34% of the community was happy with this option. • Requests for resident parking permits are currently considered on a case by case basis. • Based on the feedback from the community, it is considered that relaxing the criteria to make it easier to get a permit would be inappropriate. It is therefore recommended to continue to consider permits on a case by case basis and not modify this process as part of the Parking Management Plan. 	To be further considered at a later time.
10	Providing additional parking enforcement	<ul style="list-style-type: none"> • A low priority for the community. • Only 35% of the community was happy with this option. • It is considered that additional enforcement would be negatively received by the community and may impact local businesses. • It is considered that the recommended modified time restrictions will better align with how visitors use the town centre and therefore enforcement may be received by the community more favourably. • It is recommended to maintain the current level of enforcement. 	To be further considered at a later time.
11	The City managing private parking areas	<ul style="list-style-type: none"> • A low priority for the community. • Only 34% of the community was happy with this option. • The community felt that it is not the City's role to enforce private parking issues and that the limited amount of additional bays that could be used is not worth the additional cost of enforcement. • It is recommended to continue with existing level of service in this area. 	To be further considered at a later time.
12	Providing paid parking	<ul style="list-style-type: none"> • A low priority for the community. • Only 20% of the community was happy with this option. • It is considered that implementing paid parking may deter visitors from the town centre and impact local businesses. • It is considered that implementing paid parking may also be negatively received by the community and be viewed a revenue raising. 	To be further considered at a later time.

The options recommended for implementation are discussed below.

4.1 Advocating to the State Government

The upgrade of the Bayswater Train Station will result in the removal of approximately 180 commuter parking bays operated by Transperth, which will have ramifications for parking in the Bayswater Town Centre as commuters look to park elsewhere.

Although the State Government plans to replace the lost commuter bays with additional commuter bays at Ashfield and Meltham Train Stations, the most popular option during community engagement was for the

City to advocate to the State Government to provide more commuter parking at Bayswater Station as part of the upgrade.

During the upgrade, it is likely that construction works will impact vehicle access and parking, particularly in the areas close to the train station, such as Whatley Crescent. In order to reduce the impact on businesses, the State Government could investigate providing additional parking for visitors in key areas, at least on a temporary basis to coincide with the upgrade.

It is also proposed to advocate to the State Government to improve the existing bus network in Bayswater, including increasing current bus routes and frequencies and improving infrastructure.

The City will advocate to the State Government to provide more commuter parking at Bayswater Station as part of the upgrade and improve the existing bus network in Bayswater, including increasing current bus routes and frequencies and improving infrastructure.

4.2 Line Marking Bays on King William Street

Line marking unmarked parking bays on King William Street was a popular option during community engagement and was identified as a high priority action for implementation. Line marking will clarify where people can and cannot park, which at present is unknown and confusing to most people. Although no additional parking bays will be physically provided on King William Street, line marking bays will in effect formalise approximately 61 additional bays being easily identified by visitors in the town centre.

Providing on-street parking on King William Street will also help to calm traffic speeds by narrowing the perception of road widths. In addition, businesses will likely benefit from the additional foot traffic from people parking and walking along King William Street towards various destinations in the town centre.

Line marking is considered to be a very effective method for better managing parking and is inexpensive and quick to implement.

Line marking bays on King William Street will generally be undertaken in accordance with the plan detailed in **Attachment 1**. The exact locations and numbers of bays are subject to a survey and consultation with the landowners immediately adjacent to the new bays to ensure that matters such as access and rubbish collection are adequately managed.

4.3 Modifying Time Restricted Parking

Modifying and providing more areas of time restricted parking was viewed favourably with the community and businesses and as a high priority action for implementation. It is considered that revising time restrictions in the core of the town centre will better suit and prioritise the needs to businesses and visitors. On the periphery of the core predominantly five hour parking is proposed to deter commuter parking in the town centre.

It is considered appropriate to apply the following time restrictions:

- A 30 minute time restriction for bays close to the key shopping areas on Whatley Crescent and King William Street. The restriction will encourage effective parking turnover and enough time for visitors to quickly visit a shop. Community feedback suggested that shorter restrictions are often insufficient.
- A two hour parking restriction within a short walk of the key shopping areas on Whatley Crescent and King William Street. This will allow sufficient time to enable visitors to undertake town centre activities, including visiting multiple town centre shops, sitting down for a coffee or a meal or visiting the library or the hairdresser.
- A five hour parking restriction within a 10 to 15 minute walk of Bayswater Train Station to prioritise visitors to the town centre by allowing ample time to visit the local businesses in the town centre. It is

considered that the restriction will deter the majority of weekday train commuters as they will need more time to travel into the CBD or elsewhere for work and the like.

- Parking beyond the areas restricted to five hours will remain unrestricted. It is considered that the distance from Bayswater Train Station will discourage most commuters to park in these areas and they will make alternate travel arrangements. Unrestricted parking will still provide a parking option for some commuters and also employees of the local businesses in the town centre.

The time restrictions will only apply during weekdays between 8am and 5pm as these are the key times when parking will be impacted by commuters. Outside of these times, it is considered that time restrictions will detrimentally impact local businesses. An exception to this is on Olfe Street, between King William and Hamilton Street, an additional two hour time restriction on Saturday between 8am and 11am is considered necessary to ensure parking is made available for those accessing the Bayswater Community Centre and Bayswater Library.

It is considered that applying time restrictions to areas that are currently unrestricted will effectively increase the amount of available parking for visitors of the town centre, which is currently generally full of commuters during weekdays. For example, 60 car bays in the parking area on the corner of Coode Street and Railway Parade will be re-prioritised to visitors in the town centre as opposed to train commuters.

The display of the time restriction signs will be standardised to ensure they are easy and clear to understand. In addition the amount of different time restrictions will be limited so that the amount of time people have to park are clear and simple.

Similar to line marking, modifying and providing more areas of time restricted parking are considered to be an effective method for better managing parking, and is also relatively inexpensive and quick to implement.

Modifying time restrictions will be undertaken in accordance with the plan detailed in **Attachment 2**.

4.4 Encouraging Alternate Modes of Transport

The PTA is finalising a Station Access Strategy (SAS) for Bayswater Train Station. The SAS will include recommendations for improving access to the station from various modes of transport. The upgrade of Bayswater Station by the PTA will also include features to encourage alternate modes of transport. Some of the measures are expected to include:

Walking

- Creating a higher quality more pedestrian-orientated environment by upgrading footpaths and lighting and landscaping.
- Installing information and wayfinding signage.

Cycling

- Improving cycle paths and crossings.
- Providing cycle racks and cages at the station.
- Installing information and wayfinding signage.

Buses

- Providing new bus feeder services.
- Constructing a bus interchange within the Bayswater Station Precinct.
- Increasing bus frequencies.
- Installing bus information signs.

The PTA, Metropolitan Redevelopment Authority and City will work together to continue to implement these and other improvements to encouraging alternate modes of transport.

Although encouraging alternate modes of transport will not increase the amount of parking in the town centre, it may change people's travel behaviour by transitioning them from cars to other modes and therefore increasing the availability of parking in the town centre for those who need it most.

The City will continue to work with State Government agencies to implement improvements that will encourage alternate modes of transport.

5 Implementation

The implementation table below identifies the short-term actions that have selected to better manage parking in the Bayswater Town Centre, including the costs that are required for implementation.

Bayswater Town Centre Actions			
No.	Action	Estimated Cost	Estimated Timeframe
1.	Encourage alternate modes of transport.	Within existing staff resources.	Ongoing
2.	Line mark unmarked on-street parking bays on King William Street as shown in Attachment 1.	\$2,600 Cost includes line marking, staff costs to implement this action and traffic management.	Prior to January 2020
3.	Provide new time restricted parking as shown in Attachment 2.	\$21,000 Based on a cost of \$40 per sign plate only and \$200/sign pole and plate. Cost includes supply and install, staff costs to implement this action and traffic management.	Prior to January 2020
4.	Advocate to the State Government.	Within existing staff resources.	Prior to December 2019
5.	Issuing parking infringement warnings instead of fines and include a flyer that provides information on the alternative parking options within the town centre and at Ashfield and Meltham Stations	Within existing staff resources.	During the first two months of the new time restricted parking being implemented.
Total		\$23,600	

The costs in the above table are indicative only and will need to be further refined based on detailed design. The costs do not include ongoing maintenance.

6 Medium to Long-Term Actions

The actions in the Parking Management Plan will be implemented within the timeframes as detailed in this report.

During and/or following completion of the station upgrade, the City will monitor parking and/or undertake further parking occupancy surveys to see how the implementation of the short-term actions and the loss of designated commuter parking bays as part of the station upgrade have impacted parking in the town centre.

The monitoring and surveys may highlight the need for further actions to be implemented to better manage parking in the town centre.

Attachment 1 - Line Marking Plan for King William Street

Attachment 2 - Modified Time Restriction Plan

Town Centre Time Restrictions Plan



-  See Town Centre Core Insert
-  30P Mon-Fri 8am-5pm
-  2P Mon-Fri 8am-5pm
-  5P Mon-Fri 8am-5pm
-  5P Mon-Fri 10am-5pm and 2P Sat 8am-11am

Town Centre Core Insert

