



# MAYLANDS TOWN CENTRE CAR PARKING STRATEGY



APRIL 2018





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## 1 Introduction

### 1.1 Background

Maylands Town Centre is located within the City of Bayswater and is approximately four kilometres from the Perth Central Business District. It comprises approximately 395,000m<sup>2</sup> of land surrounding the Maylands train station.

The town centre is identified as a District Centre in the Western Australian Planning Commission's *Directions 2031 and Beyond* and as an Activity Centre in its *Draft Perth and Peel @3.5million* documents. District Centres provide for the daily and weekly needs of residents, with a focus on the needs of the specific catchment area (including jobs, services, facilities etc.).

Maylands Town Centre is characterised by its heritage and cultural diversity. With its proximity to public transport, the river, pedestrian, bicycle and road networks, Maylands affords a convenient and well connected urban lifestyle. The centre is focused around a traditional main street shopping precinct along Eighth Avenue, as well as along Whatley Crescent and Guildford Road.

In light of the need for more detailed planning in the Maylands Town Centre, Council endorsed the Maylands Activity Centre Urban Design Framework in December 2009, following widespread community engagement. The Urban Design Framework provides the strategic direction for new development within the centre. To implement the strategic vision of the Maylands Urban Design Framework, the City introduced the 'Maylands Activity Centre Zone' (gazetted in December 2011) to increase densities and a diverse range of appropriate land uses within the area, and implemented design guidelines to retain the area's character.

Part 2.4.4 of the Urban Design Framework addresses car parking and recommends the preparation of a parking strategy that explores opportunities for improvements to kerbside ('on street') parking and 'park and ride' facilities. It also enables collection of 'cash in lieu of car parking' contributions to fund the development of better facilities for both car parking and for alternative modes of transportation within the centre. This strategy has been developed in response to this recommendation.

The City of Bayswater is committed to the reduction of car dependency and increased walking, cycling and public transportation use. Complementing this strategy, the City seeks to implement a range of initiatives to support these alternative modes of transport and reduce pressure on car parking.

### 1.2 Objectives

The objectives of the Maylands Town Centre Car Parking Strategy are as follows:

- To identify existing car parking conditions and users;
- To identify car parking areas under pressure from high demand ('hot spots');
- To establish a range of actions to manage existing and future car parking demands within the town centre; and
- To support an integrated approach to transport and parking management within the town centre which balances provision for cars with the requirements of other modes of transport.

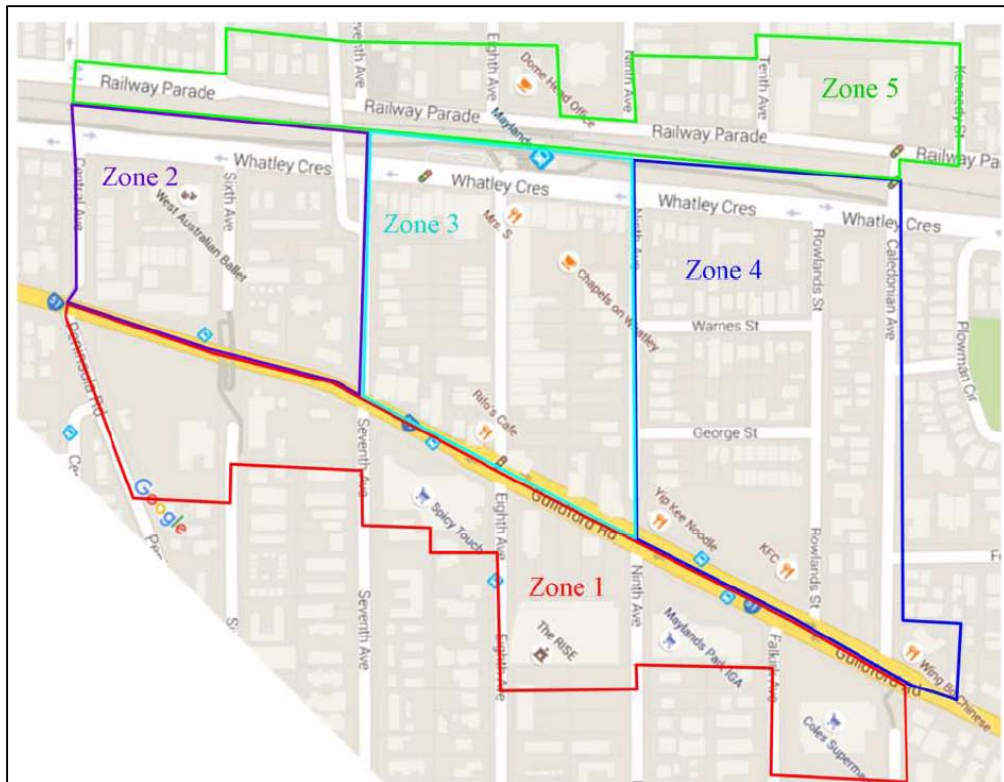
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## 1.3 Strategy Area

The strategy area is shown in Figure 1 and has been divided into five zones as indicated. The five zones are as follows:

- Zone 1: Guildford Road Area
- Zone 2: Central Avenue Area
- Zone 3: Eighth Avenue Area
- Zone 4: Rowlands Street Area
- Zone 5: Railway Parade Area



**FIGURE 1 - STRATEGY AREA**

As with most traditional main street shopping precincts, a range of car parking areas exist within Maylands Town Centre, comprising on street and off street car parking. Parking within the strategy area has a range of differing time restrictions (dependent on the location of car bays), as well as unrestricted parking and user specific parking (including ACROD parking).



## 2 General Findings and Recommendations

### 2.1 Existing Car Parking Conditions

In February 2016, the City commissioned Donald Veal Consultants (DVC) to conduct a parking inventory and occupancy survey of the Maylands Town Centre. The intent of the survey was to understand the existing car parking conditions within the town centre prior to planning for any improvements. The surveys were conducted over two days: Saturday 13 February 2016 and Tuesday 16 February 2016. A weekday peak of Tuesday was selected, as a number of cafes and restaurants are closed on Mondays, and a Saturday during which a function at The RISE was held was selected to capture this data. The surveys were also undertaken outside of school holidays during the peak usage time of the year.

The objective of the survey was to establish the usage of both public and privately owned public bays with the survey area. In particular, the study investigated:

- Inventory of all publicly available parking both on and off street;
- Daily parking demand profile during weekday and weekend business hours; and
- Daily parking utilisation rates during weekday and weekend business hours.

The survey considered the following car parking areas:

- Car parks with marked bays;
- Car parks without marked bays;
- On street parking with marked bays;
- On street parking without marked bays; and
- Verges (the area between the kerb and the property boundary).

Vehicles parked at private residences were not surveyed, including carparks for residents at apartment blocks, vehicles parked in garages, and vehicles on driveways past the letterbox. Where a vehicle was parked on the driveway between the road and letterbox, the vehicle was recorded as this was not on private residential property. Carparks which were gated and signposted as private were also not surveyed.

The surveys covered the area identified in Figure 1 (Strategy Area) above.

#### 2.1.1 Car Parking Survey Results

The entire survey area has approximately 1,836 parking bays. These have been categorized into five types as shown in Table 1. This table also shows the number of vehicles parked within each of the five subcategories per 'beat' (survey period) for both survey days. 'Beat 2' on Tuesday 16 February 2016 had the most vehicles parked within the survey area, recording 793 vehicles or 43% occupancy rate.

# MAYLANDS TOWN CENTRE CAR PARKING STRATEGY



**Table 1: Car Parking Bay Inventory and Occupancy – All Zones**

Type of Bay	No. Bays	Saturday 13 Feb. 2016				Tuesday 16 Feb. 2016			Max Occupancy
		Beat 1 09:00	Beat 2 12:00	Beat 3 15:00	Beat 4 17:00	Beat 1 09:00	Beat 2 12:00	Beat 3 15:00	
Car parks - Marked	927	301	393	346	296	358	440	448	42%
Car parks - Unmarked	146	17	13	13	13	55	67	60	12%
On Street - Marked	228	142	124	127	110	115	128	112	62%
On Street - Unmarked	331	88	96	97	69	63	76	67	29%
Verge	204	42	44	39	56	85	82	71	27%
<b>Total</b>	<b>1836</b>	<b>590</b>	<b>670</b>	<b>622</b>	<b>544</b>	<b>661</b>	<b>793</b>	<b>758</b>	<b>36%</b>
<b>% Occupied</b>		<b>32%</b>	<b>36%</b>	<b>34%</b>	<b>30%</b>	<b>36%</b>	<b>43%</b>	<b>41%</b>	
<b>Empty Bays</b>		<b>1246</b>	<b>1166</b>	<b>1214</b>	<b>1292</b>	<b>1175</b>	<b>1043</b>	<b>1078</b>	

For the entire Strategy Area, parking demand ranges between 30% and 43% of available parking during what was anticipated to be peak demand times. This suggests that overall, parking in the area is not particularly stressed and drivers can find a parking bay without much difficulty. The survey clearly shows that marked bays are more likely to be used than unmarked bays, whether they are within an off street car park or located on the street. In car parks, approximately 42% of marked car bays were occupied at the peak demand times, compared with only 12% of unmarked bays. In the case of on street parking, approximately 62% of marked bays were occupied at the peak, compared with only 29% of unmarked bays.



## 2.2 General Parking Recommendations - City Managed Car Parking Bays

The following recommendations apply to all five zones within the Strategy Area (Figure 1).

<b>MAYLANDS TOWN CENTRE CAR PARKING STRATEGY RECOMMENDATIONS - ALL ZONES</b>		
<b>Recommendation</b>	<b>Timeframe</b>	<b>Comment</b>
1. Take a consistent approach to time restrictions for on street parking.	Short term (Years 1-2)	<p>For on street parking bays, the following parking periods are recommended:</p> <ul style="list-style-type: none"> <li>• Within approximately 150m of train station - two and three hours on streets and in City-managed car parks, with a number of 15 minute bays to allow for short term users;</li> <li>• Within approximately 250m of the train station - three hours on streets and in City-managed car parks; and</li> <li>• Within approximately 400m of the train station – four hours on streets and in City-managed car parks.</li> </ul> <p>In specific 'hot spot' (potential problem) areas, this may be altered.</p> <p>Time restrictions are recommended to only apply between 8am and 5pm Monday to Friday.</p>
2. Mark unmarked parking bays.	Short term (Years 1-2)	Unmarked parking bays need to be marked, initially in car parking 'hot spots' and then throughout the town centre, to highlight available parking which is currently unclear.
3. Review the City's Town Planning Scheme No.24 and relevant policies to enable cash-in-lieu of parking funds to be collected more reasonably and utilised more broadly.	Short term (Years 1-2)	The City's Town Planning Scheme No.24 and the City's Cash in Lieu of Car Parking Policy require amending to provide concessions relating to support for sustainable modes of transportation and further clarification of use of these funds for these modes (i.e. walking, cycling and public transport use).
4. Mark unmarked parking areas within clearway zones to clarify that these can be used for parking outside of clearway times at morning and afternoon peak periods.	Short term (Years 1-2)	Clearway areas can be used for on street parking outside of peak times. To encourage this use, parking will be formalised in clearway areas through marking of car parking bays so that drivers know they can park in these areas at these times.
5. Introduce wayfinding signage.	Short term (Years 1-2)	Wayfinding signs and directories can efficiently guide people to car parking areas around the town centre. This needs to be predictable and consistent.





<b>MAYLANDS TOWN CENTRE CAR PARKING STRATEGY RECOMMENDATIONS - ALL ZONES</b>		
		(See 2.3).
6. Remove 'No standing' or 'No parking' signage and replace with a solid line parallel to the kerb.	Short term (Years 1-2)	This signage can be replaced with a solid line close to the kerb. Removing these signs will reduce street clutter and improve the streetscape.
7. Encourage private car parking arrangements.	Medium term (Years 2 - 5)	The City can enter into car parking arrangements with owners of private car parking bays. This enables the City's Rangers to enforce parking restrictions within these areas, where otherwise parking restrictions cannot be effectively managed. (See 2.4).
8. Develop standard signage in private car parks.	Medium term (Years 2 - 5)	Make the conditions for use of these bays easier to understand, so that there is better uptake of all available parking (public and private) within the town centre (See 2.4).
9. Upgrade signage.	Ongoing	Current signage is dated, damaged and inconsistently spaced, resulting in car parking restrictions being unclear.
10. Provide infrastructure to support greater use of sustainable modes of transport.	Ongoing	Upgrade pedestrian, cyclist and public transport networks and infrastructure to improve pedestrian, cyclist and public transport user safety and amenity (see 2.5).
11. Improve enforcement of time limits in parking bays.	Ongoing	Time limits on all parking bays managed by the City will be more closely enforced and in a targeted manner. This recommendation is intended to commence in the short term, and be continued as required and feasible.
12. Investigate opportunities to utilise technologies such as sensors and apps.	Ongoing	Sensors and apps can assist the City in better monitoring demand and use of parking areas in the town centre, and can improve the experience of drivers parking in the area.

In addition to these general recommendations, specific recommendations are detailed for each zone in the relevant sections of this strategy.

## 2.3 Wayfinding Signage

Wayfinding is a system of signs and directories that can efficiently guide people to car parking areas around the town centre.

There is a significant lack of signage directing vehicles to parking facilities within the town centre. Existing signage does not indicate where off street parking is located, the number of bays available



or the type of parking available (short or long term). The lack of wayfinding signage may result in congestion in certain areas while parking is available nearby.

Maylands Town Centre needs a consistent approach to wayfinding signage to guide drivers to all car parks. A coherent wayfinding system is a cost-effective means of reducing searching time for bays and unnecessary circulation of cars. Predictable, consistent and authoritative public information builds confidence in the information provided.

## 2.4 Management of Private Car Parks

There are a number of privately owned car parks within the town centre which service specific businesses. As they are on private property, and where there is no parking agreement established between the land owner and the City of Bayswater, the City's Rangers have no power to enforce parking restrictions.

Private parking areas within the town centre can cause significant confusion where signage is poor. As patrons are frequently unsure whether they are permitted to use private parking areas, this can create a perception of a lack of parking and may result in an underutilisation of available car parking bays within the town centre. Visitors may also be using parking bays that businesses need for their own staff or customers.

There is potential for the City to enter into private car parking arrangements with owners of private car parking bays. This enables the City's Rangers to enforce parking restrictions within these areas. Additionally, there is potential for a more consistent approach to private car park signage so that it includes the business name, parking time limit and the hours during which this time limit applies (e.g. 8am-5pm), with the bays being available for public use outside of these times. Signage could be similar to that shown in Figure 2.



**FIGURE 2 - EXAMPLE OF PRIVATE PARKING AREA SIGN**

## 2.5 Alternative Modes of Transport

Wherever possible, access and infrastructure for pedestrians, cyclists and public transport users should be prioritised within the Maylands Town Centre. As well as health and economic benefits



related to these modes of transport, prioritising these will help reduce demand for car parking within the centre.

Increased uptake of alternative modes of transport can be encouraged through upgrades to pedestrian, cyclist and public transport networks. Required upgrades involve:

- Reduced vehicle speeds along main thoroughfares within the town centre to improve pedestrian and cyclist safety;
- Pedestrian priority crossovers;
- Increased lighting for pedestrian, cyclist and public transport user safety;
- Increased shade through tree planting designed to provide a continuous canopy along pedestrian routes;
- Improved footpaths - well constructed, maintained and connected;
- Bicycle parking at convenient locations; and
- End of trip facilities in new developments.

A number of locations for bicycle parking have been identified for the core of the Maylands shopping precinct around Eighth Avenue, Whatley Crescent and Railway Parade, and bicycle rails will be installed in these locations in the short term. Over the longer term, more bicycle parking infrastructure will be required beyond this core area.

End of trip facilities are also required for cyclists accessing developments within the town centre, and a review of the City's Town Planning Scheme No. 24 and Cash in Lieu of Car Parking Policy can enable parking concessions to be provided for developments providing bicycle parking and end of trip facilities.

## 2.6 Cash In Lieu of Car Parking

### Collection

The City of Bayswater currently collects cash in lieu of car parking bays for the Maylands Town Centre. Through the City's Cash in Lieu of Car Parking Policy, cash can be collected for non-residential developments which have a shortfall of required parking at the development approval stage.

Currently, requirements for cash in lieu of car parking are considered to be inconsistently applied and the amount of funding available is reasonably low. This is partially due to the practice of adjusting (primarily through discounting) the cash in lieu fee requirement for different projects without guidelines to govern such adjustments. It is recommended that cash in lieu requirements be consistently applied and that the fee be based on a formula which takes into account the land value for each commercial centre set by the City every two years and the cost of construction.

Additionally, it is acknowledged that the fee could be waived or discounted in certain situations to encourage favourable outcomes such as supporting sustainable modes of transportation, supporting small businesses, and the adaptive reuse of older buildings. It is recommended that these policy settings be reviewed and adjusted to support the objectives of the Maylands Activity Centre Urban Design Framework.



## **Expenditure**

Cash in lieu of parking should be collected to fund the provision of both public parking bays and transport infrastructure more generally (including infrastructure for cyclists, pedestrians and public transport uses and users). It is recommended that the City amend part 8.4.6 of Town Planning Scheme No. 24 and the associated Cash in Lieu of Car Parking Policy in order to provide further guidance on the use of this revenue. Public parking bays built with this revenue allow shared use between different sites with peak parking demands at different times of day, and subsequently fewer bays are needed to meet combined peak parking demands.

As such the following actions are recommended:

- The City should amend part 8.4.6 of Town Planning Scheme No. 24 in order to provide further guidance on the expenditure of cash in lieu funds and to allow the City to finance the construction of sustainable/active transport infrastructure for cyclists, pedestrians and public transport users;
- The City's Cash in Lieu of Car Parking Policy should be amended to reflect the changes to the Scheme;
- Given the general proliferation/availability of car parking in town centres and the continued existence of minimum requirements in the Scheme, the policy should prioritise the expenditure of cash in lieu funds on upgrades that are related to active/alternative transport modes; and
- A list of such upgrades (including streetscape upgrades) should be developed and incorporated into the policy to guide expenditure of cash in lieu of car parking monies.



## 3 Implementation of Parking Measures

### 3.1 Paid Parking

Paid parking is considered appropriate in areas which experience significant congestion during peak periods. Best practice is to implement paid parking when occupancy levels are continuously at 85% during peak periods. Currently, occupancy levels are not this high within the Maylands Town Centre.

Paid parking is intended to reduce the number of vehicles cruising for on street parking, increase turnover in the most convenient bays, encourage the use of less convenient parking bays for long term parking, and help reduce vehicle traffic. It can also contribute to a mode shift, with people more likely to walk, cycle or catch public transport to avoid paying for parking.

Paid parking is often perceived to have an impact on local businesses and the vitality of the area. Research suggests that visitors are willing to pay for parking where there are unique businesses and a high level of amenity. There is potential for the additional revenue generated through paid parking to be used within town centres to improve their amenity.

### 3.2 Shared Parking

Shared parking involves parking bays being shared by more than one user (e.g. by more than one business). Shared parking takes advantage of different land uses having different peak usage times. It enables existing parking bays to be used more efficiently and reduces the need to construct new bays.

One opportunity for shared parking in the Maylands Town Centre may be use of loading bays outside of loading times. Currently loading bays within the town centre are time limited, however it is not clear to patrons whether these bays can be used for parking outside of these times, resulting in an underutilised potential parking bays. There is an opportunity to clearly sign these bays so they can be used for parking outside of loading times.

Another opportunity may be the use of clearway zones along Whatley Crescent. Clearway zones are limited to peak hours (7:30am - 9:00am and 4:30pm - 6:00pm) in one direction. In front of the shops along Whatley Crescent, parking is permitted within the clearway zone outside of the peak period. There is potential for parking permitted on the rail station side of Whatley Crescent and along the portion of Whatley Crescent west of the Eighth Avenue traffic lights to be line marked to encourage more parking here outside of peak times. The necessity for clearway zones at individual locations in the town centre also requires reviewing, and where clearway zones are not necessary, these can be removed for additional parking at all hours.

There is also potential for businesses and owners of residential buildings to enter into reciprocal parking arrangements, where employees are able to use residential parking during the day when residents are not at home, and residents can use business parking bays for visitors or extra vehicles outside of business hours.

### 3.3 Residential Parking Permits

Currently, there are no residential parking permits within the Maylands Town Centre. As parking demand grows, the City may need to introduce these. Generally, residential parking permits exempt



vehicles from time restrictions within a nominated area and remove the need for residents to pay for parking within a nominated area.

The City's Rangers would need to investigate the enforcement and administrative impact of issuing residential parking permits, as currently there is limited capacity to provide adequate staffing for this.

## 3.4 Time Restricted Parking

A consistent approach to time restricted parking can ensure visitors understand how long they can park in an area.

It is recommended that where on street parking is permitted, it be time restricted as follows:

- Within approximately 150m of the train station - two and three hours on streets and in City-managed car parks, with a number of 15 minute bays to allow for short term users;
- Within approximately 150m - 250m of the centre of the train station - three hours on streets and in City-managed car parks; and
- Within approximately 250m - 400m of the centre of the train station – four hours on streets and in City-managed car parks.

In specific 'hot spot' (potential problem) areas, this may be altered.

It is expected that these time restrictions will increase turnover in the high demand areas and will reduce the volume and impact of commuter parking on surrounding residential streets. It is also considered that by extending some timed parking restrictions outside the Maylands Town Centre, it will reduce the impact of 'flow on' parking on to surrounding residential streets.

Figure 3 below identifies areas where the proposed time restrictions would apply. This is indicative only as it excludes details such as areas where 'no parking' applies, and other specific recommendations within the strategy.

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**FIGURE 3 - PROPOSED TIME PARKING RESTRICTIONS**



## 4 Zone 1 - Guildford Road Area

Zone 1 is the area south of Guildford Road between Peninsula Road and Caledonian Avenue, as shown in Figure 4 below. The area includes Coles Maylands, the Maylands Park Shopping Centre, The RISE and the shopping precinct at 168 Guildford Road. The area is primarily used by visitors to the shops and The RISE, as well as by some long term parking users and commuters.

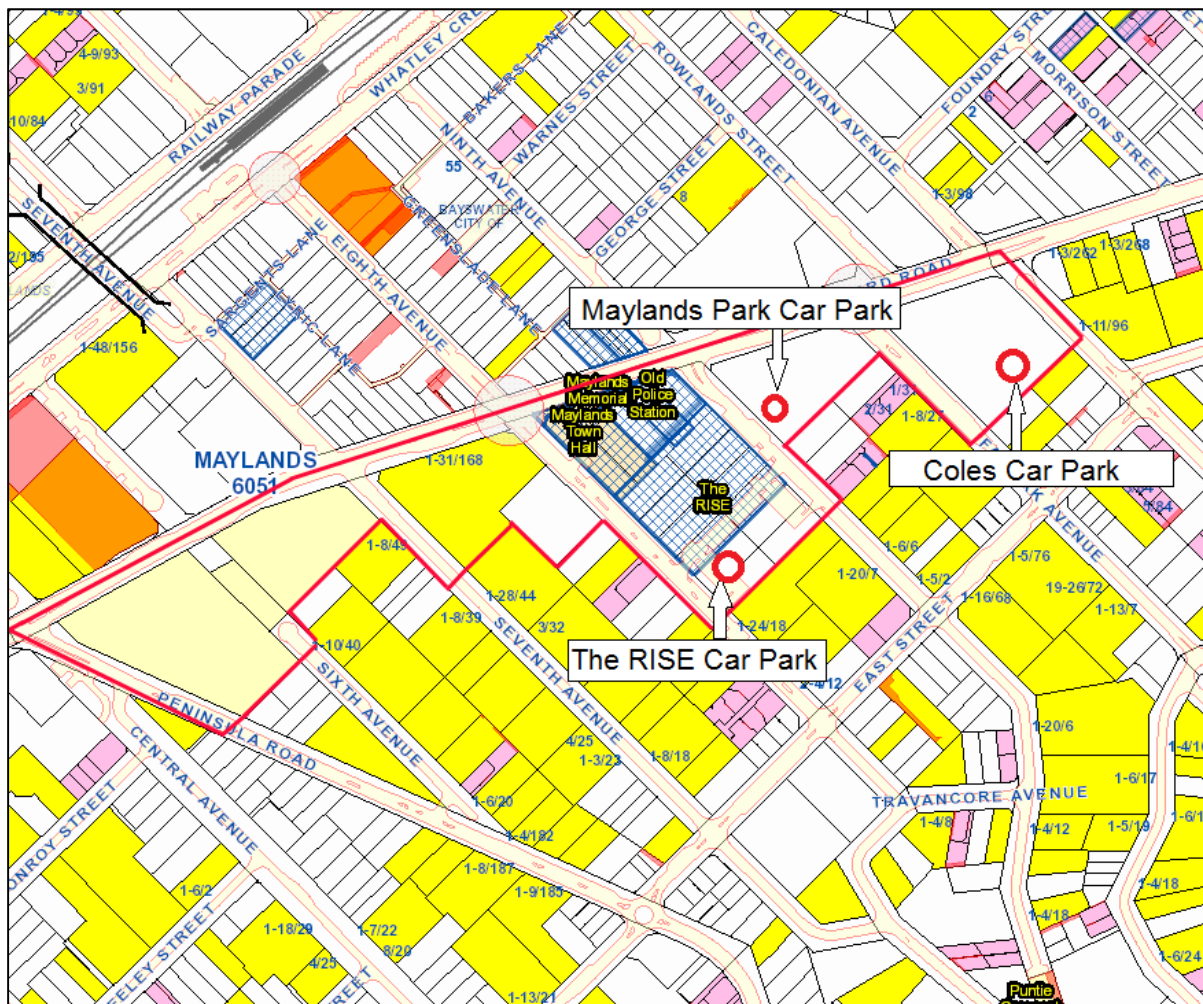


FIGURE 4 - ZONE 1 PRECINCT BOUNDARY

### 4.1 Existing Car Parking Conditions

Zone 1 contains approximately 593 parking bays, consisting of 472 marked off street bays, five unmarked off street bays, 54 marked on street bays, 44 unmarked on street bays and 18 verge bays. The survey for this zone included the Coles and Maylands Park car bays, even though they are private car parks, to get a better understanding of the issues in the area.

The 101 car bays at the Maylands Park Shopping Centre are subject to a parking agreement with the City of Bayswater. Under this agreement, the majority of the bays are time limited to one hour (with some 30 minute parking) and are for the exclusive use of Maylands Park patrons, tenants and staff.



# MAYLANDS TOWN CENTRE CAR PARKING STRATEGY



The RISE is a significant attractor in this zone, as it can hold events for up to 400 people and for up to 1,000 people when there is more than one event on. Events held at The RISE can cause parking issues in the surrounding area.

The results of the town centre car parking surveys for Zone 1 are included in Table 2 below.

**Table 2: Zone 1 - Car Parking Inventory and Occupancy**

Type of Bay	No. Bays	Saturday 13 Feb. 2016				Tuesday 16 Feb. 2016		
		Beat 1 09:00	Beat 2 12:00	Beat 3 15:00	Beat 4 17:00	Beat 1 09:00	Beat 2 12:00	Beat 3 15:00
Car parks - Marked	472	163	233	192	178	154	203	245
Car parks - Unmarked	5	1	0	1	2	0	1	2
On Street - Marked	54	30	24	24	26	21	28	22
On Street - Unmarked	44	12	16	13	15	9	14	15
Verge	18	0	0	0	8	2	1	0
<b>Total</b>	<b>593</b>	<b>206</b>	<b>273</b>	<b>230</b>	<b>223</b>	<b>186</b>	<b>247</b>	<b>284</b>
<b>% Occupied</b>		<b>35%</b>	<b>46%</b>	<b>39%</b>	<b>39%</b>	<b>31%</b>	<b>42%</b>	<b>48%</b>
<b>Empty Bays</b>		<b>387</b>	<b>320</b>	<b>363</b>	<b>364</b>	<b>407</b>	<b>346</b>	<b>309</b>

The surveys identified that overall, there is sufficient parking within Zone 1. The peak period for parking within the zone was at 3:00pm on the Tuesday, when the occupancy was around 48%. Parking was relatively stable throughout the day, with occupancy ranging from 31% (9:00am Tuesday) to 48%. Between 77% and 87% of vehicles parked in the area stayed for less than three hours, indicating that the majority of car park users in Zone 1 are short term visitors. However, during the Tuesday surveys, approximately 14% of cars were observed to stay for the whole day, indicating that there is also some long term parking occurring.

The surveys suggested that the Maylands Park car park and The RISE car park were potential problem areas, as they reached a maximum capacity of 63% at 5:00pm on the Saturday and 77% at 9:00am on the Saturday respectively. The surveys were timed to cover a large event at The RISE, in order to understand the impact of events at the venue on the surrounding area.

The surveys reinforced the existing perception of The RISE as a parking 'hotspot'. Table 3 below outlines the survey results for The RISE car park only.

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**Table 3: Zone 1 The RISE - Car Parking Inventory and Occupancy**

Type of Bay	No. Bays	Saturday 13 Feb. 2016				Tuesday 16 Feb. 2016		
		Beat 1 09:00	Beat 2 12:00	Beat 3 15:00	Beat 4 17:00	Beat 1 09:00	Beat 2 12:00	Beat 3 15:00
Ground Level	78	60	50	39	38	27	38	29
Undercover	52	14	22	21	21	20	27	21
<b>Total</b>	<b>130</b>	<b>74</b>	<b>72</b>	<b>60</b>	<b>59</b>	<b>47</b>	<b>65</b>	<b>50</b>
Ground Level	78	77%	64%	50%	49%	35%	49%	37%
Undercover	52	27%	42%	40%	40%	38%	52%	40%
<b>% Occupied</b>		<b>57%</b>	<b>55%</b>	<b>46%</b>	<b>45%</b>	<b>36%</b>	<b>50%</b>	<b>38%</b>
<b>Empty Bays</b>		<b>56</b>	<b>58</b>	<b>70</b>	<b>71</b>	<b>83</b>	<b>65</b>	<b>80</b>

## 4.2 Key Findings / Issues

The following key issues were identified in Zone 1:

- There are a number of unmarked on street bays, which are underutilised as visitors do not know they can park there.
- Commuters and long term parking users are parking at The RISE, reducing the amount of parking available for users of The RISE.
- Patrons of The RISE are parking at the Maylands Park shopping centre, reducing the amount of parking available for Maylands Park patrons.



## 4.3 Parking Recommendations

<b>MAYLANDS TOWN CENTRE CAR PARKING STRATEGY RECOMMENDATIONS - ZONE 1</b>		
<b>Recommendation</b>	<b>Timeframe</b>	<b>Comment</b>
1. Improve signage to existing off street public parking (Maylands Hall).	Short term (Years 1-2)	There are four bays which are underutilised as most visitors are unaware they are available.
2. Implement an events parking permit for attendees of events over four hours.	Short term (Years 1-2)	The permit would enable attendees of events over four hours' duration to park at The RISE car park without risk of a fine.
3. Investigate whether the basement car park of 168 Guildford Road could be available for public parking.	Short term (Years 1-2)	Much of the basement car park of 168 Guildford Road is unused. The City may be able to facilitate the owners of the property to make this area available for public parking.
4. Upgrade signage along Ninth Avenue to indicate that on street parking is permitted.	Short term (Years 1-2)	Parking on Ninth Avenue is currently underutilised as there is no signage in this area indicating that on street parking is permitted. The signage would make this permission clear and encourage parking there.
5. Line mark bays along The RISE side of Ninth Avenue.	Medium term (Years 2 - 5)	Line mark the stretch of verge (approximately 30m) adjoining the existing car park at The RISE. Between four and eight bays may be introduced here (depending on whether the bays are parallel or angled). Upon their construction, it is recommended that these bays be time limited in accordance with other parking at The RISE.
6. Introduce paid / ticketed parking for users of The RISE.	Medium term (Years 2 - 5)	Paid parking could be implemented where the first two or three hours are free. This would enable regular users to not pay but would require others using the area to pay. This would require event permits as detailed above.



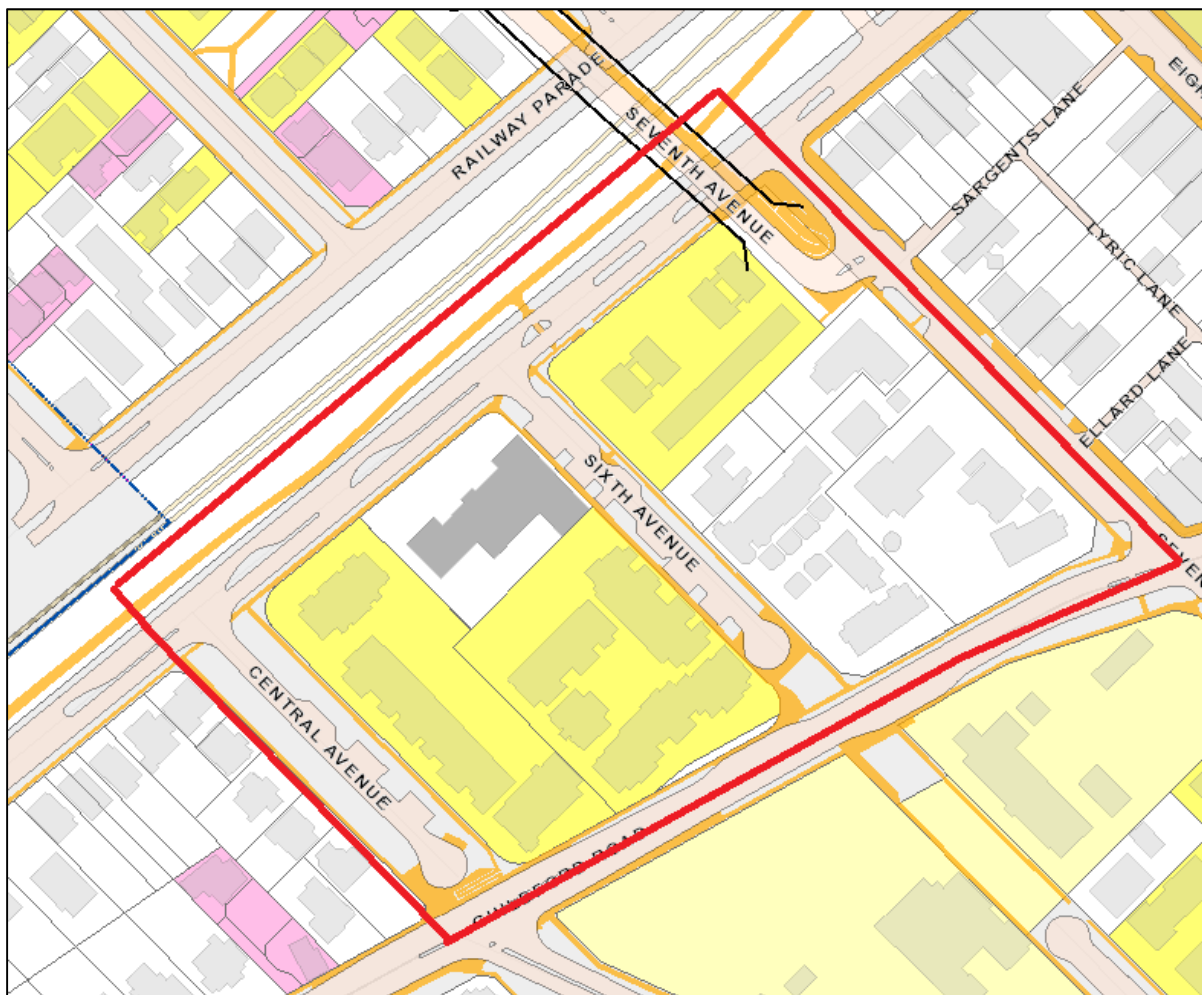
## MAYLANDS TOWN CENTRE CAR PARKING STRATEGY RECOMMENDATIONS - ZONE 1

<p>7. Investigate a decked parking structure over the existing parking at The RISE.</p>	<p>Long term (Years 5-10)</p>	<p>Currently there are 78 car bays in the outer section of The RISE. By constructing a parking deck above the existing parking area it would increase the number of available bays by approximately 65 (subject to design). In 2017, the cost of decked parking is estimated at \$30,000 per bay. The estimated cost for an increase of 65 car bays is \$1.95m.</p> <p>Possible impacts on increased anti-social behaviour, reduction of light to the open space central to the car parking area, and minimisation of tree loss require consideration.</p>
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## 5 Zone 2 - Central Avenue Area

Zone 2 is the area surrounding Central Avenue and Sixth Avenue. The area includes the West Australian Ballet and significant residential apartment complexes. The area is primarily used by residents, West Australian Ballet staff and visitors to that facility, some commuters, and parents and carers dropping off / picking up children off at the Kids Open Learning School on Seventh Avenue.



**FIGURE 5 - ZONE 2 PRECINCT BOUNDARY**

### 5.1 Existing Car Parking Conditions

The area contains a total of approximately 166 car parking bays. This consists of 46 off street bays, 65 marked on street bays, 23 unmarked on street bays, and 32 verge bays, as indicated in Table 4 below. Of the 166 car parking bays, only two are limited to one hour parking. On Central Avenue, parking is limited to the on street marked bays, with the rest of the street as a "no parking on the street or verge" zone.

The results of the town centre car parking surveys for Zone 2 are included in Table 4.



**Table 4: Zone 2 - Car Parking Inventory and Occupancy**

Type of Bay	No. Bays	Saturday 13 Feb. 2016				Tuesday 16 Feb. 2016		
		Beat 1 09:00	Beat 2 12:00	Beat 3 15:00	Beat 4 17:00	Beat 1 09:00	Beat 2 12:00	Beat 3 15:00
Car parks - Marked	46	16	6	9	8	30	25	20
Car parks - Unmarked	0	0	0	0	0	0	0	0
On Street - Marked	65	36	32	34	40	35	39	40
On Street - Unmarked	23	7	6	5	5	4	3	3
Verge	32	4	6	8	9	13	13	17
<b>Total</b>	<b>166</b>	<b>63</b>	<b>50</b>	<b>56</b>	<b>62</b>	<b>82</b>	<b>80</b>	<b>80</b>
<b>% Occupied</b>		<b>38%</b>	<b>30%</b>	<b>34%</b>	<b>37%</b>	<b>49%</b>	<b>48%</b>	<b>48%</b>
<b>Empty Bays</b>		<b>103</b>	<b>116</b>	<b>110</b>	<b>104</b>	<b>84</b>	<b>86</b>	<b>86</b>

Residential complexes and gated church car parks were not included in the surveys as these were unavailable for public use.

The surveys identified that overall there is sufficient supply of parking in Zone 2. The peak time of occupancy was around 9:00am on the Tuesday, where occupancy was around 50%. Parking in Zone 2 was fairly stable throughout the day, with occupancy ranging from 30% (at around 12:00pm on the Saturday) to 49% (at 9:00am on the Tuesday). Approximately 50% of vehicles parked in the area stayed for less than three hours, indicating that the majority of visitors in Zone 2 are short term.

The surveys indicated that the West Australian Ballet car parking area was a 'hot spot,' as it reached over 65% capacity during the surveys. Peak occupancy was recorded at approximately 9:00am during the Tuesday survey, when the car park was 77% full. The West Australian Ballet does not have any significant private car parking areas.

## 5.2 Key Findings / Issues

Existing car parking restrictions are inconsistent and hard to understand. Inconsistencies include:

- Some places refer to 'no parking on verge or road' while others refer to 'no parking on verge' or 'no parking on road'. This lack of consistency confuses drivers regarding where they are permitted to park.
- Two bays along Sixth Avenue are restricted to one hour parking, while there is no time limit on the remaining bays on the street.
- The loading bays are currently not time limited, so they can be used for loading 24 hours a day. This removes the possibility of these being used outside of peak periods by other users.



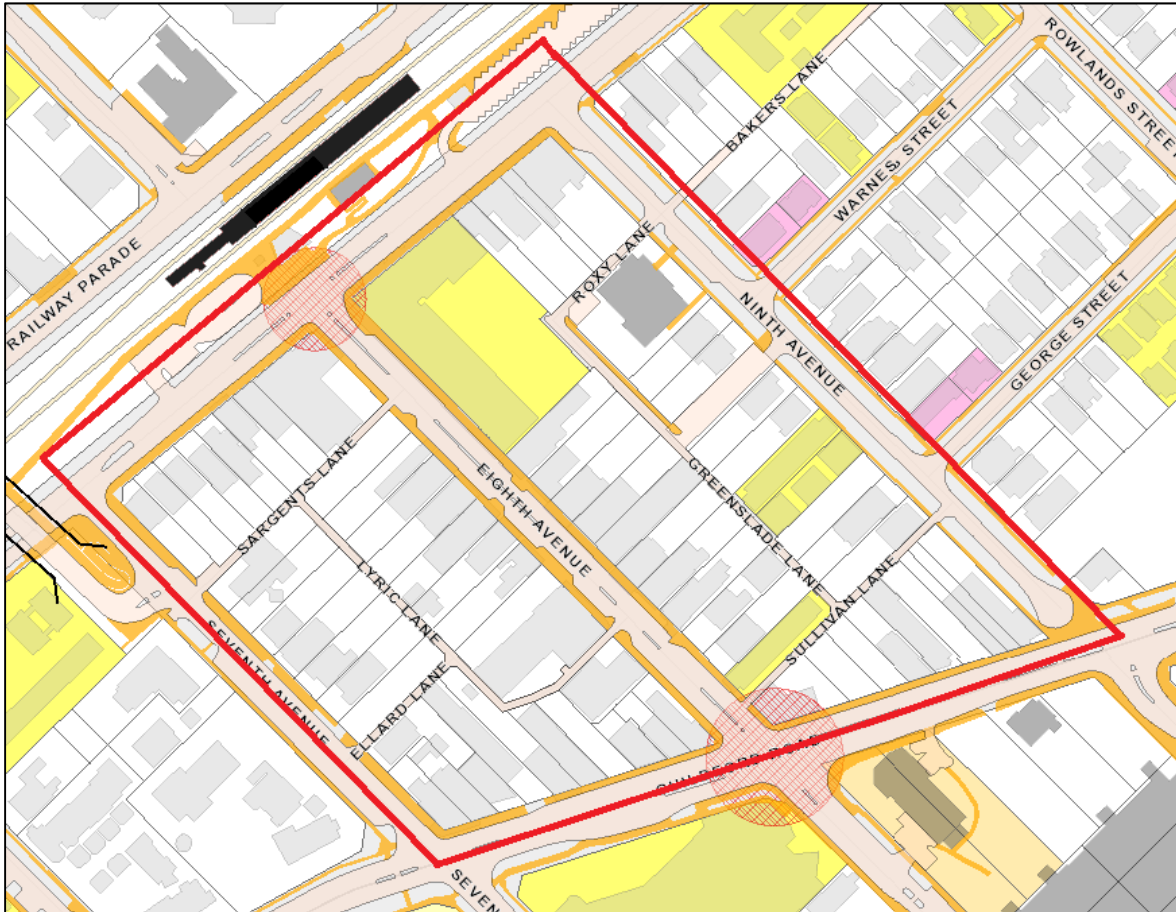
## 5.3 Parking Recommendations

<b>MAYLANDS TOWN CENTRE CAR PARKING STRATEGY RECOMMENDATIONS - ZONE 2</b>		
<b>Recommendation</b>	<b>Timeframe</b>	<b>Comment</b>
1. Introduce time restricted car parking along Central Avenue.	Short term (Years 1-2)	Limit parking to four hours along Central Avenue between 8am and 5pm. This is intended to reduce the use of parking on the street by long term commuters.
2. Modify 'No Parking on Road or Verge' signage to 'No Parking on Road or Verge (Residents excepted)' along Central Avenue.	Short term (Years 1-2)	Currently residents cannot park on the verge in front of their own properties. While the purpose of this is to prevent visitors to the multiple dwellings across the road from parking on the verge, it severely restricts the way residents can use the area.
3. Allocate 12 bays on Sixth Avenue as staff car parking for the WA Ballet Centre	Short term (Years 1-2)	Limit use of these bays to staff parking for the WA Ballet Centre to 8am to 5pm, Monday to Friday.
4. Introduce time restricted car parking along Seventh Avenue.	Medium term (Years 2 - 5)	Limit parking to two hours along Seventh Avenue between 8am and 5pm and where necessary, also mark bays in parking areas on this road. Discussion with nearby organisations such as churches and The Shopfront, which currently uses this street for staff parking, is required to identify the most suitable time limit. As more car parking controls are put in place along Eighth Avenue, visitors may look for parking in the surrounding area, and timed parking can help reduce the impact on the surrounding area.
5. Time restrict loading bays along Central Avenue and Sixth Avenue.	Medium term (Years 2 - 5)	It is not necessary to reserve loading bays for their intended use at all hours. Due to the potential noise impact of un/loading trucks, it is recommended that these bays be time restricted to 8am - 5pm for this use, and they can be used as additional on street parking for all users outside of these times.
6. Introduce a 'drop off / pick up' zone outside the school on Seventh Avenue.	Medium term (Years 2 - 5)	Currently the area surrounding the school on Seventh Avenue becomes very congested during drop off / pick up times, and this is exacerbated by people parking in the area longer than necessary. A 'drop off / pick up' zone would help alleviate this situation. The zone is recommended to be between 7am-9am and 2pm-4pm Monday to Friday.



## 6 Zone 3 - Eighth Avenue Area

Zone 3 is the area surrounding Eighth Avenue. It contains Maylands Train Station, the primary shopping and entertainment precinct within the Maylands Town Centre, and the portion of Whatley Crescent between Seventh Avenue and Ninth Avenue. It includes shops, cafes, bars, restaurants, offices, services and residences. The area is primarily used by short and long term visitors and residents.



**FIGURE 6 - ZONE 3 PRECINCT BOUNDARY**

### 6.1 Existing Car Parking Conditions

The area contains approximately 360 car bays, which consists of 153 off street marked bays, 53 off street unmarked bays, 95 on street marked bays, 32 on street unmarked bays and 27 verge bays, as indicated in Table 5 below.





**Table 5: Zone 3 - Car Parking Inventory and Occupancy**

Type of Bay	No. Bays	Saturday 13 Feb. 2016				Tuesday 16 Feb. 2016		
		Beat 1 09:00	Beat 2 12:00	Beat 3 15:00	Beat 4 17:00	Beat 1 09:00	Beat 2 12:00	Beat 3 15:00
Car parks - Marked	153	63	65	74	48	60	84	72
Car parks - Unmarked	53	14	11	10	7	10	16	11
On Street - Marked	95	63	57	62	43	52	55	44
On Street - Unmarked	32	2	11	15	8	10	11	10
Verge	27	13	13	8	8	20	20	8
<b>Total</b>	<b>360</b>	<b>155</b>	<b>157</b>	<b>169</b>	<b>114</b>	<b>152</b>	<b>186</b>	<b>145</b>
<b>% Occupied</b>		<b>43%</b>	<b>44%</b>	<b>47%</b>	<b>32%</b>	<b>42%</b>	<b>52%</b>	<b>40%</b>
<b>Empty Bays</b>		<b>205</b>	<b>203</b>	<b>191</b>	<b>246</b>	<b>208</b>	<b>174</b>	<b>215</b>

The Eighth Avenue/Whatley Crescent shopping precinct is the primary attractor within Zone 3. The majority of on street bays along Eighth Avenue are time limited to one hour, with two bays limited to five-minute parking. A number of on street parking along Whatley Crescent are also limited to one hour outside of peak period clearway zone times.

The majority of off street parking on the western side of Eighth Avenue is limited to one hour parking. A number of the car parking areas on the western side of Eighth Avenue are marked as "for customers only". Off street parking in car parks on the eastern side of Eighth Avenue is generally time limited to three hours. There is also off street parking owned by the Public Transport Authority adjacent to the train station along Whatley Crescent.

The gated area located on the east side of Seventh Avenue, the gated area located on the north side of Guildford Road (between Seventh Avenue and Eighth Avenue), the gated car park marked as private located on the north side of Guildford Road (between Eighth Avenue and Ninth Avenue) and three car parks on Greenslade Lane marked as private were not included in the surveys. This was as they were unavailable for public use unlike some private car parks which are still available for customers.

The surveys identified that there is sufficient supply of parking in Zone 3. The peak time of occupancy was around 12:00pm on the Tuesday, when occupancy was around 52%. Occupancy levels ranged from 32% at approximately 15:00pm on the Saturday to 52% around midday Tuesday. Approximately 80% of visitors to the area stayed for less than three hours, indicating that the majority of people parking in the zone are short term visitors.

## 6.2 Key Findings / Issues

On street parking was identified as a problem area within Zone 3. Table 6 below outlines the survey results for on street parking within the zone.

# MAYLANDS TOWN CENTRE CAR PARKING STRATEGY



**Table 6: Zone 3 – Eighth Avenue Area**

Type of Bay	No. Bays	Saturday 13 Feb. 2016				Tuesday 16 Feb. 2016		
		Beat 1 09:00	Beat 2 12:00	Beat 3 15:00	Beat 4 17:00	Beat 1 09:00	Beat 2 12:00	Beat 3 15:00
Eighth Avenue	39	29	28	30	28	27	30	25
Ninth Avenue	43	12	19	20	13	23	23	14
Whatley Crescent	21	13	13	14	11	4	13	9
<b>Total</b>	<b>103</b>	<b>54</b>	<b>60</b>	<b>64</b>	<b>52</b>	<b>54</b>	<b>66</b>	<b>48</b>
Eighth Avenue	39	74%	72%	77%	72%	69%	77%	64%
Ninth Avenue	43	28%	44%	47%	30%	53%	53%	33%
Whatley Crescent	21	62%	62%	67%	52%	19%	62%	43%
<b>% Occupied</b>		<b>52%</b>	<b>58%</b>	<b>62%</b>	<b>50%</b>	<b>52%</b>	<b>64%</b>	<b>47%</b>
<b>Empty Bays</b>		<b>19</b>	<b>43</b>	<b>39</b>	<b>51</b>	<b>49</b>	<b>37</b>	<b>55</b>

The maximum occupancy of on street parking within Zone 3 was approximately 62% at 3:00pm on Saturday. Eighth Avenue had a significantly higher occupancy than the average of Zone 3, with the occupancy level ranging from 64% to 77%.

## 6.3 Parking Recommendations

<b>MAYLANDS TOWN CENTRE CAR PARKING STRATEGY RECOMMENDATIONS - ZONE 3</b>		
<b>Recommendation</b>	<b>Timeframe</b>	<b>Comment</b>
1. Introduce on street parking in the clearway zone, and formalise existing parking on Whatley Crescent (mark bays and add signage).	Short term (Years 1-2)	On street parking could be permitted outside of clearway zone times where clearways are found to be still necessary. This is currently permitted on the shopping side of Whatley Crescent.
2. Formalise parking on the verge on both sides of Ninth Avenue near Whatley Crescent.	Short term (Years 1-2)	Currently, the City-managed verge along Ninth Avenue is used for visitor parking, but the area is in very poor condition, being sandy, without hardstand, and with a kerb above ground level. Appropriate signage will enable these newly constructed bays to be used optimally.
3. Advocate for the Public Transport Authority to formalise parking near the rail line.	Short term (Years 1-2)	Currently the area is used for commuter parking. However, much is informal and not managed. The City should advocate for formalised parking near the Maylands Train Station to improve the condition of these areas.
4. Establish a universal access bay in the central area of the town centre.	Short term (Years 1-2)	Currently there are no universal access bays on public land within the town centre.

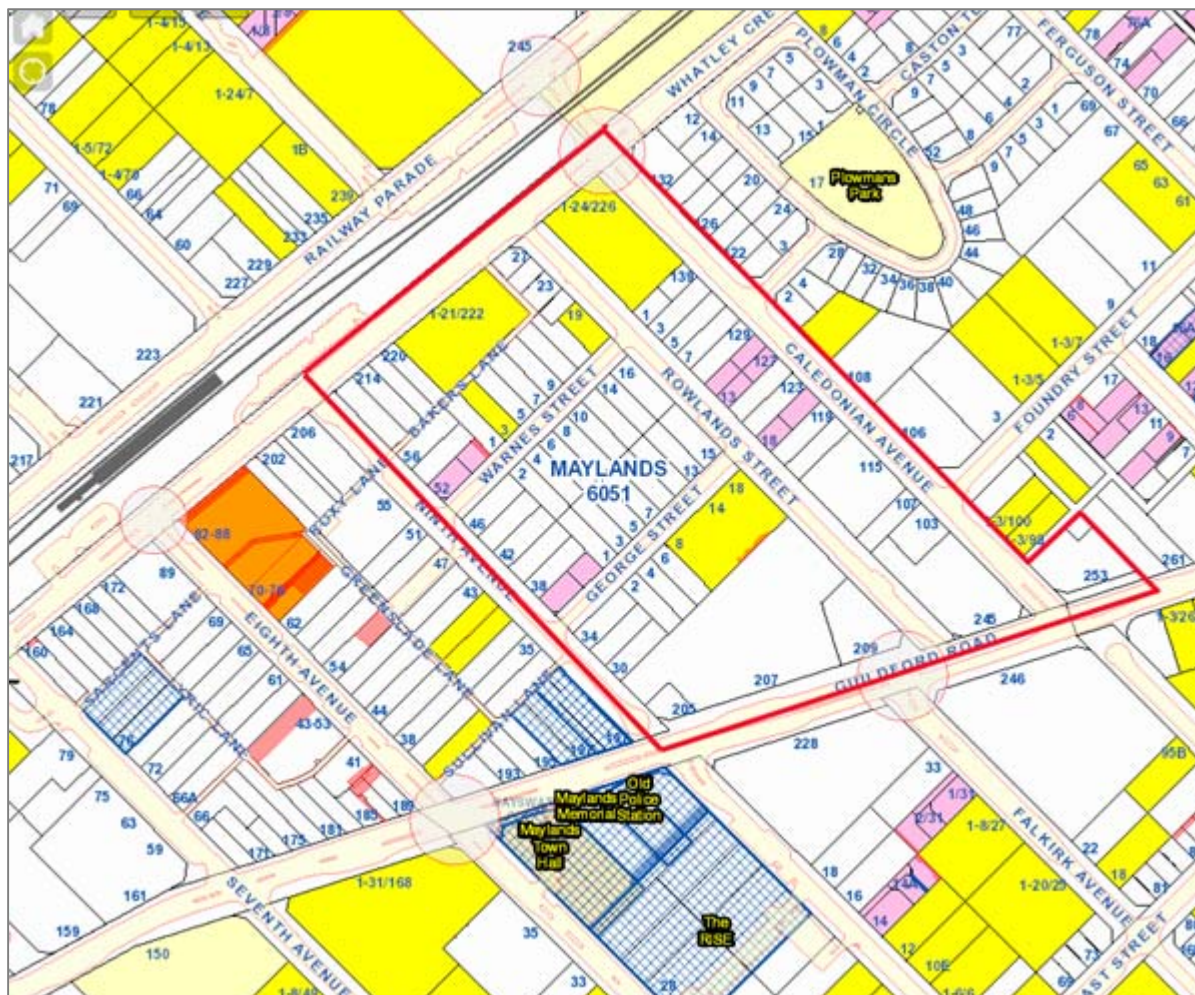


<b>MAYLANDS TOWN CENTRE CAR PARKING STRATEGY RECOMMENDATIONS - ZONE 3</b>		
5. Investigate paid parking for on street parking facilities when capacity consistently reaches 85% at peak.	Medium term (Years 2- 5)	Best practise indicates paid parking should be implemented when capacity consistently reaches 85% during peak periods. On street car parking is currently around 75% capacity.
6. Formalise car parking behind shops on Eighth Avenue.	Medium term (Years 2- 5)	Currently this area is underutilised as it is not clearly designated as car parking. There is potential to work with owners to formalise the bays and enter a reciprocal agreement so the parking area can be used by visitors.
7. Investigate with owner of 66A Seventh Avenue potential to use / purchase vacant land for parking.	Medium term (Years 2- 5)	Currently this area is unused. The City's aerial photographs indicate the site has been vacant since the 1970s.
8. Modify private parking signage to indicate who is a 'Customer' (i.e. Customers of X only) and hours of operation.	Medium term (Years 2- 5)	This enables effective use of shared parking agreements. It clarifies who is permitted to park in specific bays during hours of operation, and who is permitted to use those bays at other times.
9. Relocate taxi bay (slightly up Eighth Avenue)	Long term (Years 5-10)	The taxi bay could be slightly better aligned with the medical centre.
10. Investigate options for decked parking within this zone (Zone 3).	Long term (Years 5-10)	This zone is the most heavily frequented zone within the centre. Should other actions be implemented, and the need for considerably more parking within the zone are identified, multi-level parking should be considered.



## 7 Zone 4 - Rowlands Street Area

Zone 4 includes portions of Whatley Crescent, Ninth Avenue and Caledonian Avenue. The area includes a portion of the Whatley Crescent retail strip, several fast food and smaller restaurants along Guildford Road, and residential development surrounding the town centre. The area is primarily used by commuters for long term parking and for residential parking.



**FIGURE 7 - ZONE 4 PRECINCT BOUNDARY**

### 7.1 Existing Car Parking Conditions

Zone 4 contains a total of approximately 513 car parking bays. These consists of 218 marked off street bays, 88 unmarked off street bays, 129 unmarked on street bays and 78 verge bays. The survey did not include the large vacant site located on the north side of Guildford Road between Ninth Avenue and Rowlands Street.

Of 513 car bays, approximately 11 unmarked on street bays are time limited to three hours (outside of clearway times). Additionally, there are two clearway zones along Whatley Crescent around the train station.

The results of the town centre car parking surveys for Zone 4 are included in Table 7 below.



**Table 7: Zone 4 - Car Parking Inventory and Occupancy**

Type of Bay	No. Bays	Saturday 13 Feb. 2016				Tuesday 16 Feb. 2016		
		Beat 1 09:00	Beat 2 12:00	Beat 3 15:00	Beat 4 17:00	Beat 1 09:00	Beat 2 12:00	Beat 3 15:00
Car parks - Marked	218	44	73	56	56	77	91	78
Car parks - Unmarked	88	2	2	2	4	45	50	47
On Street - Marked	129	58	50	58	40	35	39	30
On Street - Unmarked	78	12	19	21	24	42	38	39
Verge	78	12	19	21	24	42	38	39
<b>Total</b>	<b>513</b>	<b>116</b>	<b>144</b>	<b>137</b>	<b>124</b>	<b>199</b>	<b>218</b>	<b>194</b>
<b>% Occupied</b>		<b>23%</b>	<b>28%</b>	<b>27%</b>	<b>24%</b>	<b>39%</b>	<b>42%</b>	<b>38%</b>
<b>Empty Bays</b>		<b>397</b>	<b>369</b>	<b>376</b>	<b>389</b>	<b>314</b>	<b>295</b>	<b>319</b>

The surveys identified that overall there is sufficient parking within Zone 4. The peak period for parking within Zone 4 was at 12:00pm during the Tuesday surveys, when occupancy was approximately 42%. Parking in Zone 4 ranged from 23% at approximately 9:00am on the Saturday to the Tuesday maximum of 42%. Significantly, 51% of parked cars in Zone 4 identified during the Tuesday survey stayed for longer than six hours. This indicates that there is a significant number of commuters or long term parking patrons using Zone 4. During the Saturday survey, the majority of parked vehicles (76%) stayed for less than three hours.

The surveys indicated that the car park surrounding the Mr Hawker restaurant (previously Yip Kee Noodle Restaurant) on Guildford Road and the St Luke's Church car park are 'hot spots', with maximum occupancies of 73% (Saturday at approximately 12:00pm) and 100% (Saturday at 5:00pm) respectively.

The surveys also identified that the on street and verge parking along Ninth Avenue, Whatley Crescent, Rowlands Street and Caledonian Avenue was at times over 50% full. The table below indicates the occupancy levels of on street and verge parking along those streets.

# MAYLANDS TOWN CENTRE CAR PARKING STRATEGY



Type of Bay	No. Bays	Saturday 13 Feb. 2016				Tuesday 16 Feb. 2016		
		Beat 1 09:00	Beat 2 12:00	Beat 3 15:00	Beat 4 17:00	Beat 1 09:00	Beat 2 12:00	Beat 3 15:00
Ninth Avenue	25	15	17	16	15	10	11	7
Whatley Crescent	27	11	13	14	2	6	12	7
Rowlands Street	36	8	7	9	11	8	5	4
Caledonian Avenue	29	4	5	13	6	5	2	4
<b>Total</b>	<b>117</b>	<b>38</b>	<b>42</b>	<b>52</b>	<b>34</b>	<b>29</b>	<b>30</b>	<b>22</b>
Ninth Avenue	25	60%	68%	64%	60%	40%	44%	28%
Whatley Crescent	27	41%	48%	52%	7%	22%	44%	26%
Rowlands Street	36	22%	19%	25%	31%	22%	14%	11%
Caledonian Avenue	29	14%	17%	45%	21%	17%	7%	14%
<b>% Occupied</b>		<b>37%</b>	<b>41%</b>	<b>50%</b>	<b>33%</b>	<b>28%</b>	<b>29%</b>	<b>21%</b>
<b>Empty Bays</b>		<b>65</b>	<b>61</b>	<b>51</b>	<b>69</b>	<b>74</b>	<b>73</b>	<b>81</b>

The surveys indicate that on street and verge parking average occupancy does not exceed 50%. However, Ninth Avenue has a higher occupancy rate than surrounding streets, having over 60% occupancy during the entire Saturday survey period.

## 7.2 Key Findings / Issues

The following key issues were identified for Zone 4:

1. On week days, commuters and long term parking patrons are largely using the area.
2. There is confusion regarding whether parking is permitted on the northern side of Whatley Crescent outside of clearway zone hours.
3. On street and verge parking is perceived as being full at certain times, due to bays not being marked in permitted parking areas.
4. Parking on the Public Transport Authority land near the train station is not sealed or marked.
5. There is confusion regarding "authorised parking" signage (i.e. Who has authorisation to permit parking in these bays).

## 7.3 Parking Recommendations

MAYLANDS TOWN CENTRE CAR PARKING STRATEGY RECOMMENDATIONS - ZONE 4		
Recommendation	Timeframe	Comment
1. Mark parking bays on Whatley Crescent where road width allows.	Short term (Years 1-2)	Currently, available parking areas may underutilised due to lack of clarity. Marking of bays will provide drivers with confidence to park.
2. Formalise on street parking along Ninth Avenue.	Medium term (Years 2 - 5)	Currently cars use this area for informal parking. There is potential to line mark the area to ensure that the maximum number of cars is able to park there.
3. Modify private parking	Medium	Currently there is confusion at 266 Whatley



<b>MAYLANDS TOWN CENTRE CAR PARKING STRATEGY RECOMMENDATIONS - ZONE 4</b>		
signage to indicate who can authorise people to park in bays marked 'Authorised Parking'.	term (Years 2 - 5)	Crescent regarding who can authorise parking on the verge.
4. Investigate the use of 207 Guildford Road for temporary overflow parking during events.	Medium term (Years 2 - 5)	Currently the site is generally unused.
5. Introduce line marking and time restrictions along George and Warnes Streets.	Medium term (Years 2 - 5)	These streets are identified as being used for long term parking. It is recommended that on street parking on these streets be marked and time restricted to three hours between 8am and 5pm Monday to Friday.



## 8 Zone 5 - Railway Parade Area

Zone 5 comprises the area along Railway Parade between Central Avenue and Kennedy Street. The area includes the northern side of Maylands train station, a commercial strip including the Maylands Dome café, and the multiple dwellings between Tenth Avenue and Kennedy Street. The area is primarily used by residents and customers.

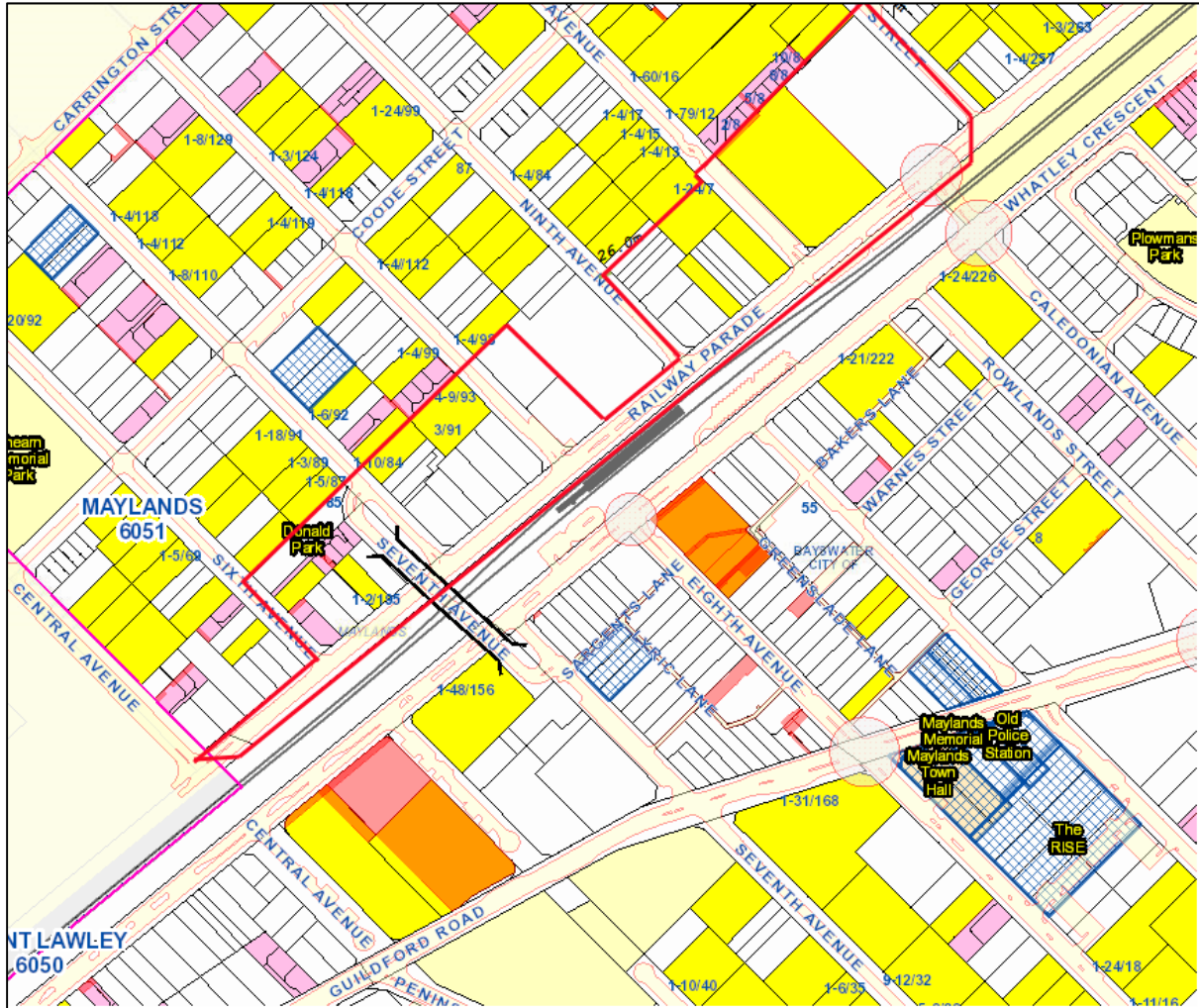


FIGURE 8- ZONE 5 PRECINCT BOUNDARY

### 8.1 Existing Car Parking Conditions

Zone 5 contains approximately 204 car parking bays. These consist of 38 marked off street bays, 14 marked on street bays, 103 unmarked on street bays and 49 verge bays. The survey did not include the residential car park located on the east side of Sixth Avenue as it is unavailable for public use, and the Peninsula Tavern car park as it is outside of the study area.

Time limited bays (for one to two hour parking) include unmarked on street bays along Railway Parade, the western side of Eighth Avenue, the western side of Tenth Avenue, and Ninth Avenue. Additionally, the car park on the eastern side of Eighth Avenue is for Dome café patrons only and is time limited to two hours. On street parking on the eastern side of Tenth Avenue is also subject to



# MAYLANDS TOWN CENTRE CAR PARKING STRATEGY



time restrictions. However, signage advising of time restrictions is not City of Bayswater signage and therefore restrictions are not enforceable by the City.

The results of the town centre car parking surveys for Zone 5 are included in Table 9 below.

**Table 9: Zone 5 - Car Parking Inventory and Occupancy**

Type of Bay	No. Bays	Saturday 13 Feb. 2016				Tuesday 16 Feb. 2016		
		Beat 1 09:00	Beat 2 12:00	Beat 3 15:00	Beat 4 17:00	Beat 1 09:00	Beat 2 12:00	Beat 3 15:00
Car parks - Marked	38	15	16	15	6	37	37	33
Car parks - Unmarked	0	0	0	0	0	0	0	0
On Street - Marked	14	13	11	7	1	7	6	6
On Street - Unmarked	103	9	13	6	1	5	9	9
Verge	49	13	6	2	7	8	10	7
<b>Total</b>	<b>204</b>	<b>50</b>	<b>46</b>	<b>30</b>	<b>15</b>	<b>57</b>	<b>62</b>	<b>55</b>
<b>% Occupied</b>		<b>25%</b>	<b>23%</b>	<b>15%</b>	<b>7%</b>	<b>28%</b>	<b>30%</b>	<b>27%</b>
<b>Empty Bays</b>		<b>154</b>	<b>158</b>	<b>174</b>	<b>189</b>	<b>147</b>	<b>142</b>	<b>149</b>

The surveys identified that overall there is sufficient parking within Zone 5. The peak period for parking within Zone 5 was at 12:00pm during the Tuesday surveys, when occupancy was approximately 30%.

## 8.2 Key Findings / Issues

The following key issues were identified in Zone 5:

1. Signage on Tenth Avenue is confusing and does not indicate whether parking is not permitted on the road, verge, or both.
2. On street parking on Railway Parade is not marked and this may lead to available parking spaces not being utilised.
3. Signage on Ninth Avenue is outdated as it does not comply with Australian Standards.

## 8.3 Parking Recommendations

<b>MAYLANDS TOWN CENTRE CAR PARKING STRATEGY RECOMMENDATIONS - ZONE 5</b>		
<b>Recommendation</b>	<b>Timeframe</b>	<b>Comment</b>
1. Mark on street parking on Railway Parade where road width allows.	Short term (Years 1-2)	The on street parking available beside the rail line along Railway Parade is currently unmarked, and this often leads to it being underutilised. Marking of bays may require a reduction of speed limits as speed limits influence lane width requirements, and the City is investigating a request for a speed limit reduction with Main Roads.



## MAYLANDS TOWN CENTRE CAR PARKING STRATEGY RECOMMENDATIONS - ZONE 5

2. Remove 'No stopping' signage on Ninth Avenue and replace it with solid line painted on road.	Short term (Years 1-2)	Currently the 'No stopping' signage does not comply with Australian Standards. These signs can be removed and replaced with a solid line painted on the road parallel to the kerb.
3. Update signage on Tenth Avenue.	Short term (Years 1-2)	The existing signage does not indicate if parking is not permitted on the verge, road or both.
4. Investigate suitability of introducing on street parking on the western side of Tenth Avenue, and introduce bays if suitable.	Short term (Years 1-2)	Currently, parking at this location is not well organised.



## 9 Implementation

### 9.1 Implementation Plan

The Implementation Plan identifies a number of on-ground actions that will assist to implement some of the strategies of the Maylands Town Centre Car Parking Strategy, including the action timeframes, required resources and the authority responsible for implementing the actions.

<b>Maylands Town Centre Car Parking Strategy</b>				
<b>Action No.</b>	<b>Action</b>	<b>Estimated Timeframe</b>	<b>Estimated Resources</b>	<b>Responsibility/ Collaboration</b>
1.	Take a consistent approach to time restrictions for on street parking.	Short Term (1-2 years)	To be actioned as timed parking is implemented through inclusion of new/revised signage within the town centre.	City of Bayswater
2.	Mark unmarked parking bays.	Short Term (1-2 years)	\$9,000	City of Bayswater
3.	Review the City's Town Planning Scheme No.24 and relevant policies to enable cash-in-lieu of parking funds to be collected more reasonably and utilised more broadly.	Short Term (1-2 years)	To be actioned as part of policy reviews within existing staff resources.	City of Bayswater
4.	Mark unmarked parking areas within clearway zones to clarify that these can be used for parking outside of clearway times at morning and afternoon peak periods. ( All Zones)	Short Term (1-2 years)	\$6,000	City of Bayswater
5.	Introduce wayfinding signage to direct traffic to parking areas.	Short Term (1-2 years)	\$800	City of Bayswater
6.	Remove 'No standing' and 'No parking' signage and replace with solid line parallel to the kerb.	Short Term (1-2 years)	\$12,000	City of Bayswater
7.	Improve signage to existing off street public parking adjacent next to Maylands Hall	Short Term (1-2 years)	\$250	City of Bayswater
8.	Investigate opening the basement of 168 Guildford Road for	Short Term (1-2 years)	Within existing staff resources.	City of Bayswater

## MAYLANDS TOWN CENTRE CAR PARKING STRATEGY



	public parking.			
9.	Implement an events parking permit for attendees of events over four hours.	Short Term (1-2 years)	\$1,000 in staff time.	City of Bayswater
10.	Upgrade signage along Ninth Avenue to indicate that on street parking is permitted.	Short Term (1-2 years)	\$700	City of Bayswater
11.	Introduce time restricted car parking along Central Avenue.	Short Term (1-2 years)	\$250	City of Bayswater
12.	Modify 'No Parking on Road or Verge' signage to 'No Parking on Road or Verge (Residents excepted)' along Central Avenue.	Short Term (1-2 years)	\$600	City of Bayswater
13.	Allocate 12 bays on Sixth Avenue as staff car parking for the WA Ballet Centre.	Short Term (1-2 years)	\$650	City of Bayswater
14.	Introduce on street parking in the Whatley Crescent clearway zone, and formalise existing parking on Whatley Crescent (mark bays and add signage). (Zone 3)	Short Term (1-2 years)	\$6,000	City of Bayswater
15.	Formalise parking on the verge on both sides of Ninth Avenue near Whatley Crescent. (Zone 4)	Short Term (1-2 years)	\$16,500	City of Bayswater
16.	Advocate for the Public Transport Authority to formalise parking near the rail line.	Short Term (1-2 years)	Within existing staff resources.	City of Bayswater
17.	Establish a universal access bay in the central area of the town centre.	Short Term (1-2 years)	\$550	City of Bayswater
18.	Mark parking bays on Whatley Crescent where road width allows. (Zone 4)	Short Term (1-2 years)	\$1,200	City of Bayswater
19.	Mark on street parking on Railway Parade where road width	Short Term (1-2 years)	\$1,200	City of Bayswater

# MAYLANDS TOWN CENTRE CAR PARKING STRATEGY



	allows.			
20.	Remove 'No stopping' signage on Ninth Avenue and replace it with solid line painted on road.	Short Term (1-2 years)	Resourced as part of Action No. 6.	City of Bayswater
21.	Update signage on Tenth Avenue.	Short Term (1-2 years)	\$700	City of Bayswater
22.	Investigate suitability of introducing on street parking on the western side of Tenth Avenue, and introduce bays if suitable.	Short Term (1-2 years)	To be undertaken as part of signage review/replacement activities identified within this Implementation Plan.	City of Bayswater
<b>Total Short Term: \$57,900</b>				
23.	Encourage private car parking arrangements.	Medium Term (2-5 years)	To be continued as part of the City's ongoing initiative within existing staff resources.	City of Bayswater
24.	Develop standard signage in private car parks.	Medium Term (2-5 years)	Within existing staff resources.	City of Bayswater
25.	Line mark bays along The RISE side of Ninth Avenue.	Medium Term (2-5 years)	\$1,000	City of Bayswater
26.	Introduce paid / ticketed parking for users of The RISE.	Medium Term (2-5 years)	\$17,500	City of Bayswater
27.	Introduce time restricted car parking along Seventh Avenue. (Zone 2)	Medium Term (2-5 years)	\$800	City of Bayswater
28.	Time restrict loading bays along Central Avenue and Sixth Avenue.	Medium Term (2-5 years)	\$250	City of Bayswater
29.	Introduce a 'drop off / pick up' zone outside the school on Seventh Avenue.	Medium Term (2-5 years)	\$1,500	City of Bayswater
30.	Investigate paid parking for on street parking facilities when capacity consistently reaches 85% at peak in Zone 3.	Medium Term (2-5 years)	Within existing staff resources.	City of Bayswater
31.	Formalise car parking behind shops on	Medium Term	This car parking area is mainly privately owned	Landowners/ business owners

# MAYLANDS TOWN CENTRE CAR PARKING STRATEGY



	Eighth Avenue.	(2-5 years)	and this action will require resourcing from landowners or business owners.	
32.	Investigate with owner of 66A Seventh Avenue potential to use / purchase vacant land for parking.	Medium Term (2-5 years)	Within existing staff resources.	City of Bayswater
33.	Modify private parking signage in Zone 3 to indicate who is a 'Customer' (i.e. Customers of X only) and hours of operation.	Medium Term (2-5 years)	This signage is privately owned and this action will require resourcing from landowners or business owners.	Landowners/ business owners
34.	Formalise on street parking along Ninth Avenue (finalisation following previous improvement in Short Term). (Zone 3)	Medium Term (2-5 years)	\$5,000	City of Bayswater
35.	Modify private parking signage to indicate who can authorise people to park in bays marked 'Authorised Parking' in Zone 4.	Medium Term (2-5 years)	This signage is privately owned and this action will require resourcing from landowners of business owners.	Landowners/ business owners
36.	Investigate the use of 207 Guildford Road for temporary overflow parking during events.	Medium Term (2-5 years)	Within existing staff resources as part of preparations for major events at The RISE.	City of Bayswater
37.	Introduce line marking and time restrictions along George and Warnes Streets.	Medium Term (2-5 years)	\$1,500	City of Bayswater
<b>Total Medium Term: \$27,550</b>				
38.	Relocate taxi bay (slightly up Eighth Avenue).	Long Term (Years 5-10)	\$500	City of Bayswater
39.	Investigate a decked parking structure over the existing parking at The RISE.	Long Term (Years 5-10)	\$3,300,000	City of Bayswater
40.	Investigate options for	Long Term	\$990,000	City of Bayswater

# MAYLANDS TOWN CENTRE CAR PARKING STRATEGY



	decked parking within this zone (Zone 3).	(Years 5-10)		
<b>Total Long Term: \$4,290,000</b>				
41.	Upgrade signage. (All Zones)	Ongoing	To be undertaken as part of relevant projects including Eighth Avenue streetscape works.	City of Bayswater
42.	Provide infrastructure to support greater use of sustainable modes of transport.	Ongoing	To be resourced as part of relevant projects such as the Eighth Avenue streetscape upgrade.	City of Bayswater
43.	Improve enforcement of time limits in parking bays.	Ongoing	Within existing staff resources.	City of Bayswater
44.	Investigate opportunities to utilise technologies such as sensors and apps.	Ongoing	Within existing staff resources as relevant funding/grants arise.	City of Bayswater
<b>TOTAL IMPLEMENTATION: \$4,375,450</b>				

- The timeframes in the above table are indicative only and may vary due to changing circumstances, and the City of Bayswater priorities and budgetary considerations at the time.
- The costings in the above table are indicative only and will need to be further refined based on more details, such as detailed design, and procurement processes.
- Cash in lieu of car parking held in trust by the City of Bayswater within the Maylands Town Centre can be used to implement some or all of the actions in the above.
- The progress and effectiveness of the Implementation Plan will be monitored through ongoing compliance data and evaluation.

## 9.2 Monitor and Review

The City will regularly gauge business, resident and visitor perceptions of parking within the town centre and will report on these annually. Reported findings will inform the subsequent review of the strategy, which will occur in approximately five years or as necessary.