



TOWN OF
VICTORIA PARK

Parking Management Plan Lathlain Precinct Area



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Introduction

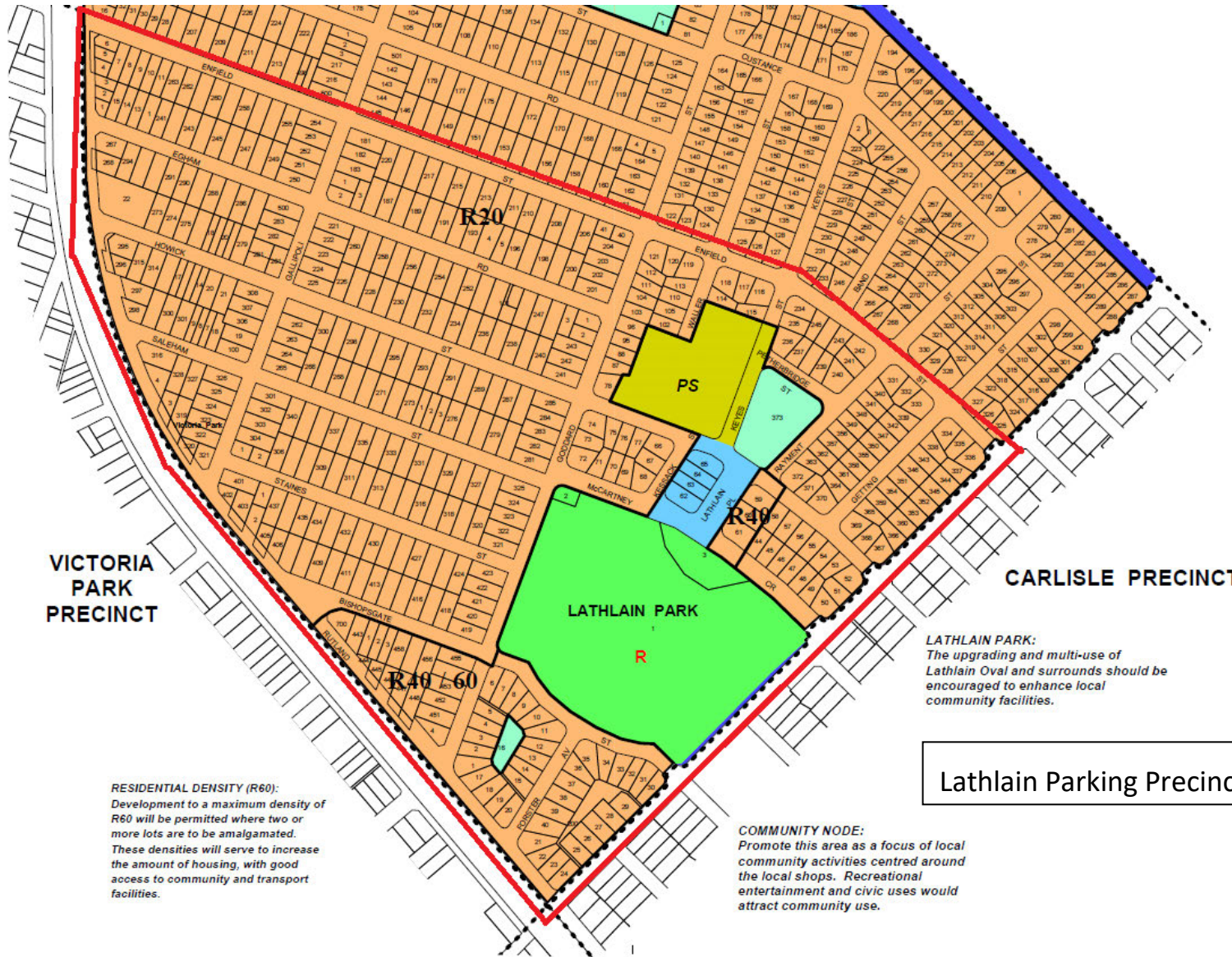
At its meeting held on 13 November 2012, Council resolved to adopt a Parking Management Plan (Plan) to guide future parking management activities in the Town. That adopted plan was part of the Town's Integrated Movement Network Strategy (IMNS) and focused on seven parking hot spots. Since this Plan has been implemented the Town has undergone significant development particularly in the Lathlain Precinct area. It is timely that a Parking Management Plan be formulated to help manage the demand for parking spaces in this particular area. The Lathlain Precinct is a relatively new area that is currently undergoing rapid and substantial development.

Recent pressures have highlighted the need for an investigation into the management of parking in this precinct. Parking facilities in this area are utilised by a variety of users such as local residents, visitors, family, businesses, employees, workers, Perth Football Club, West Coast Eagles and commuters. The location of this area is adjacent to a large recreational development [Lathlain Oval] and the newly upgraded Rayment Park.

Parking Management Environment and Issues

The Lathlain Precinct Parking Management Area is an area of the Town that is bounded by Roberts Road, Rutland Avenue and Enfield Street. It is an area that contains among other things the Victoria Park Railway Station, Lathlain Oval, Rayment Park, Lathlain Place, Lathlain Primary School and the wider residential area. The residential component of the Precinct is primarily zoned R20 with a couple of pockets of R40 and R40/60. The majority of original lots in the area are of the traditional quarter acre size of 1012m² with approximately 20% of these lots having been subdivided into 2 lots. It is noteworthy that the zoning density of R20 will allow all 1012m² lots to be subdivided placing increased pressure on the road network including traffic density and parking demand. The "Lathlain Precinct Redevelopment Project" is a major driver of development in this area and which has largely precipitated this parking management plan.

The figure below is an excerpt of the Town Planning Scheme No.1 Lathlain Precinct map that covers this area.



VICTORIA
PARK
PRECINCT

CARLISLE PRECINCT

LATHLAIN PARK:
The upgrading and multi-use of
Lathlain Oval and surrounds should be
encouraged to enhance local
community facilities.

Lathlain Parking Precinct Boundary

RESIDENTIAL DENSITY (R60):
Development to a maximum density of
R60 will be permitted where two or
more lots are to be amalgamated.
These densities will serve to increase
the amount of housing, with good
access to community and transport
facilities.

COMMUNITY NODE:
Promote this area as a focus of local
community activities centred around
the local shops. Recreational
entertainment and civic uses would
attract community use.

Excerpt of Planning Scheme No.1 Lathlain Precinct P7 plan.

What has led to an investigation into parking in this area?

- The implementation of the Lathlain Precinct Redevelopment Project which has resulted in:
 - Lathlain Oval redevelopment
 - Lathlain Place redevelopment
 - Rayment Park redevelopment
 - Construction of a Community and Scouts Building
- Resident complaints in various streets near to the Victoria Park Railway Station

Who is/may be affected by parking management in the area (both stakeholders and modes of transport)?

Stakeholders in the area include:

- Residents in streets near to the Victoria park Railway Station
- Residents in streets adjacent the Lathlain Oval
- Businesses in Lathlain Place
- Customers to businesses in Lathlain Place
- Users and supporters of the Perth Football club
- Users and supporters of the West Coast Eagles Football Club
- Users of the Victoria park Railway Station
- Users of the Community Centre
- Users of the Scout Hall
- Residents in the catchment area

Transport modes include:

- Trains utilising the Victoria park Railway Station, a designated Park and Ride facility
- Buses along Howick Street and Goddard Street

What times and days show parking trends?

- Most parking related to the Victoria Park Railway Station occurs during business hours.
- Events such as the WAFL games occur on the weekend and are responsible for most parking demand in this location.
- The high parking demand in Keyes Street occurs during school times and is likely to be from employees of the school.
- There is a very high parking demand in Kessack Street and Keyes Street at school pickup times.

What locations in the area have different concerns and demands?

- Some streets closest to the Victoria Park Train Station during business hours have a high parking occupancy. However this often only affects a small length of the street closest to the station.
- Some streets closest to the Lathlain Oval experience a high parking occupancy during WAFL games.
- Some streets closest to the Lathlain Primary School experience parking congestion at school pickup times.

What factors are influencing changes in parking behaviours in the area?

- Developments associated with the Lathlain Precinct Redevelopment Project.
- The Victoria Park Railway Station
- Possibly events at Perth Stadium

How are these factors resulting in reduced amenity?

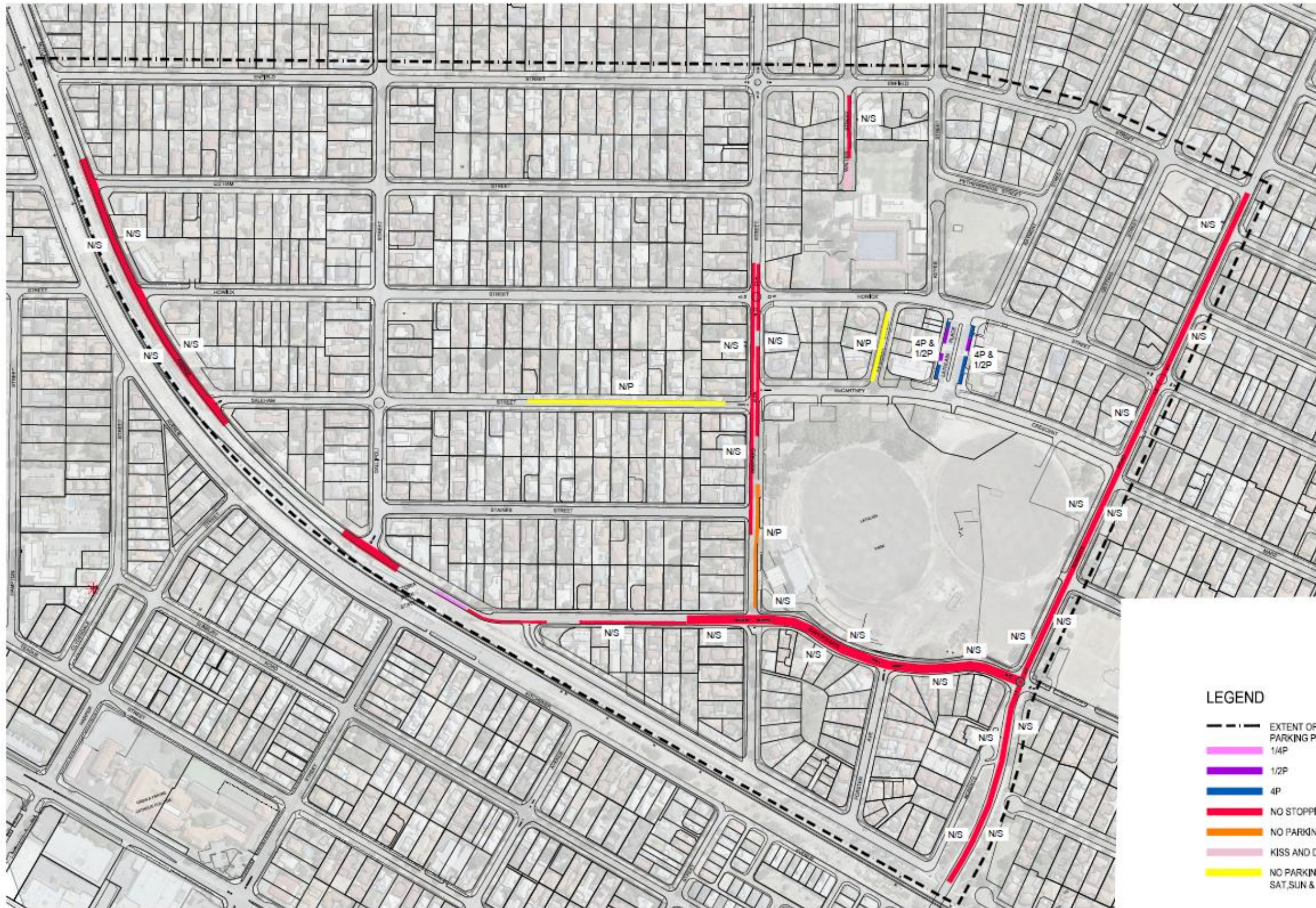
- Some streets nearest the Victoria Park Train Station experience high parking occupancy in some sections resulting in a decreased amenity in the area. However this effect is localised and only affects a short section of the street in most cases.
- Some streets nearest Lathlain Oval experience high parking occupancy in some sections resulting in decreased amenity in the area.
- Parking occupancy in Kessack Street at school pickup times is very high which results in a constrained street with vehicles parking both sides of the road, however this impact is of short duration with no complaints received.

Existing Parking Restrictions

The existing parking restrictions in the Lathlain Precinct are minimal with most streets unrestricted. The restrictions in place consist of:

- *No Stopping* and *No Parking* in some streets adjacent the Lathlain Oval during the WAFL season
- Some *No Stopping* adjacent the Victoria Park Railway Station
- 15 minute short term parking at the Victoria Park Railway Station
- A mixture of 30 minute and 4 hour parking timed restrictions recently installed at Lathlain Place.
- *No Stopping* and *Kiss'n'Ride* at Lathlain Primary School in Waller Street

The following plan overleaf shows existing parking restrictions:



LEGEND

-  EXTENT OF LATHLAIN PARKING PRECINCT AREA
-  1/4P
-  1/2P
-  4P
-  NO STOPPING
-  NO PARKING
-  KISS AND DRIVE
-  NO PARKING 12-6PM SAT, SUN & PH MAR-SEPT

No	Date	REVISION	By	App'd

TOWN OF VICTORIA PARK
99 SHEPPERTON ROAD, VICTORIA PARK

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LATHLAIN PRECINCT
LATHLAIN
EXISTING PARKING RESTRICTIONS

SHEET	OF	A 3
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Findings

Parking Occupancy Ratio

The parking occupancy of a road section is expressed as a percentage of the number of observed parked vehicles to the number of possible parking spaces on the road section. For example, occupancy of 100% would be when the road section has no more available parking spaces. Occupancy of 50% means that half the available parking spaces are occupied. For clarity and presentation of heat maps the parking occupancy has been displayed as:

Occupancy	Colour	Occupancy %
Very Low	Dark Blue 	<10%
Low	Light Blue 	10-30%
Medium Low	Green 	30-50%
Medium High	Yellow 	50-70%
High	Brown 	70-90%
Very High	Red 	>90%

It is not considered a problem from a traffic engineering point of view if the parking occupancy is less than 80%. Contemporary traffic engineering practice uses an occupancy rate of 85 to 95% as being a practical maximum after which the road network will experience problems. The "Austroads" publication "Guide to Traffic Management Part 11: Parking" states:

"It should be noted that a parking system operates at optimum efficiency when the system is being used slightly less than at full capacity. The occupancy at which a parking facility achieves optimum efficiency is generally accepted as being in the range of 85 to 95% of capacity (ULI and NPA 2000). Supply should therefore be about 10% higher than the estimated demand for parking when using this approach. This allowance provides for vehicle circulation and manoeuvring, operating fluctuations, and loss of parking attributable to misparked vehicles"

Occupancies greater than 50% many observers would consider the road congested and "full of cars". To manage the various complaints/requests the Town receives, a document called "Parking Complaint Management Process" was created by the Parking Management Service Unit. This was created to efficiently manage these complaints/requests and ensure they are processed in a fair, objective and consistent manner in accordance with contemporary best practice. The document recognises that the Town is in a transition phase due to urban infill and increased car ownership and that community expectation, particularly in low density areas may be at odds with increased parking occupancy. The trigger points used in the decision matrix are therefore set lower than optimum at this time with the expectation that these levels will be adjusted higher as community acceptance grows.

To determine the occupancy of parked vehicles in the streets, three scenarios were observed and analysed. These are:

1. Typical weekday traffic.
2. Typical event at the Lathlain Oval when a WAFL game was underway 21 March 2018
3. Perth Stadium event when a AFL game was underway, also 21 March 2018

For the typical weekday traffic scenario a series of video surveys were undertaken on the 2 March 2018, 6 March 2018, 7 March 2018 and 8 March 2018 at various times during the day. These observations were analysed and collated to produce an average parking occupancy percentage.

An event day at Lathlain Oval was observed on the 21 March 2018 in a series of 3 surveys taken at 10:34am, 3:20pm and 5:38pm to try to capture the parking behaviour associated with these games. This day at Lathlain Oval saw the Perth football club playing a series of games at different levels with games starting at:

- Colts 9.00am
- Reserves 11.30am
- League 2.15pm

The results from these 3 sets of observations were analysed and collated to produce a peak parking occupancy percentage in order to determine the worst case scenario for parking occupancy. As may be expected the league game drew most traffic with the peak parking occupancy happening around mid-afternoon.

In order to assess if the Perth Stadium event had an impact of the streets surrounding the Victoria Park Train Station a video survey was undertaken that same day at 5:38pm. Although the AFL game started at 6.10pm it was assumed that the most people would have parked their vehicles and been on the train by this time. The results however are complicated somewhat by any lingering impacts from the Lathlain Oval game which should have been finalised at this time. Nevertheless the results are provided here and are likely to be a worst case scenario.

The figures below show these various parking occupancies as heat maps. For detailed information the values have been tabulated and included as Appendix 1

The findings of these occupancy surveys are:

For the normal weekday scenario:

1. There is a very high occupancy in:
 - Bishopsgate Street on the south side in the 4 indented parking bays near the intersection of Rutland Avenue.
 - Gallipoli Street on the north side between Staines Street and Saleham Street
2. There is a medium high occupancy in:
 - Bishopsgate Street on the north side between Rutland Avenue and Goddard Street.
 - Staines Street on the south side between Gallipoli Street and half way to Goddard Street.
 - Forster Avenue on the north side between Rutland Avenue and Bishopsgate Street.

- Keyes Street between Howick Street and Petherbridge Street
3. There is a medium low occupancy in:
 - Gallipoli Street on the south side between Staines Street and Saleham Street
 - Staines Street on the north side between Gallipoli Street and half way to Goddard Street.
 - Forster Avenue on the south side between Rutland Avenue and Bishopsgate Street.
 - Bishopsgate Street on the north side between Rutland Avenue and Gallipoli Street in the 4 indented parking bays.
 - Roberts Road on the north side between Rutland Avenue and cul-de-sac end
 - Gallipoli Street on both sides between Howick Street and Egham Street adjacent the local shopping centre
 - Waller Street on the south side between Enfield Street and cul-de-sac end.
 - Rayment Street on the north side between Howick Street and Petherbridge Street.
 - Howick Street on the south side between Keyes Street and Rayment Street
 4. All the other streets in the area have a very low to low occupancy rate between 0% - 30%.
 5. The streets with the very high occupancy rates have available parking close to the Victoria Park Railway Station.
 6. The impact of the train station does not appear to exceed a distance of 400m. This is consistent with Western Australian Planning Commission document "Liveable Neighbourhoods" which states:
"Typically, most people will consider walking up to 400m (5 minutes), or 800m (10 minutes) to a train station or town centre to daily activities."
 7. Bishopsgate Street experiences a medium high to very high occupancy rate. This may be due to its proximity to the train station. It may also be due to the demand from local residents as much of this section of the street has experienced "urban infill" development. It is noteworthy that parking has been significantly limited in this street due to the installation of cycle lanes and a continuous white dividing line which prohibits parking availability.
 8. Staines Street appears to be attractive to train commuters. This is probably due to its quiet nature and width of 10m which comfortably allows parking both sides and two way traffic flow. The affect however is limited to about half way to Goddard Street whereupon it has a low occupancy rate.
 9. Gallipoli Street between Staines Street and Howick Street also appears to be very attractive to train commuters. This is probably due to its width of 10m which comfortably allows parking both sides and two way traffic flow. This impact however is very limited as past Howick Street it has a very low occupancy rate.

10. Forster Avenue has a medium low to medium high occupancy rate. This is likely due to the largely mature urban infill development in this location and its density coding of R40/60. Possibly Bishopsgate Street which provides no parking potential between Roberts Road and Goddard has contributed to this although there is plenty of overflow parking potential in Rutland Avenue nearby which would mitigate this issue.
11. Keyes Street between Howick Street and Petherbridge Street has a medium high occupancy rate. This is however adjacent the Lathlain Primary School and appears to function as a carpark for the staff and visitors to the school.

For the Lathlain Oval event scenario:

1. There is a very high occupancy in:
 - Gallipoli Street between Staines Street and Saleham Street.
 - Gallipoli Street on the north side between Saleham Street and Howick Street.
 - Staines Street between Gallipoli Street and Goddard Street
 - Saleham Street between Gallipoli Street and halfway up to Goddard Street
 - Bishopsgate Street on the south side between Rutland Avenue and Goddard Street.
 - Forster Avenue
 - Goddard Street between Bishopsgate Street and Saleham Street
 - McCartney Street between Goddard Street and Roberts Road
 - Lathlain Place
2. There is a high occupancy in:
 - Bishopsgate Street on the north side between Rutland Avenue and Goddard Street.
 - Saleham Street on the south side between Goddard Street and half way up to Gallipoli Street
 - Rayment Street on the north side between Howick Street and Petheridge Street
 - Petheridge Street on the south side
 - Roberts Road on the north side between Rutland Avenue and cul-de-sac end
3. It is evident that patrons to the Lathlain Oval are trying to obtain parking as close as possible to the venue.
4. Parking management on the day resulted in the south side verge of McCartney Crescent being used for informal 90 degree angle parking and was very heavily utilised.
5. It was observed that there was significant illegal parking in Kessack Street and Saleham Street in contravention of the no parking signs installed specifically for the WAFL season.

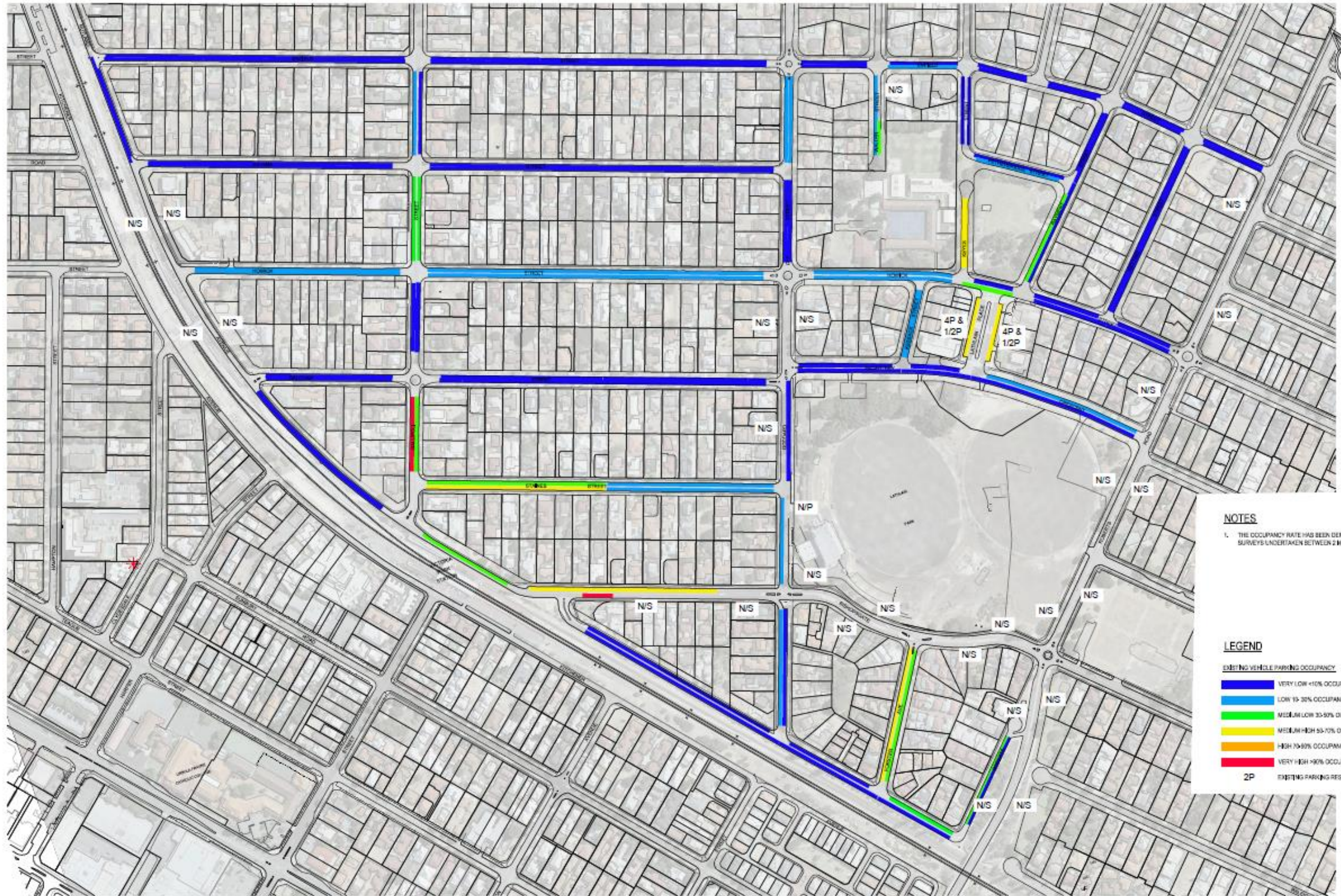
6. Lathlain Place appears to be utilised for event parking and this may be adversely affecting some businesses in this location.
7. The impact of the event generally appears to be constrained within a 400m radius of the event entry gates.

For the Perth Stadium event scenario:

1. There is a very high occupancy in:
 - Gallipoli Street between Staines Street and Saleham Street.
2. There is a high occupancy in:
 - Bishopsgate Street on the south side between Rutland Avenue and Goddard Street.
 - Rutland Avenue on the north side between Rutland Avenue and Gallipoli Street.
 - Staines Street on the north side between Gallipoli Street and halfway up to Goddard Street.
3. It appears that the impact of the Stadium event has had a limited impact to the parking occupancy rate in the nearby streets. However the residual impact from the Lathlain Oval event is very likely affecting these measurements. The only conclusion that can be drawn is that the parking occupancy at this time is less than the peak parking occupancy during the Lathlain Oval event.

General observations:

- The Victoria Park Train Station appears to have limited impact on the nearby streets with only a fairly small length of Staines St and Gallipoli Street being unduly affected. Bishopsgate Street shows a very high occupancy in the indented car parking bays on the south side closest to Rutland Avenue but as there are only 4 bays available these may be residents and not commuters.
- There is underutilised parking available in Rutland Avenue between Bishopsgate Street and Roberts Road. This is ideally located to service the Victoria Park Railway Station and the Lathlain Oval.
- There is underutilised parking available in the area within 800m of the Lathlain Oval. It is noteworthy that the Western Australian Planning Commission document “Liveable Neighbourhoods” states:
“Most people will consider walking up to 400 metres to access services and facilities, or 800 metres to a train station or higher-order centre” It is therefore reasonable to assume that the current demand for event parking does not outstrip supply at this time.



NOTES

- 1. THE OCCUPANCY RATE HAS BEEN DERIVED FROM VIDEO SURVEYS UNDERTAKEN BETWEEN 2 MARCH - 8 MARCH 2018

LEGEND

- EXISTING VEHICLE PARKING OCCUPANCY**
- █ VERY LOW <10% OCCUPANCY RATE
 - █ LOW 10-30% OCCUPANCY RATE
 - █ MEDIUM LOW 30-50% OCCUPANCY RATE
 - █ MEDIUM HIGH 50-70% OCCUPANCY RATE
 - █ HIGH 70-90% OCCUPANCY RATE
 - █ VERY HIGH >90% OCCUPANCY RATE
 - █ 2P EXISTING PARKING RESTRICTION

Amendments			
No	Date	REVISION	By / App'd

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99 SHEPPERTON ROAD, VICTORIA PARK

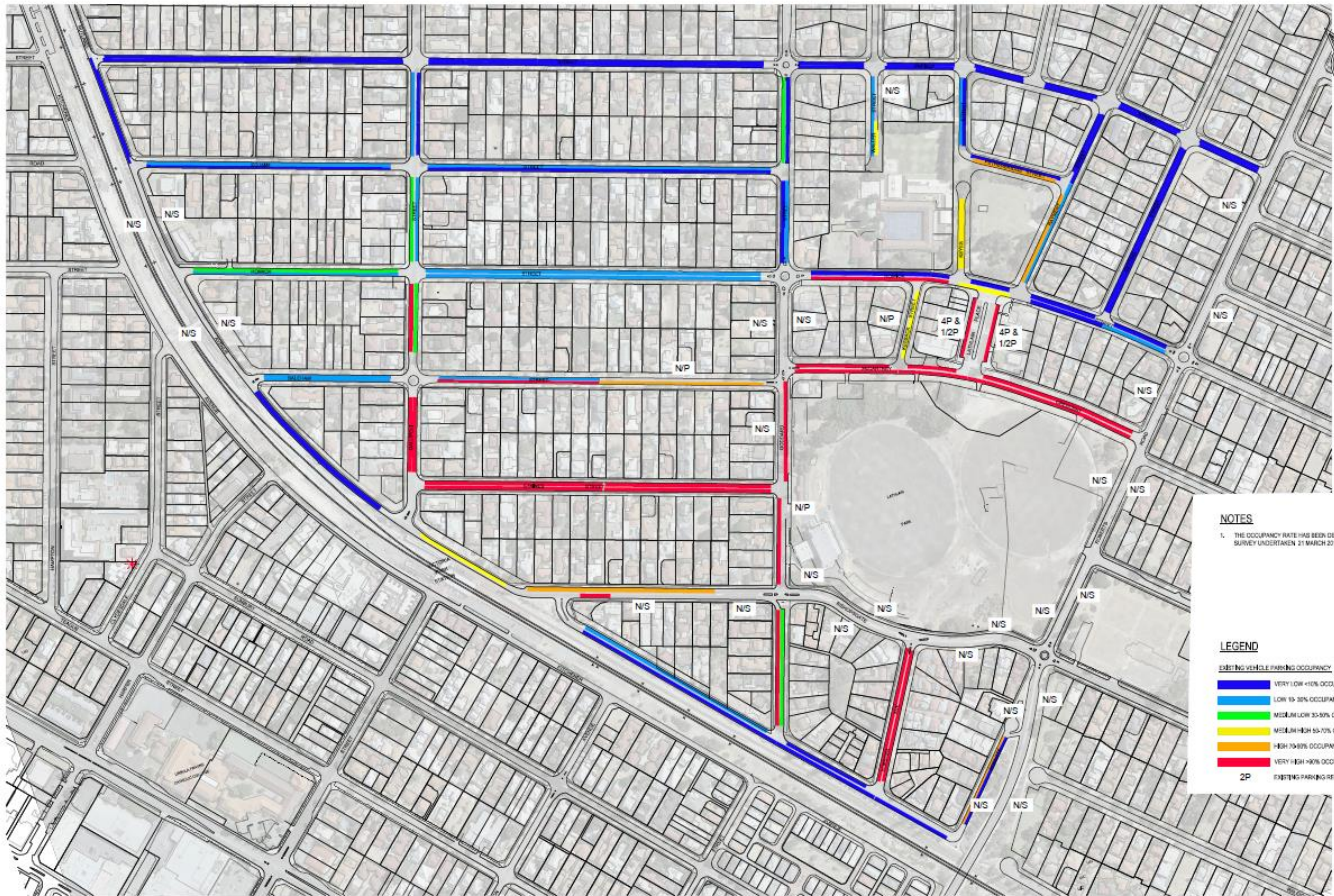
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LATHLAIN PRECINCT
NORMAL WEEKDAY
EXISTING PARKING OCCUPANCY HEAT MAP

SHEET	OF
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Job No.	

A3



NOTES

1. THE OCCUPANCY RATE HAS BEEN DERIVED FROM VIDEO SURVEY UNDERTAKEN 21 MARCH 2018 (WAFI GAME)

LEGEND

EXISTING VEHICLE PARKING OCCUPANCY

- █ VERY LOW <10% OCCUPANCY RATE
- █ LOW 10-30% OCCUPANCY RATE
- █ MEDIUM-LOW 30-50% OCCUPANCY RATE
- █ MEDIUM-HIGH 50-70% OCCUPANCY RATE
- █ HIGH 70-90% OCCUPANCY RATE
- █ VERY HIGH >90% OCCUPANCY RATE
- █ 2P EXISTING PARKING RESTRICTION

No.	Date	REVISION	By	App'd

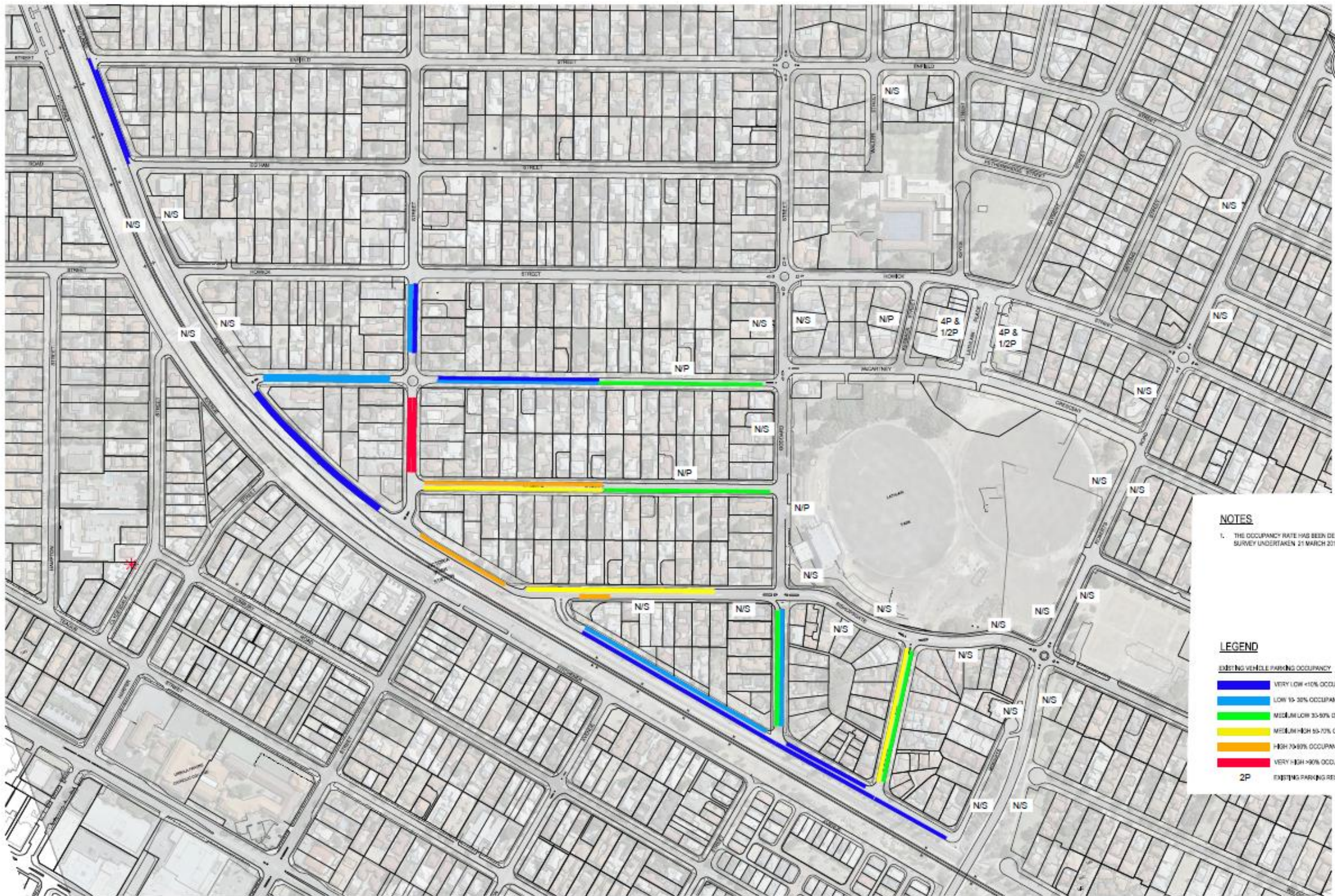
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LATHLAIN PRECINCT
WAFI EVENT
PEAK PARKING OCCUPANCY HEAT MAP

SHEET	OF	A 3
DRAWING No.		
Job No.		



NOTES

- 1. THE OCCUPANCY RATE HAS BEEN DERIVED FROM VIDEO SURVEY UNDERTAKEN 21 MARCH 2018 @ 5:38PM

LEGEND

EXISTING VEHICLE PARKING OCCUPANCY

- █ VERY LOW <10% OCCUPANCY RATE
- █ LOW 10-30% OCCUPANCY RATE
- █ MEDIUM LOW 30-50% OCCUPANCY RATE
- █ MEDIUM HIGH 50-70% OCCUPANCY RATE
- █ HIGH 70-90% OCCUPANCY RATE
- █ VERY HIGH >90% OCCUPANCY RATE
- █ 2P EXISTING PARKING RESTRICTION

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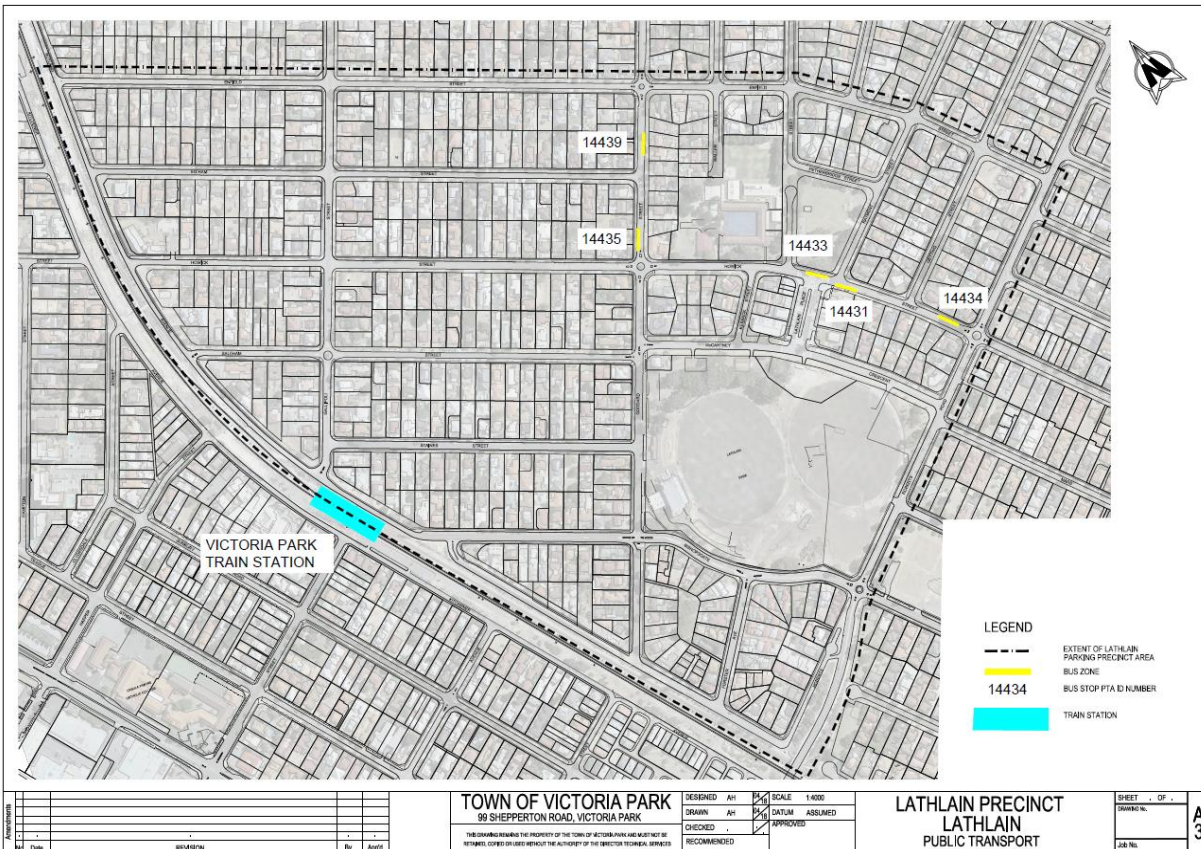
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LATHLAIN PRECINCT
STADIUM EVENT
PEAK PARKING OCCUPANCY HEAT MAP

SHEET	OF	A 3
DRAWING No.		
Job No.		

Public Transport

Statistics for bus and train services have been obtained from the Department of Transport to determine the level of passenger numbers alighting and departing their trips at various bus stops and the Victoria Park Train station within the study area. These statistics have limited value at this stage but have been obtained to provide “Baseline” statistical data that will enable future reviews to be undertaken that help assess the impact to public transport after parking restriction changes have been made. A complete table and figures provided in *Appendix 4* shows the passenger numbers alighting and departing from the various bus stops in the area. The ID number is the Public Transport Authority identification number. The associated plan indicates the location of the bus stops with the ID number and the train station.



Stakeholder Requests and Complaints

In addition to the surveys undertaken to measure the satisfaction level of stakeholders with the current parking situation, the Towns records management system “Trim” was investigated for parking related complaints received in the five year period up to April. A summary of the main issues in order of the number of complaints received in this period is listed below. A complete table of the feedback is included as *Appendix 2*:

No of Complaints	Stakeholder Issue:	Notes:
7	Footpath Obstruction	
6	Other	
5	Illegal verge parking	
4	Illegal Parking	
2	Parking Restriction request	
2	Obstructed Crossover	
2	Sightline problems	
2	Lack of Parking	Bishopsgate St and Forster St
Total = 30		

According to correspondence received there does not appear to be any particular trend that would indicate a problem.

Further investigation was also undertaken with the Towns customer service management system “CRMS” to determine any problem trends in the area. All streets were investigated for complaints and only Staines Street and Goddard Streets had more than 3 parking related complaints/requests. These were largely related to illegal parking where crossovers were being obstructed and illegal verge parking. Several complaints occurred during events at the Lathlain Oval. This appears to be mainly an enforcement issue.

Public Consultation including Business and Resident Surveys

Public consultation was undertaken to investigate the satisfaction levels of residents with regard the existing parking environment and current parking restrictions. The opportunity was also taken to gain knowledge of any other parking related problems in the area. This was done by posting letters to all residents in the Lathlain area, handing out flyers to businesses and erecting posters around Rayment Park and Lathlain Place inviting people to participate in the consultative process and to access the Towns “My Thoughts” page where a survey could be undertaken. There were 869 letters posted out in addition to the posters and flyers which resulted in a total of 27 submitted survey forms. Some statistics are:

- Only 1.8% of Lathlain residents completed the survey.
- Residents in 8 streets out of a total of 19 (42%) responded to the survey.
- 9 respondents (33%) were patrons of the “Cherrybomb” beauty parlour.
- 9 respondents (33%) were satisfied with the current parking restrictions in the area

- 11 respondents (41%) were not residents of the area.

The “Cherrybomb” participant’s general complaint was that 4 hours is insufficient for a visit and that the existing 30 minutes and 4 hour parking restrictions unfairly prejudiced this business and their clients. It is noteworthy though that plenty of all day “free” parking is available within 100 metres (approx. 1 minute walk) in McCartney Crescent and Rayment Street. The streets that were mentioned in the survey, other than Lathlain Place (Cherrybomb) were the streets closest to Lathlain Park that are effected by event parking.

The following figure is a summary of the survey questions, responses and comments from participants.

Street	Street Section	Number	Questions										Do you experience any issues with parking in the area	What are they	Other comments		
			Are you a resident or ratepayer in the Lathlain Area	Owner or Renting	Type of property	Available car spaces on property	Have you noticed increase in vehicles parking in the street	Would you support timed parking restrictions in your street	If so what time period	Reason for answer	Would you support time restrictions on Lathlain Oval event days	Reason for visit				Are you satisfied with current parking restrictions in area	Comment
Bishopsgate St																	
Egham St																	
Enfield St																	
Forster St																	
Gallipoli St																	
Getting St																	
Goddard St	Enfield to Cookham		Yes	Owner	House	2	Yes	Unsure	Current parking levels don't warrant restrictions	No		Yes	"There is increased car activity at Lathlain Oval presumably due to the Eagles coming in (requiring a bit more care driving/riding through this area), but generally it has not been noticed as far down as my house which is closer to Orrong Rd and it doesn't currently seem like a big problem. The true effect of the Eagles moving it might only be known a year or so into the future"	No			
	Rutland to Bishopsgate		Yes	Owner	Unit	2	Yes	No				No	"Unit 2 No 9 Goddard St has 6 residents each one with a vehicle. 5 of these park in the street, one parks in front of the garage door of his residence. In addition there is a vehicle parked in their garage which belongs to someone else who does not live in the house"				
Howick St	Rutland to Gallipoli		yes	owner	house	3	no	unsure		yes		yes	"Timed restrictions may be appropriate further down Howick St, closer to Lathlain Park, but I would prefer that restrictions are not implemented. Some restrictions may be appropriate on event days"	yes	Some congestion occurs at the corner of Howick St with Rutland Ave. People park there and catch the train and sometimes park with vehicle pointing the wrong way or too close to intersection, creating a hazard.		
Kessack St																	
Keyes St																	
Lathlain Pl			no								Work	no	"Half an hour is not long enough for a coffee or a visit to the child health nurse"	yes	I carry large equipment to and from my car. Sometimes there is no parking out the front of the centre. If there is parking I have to move my car after 4 hours in the middle of my working day. The child health nurses should have allocated bays or parking permits to allow us to park close to the building. There are way too many motorcycle bays both on Lathlain place and near Rayment park that I have never seen utilised.		
McCartney Cr	Roberts to Lathlain Plc			Owner	House	3	Yes	Yes				No	"We are not aware of any parking restrictions. We wish parking restricted only to the oval side of McCartney Crescent"	Yes			
Petheridge St																	
Rayment Street	Enfield to Custance		Yes	Owner	House	4	No	No	Doubt that timed restrictions would be warranted. Wants permit for residents if introduced.	yes		yes	"We generally walk around the area, and don't have a need to park in the suburb, unless visiting friends from time to time via car"	YES	Problems with crossing Howick St at crossing near Kettle Cafe due to parked vehicles. Suggested banning parking on raised plateau.		
Roberts Rd																	
Rutland Av	Enfield to Egham		Yes	Owner	House	2	No	No	Rutland ave is a thoroughfare so there is little parking utilised on Rutland ave so it is not an issue.	No		Yes	"This generally occurs on weekends on event days for the stadium, generally WAFL days the crowd parking is not excessive due to old bowling grounds being used"				
	Bishopsgate to Goddard		Yes	Owner	House	1	Yes	No	Inconveniences local residents. Preference is a permit system.	No		Yes	"When you live in an inner city area and close to a train station you simply know that you have to put up with parking in your street"				
Saleham St	Rutland to Gallipoli		Yes	Owner	House	4	Yes	No				no	Don't want any time restrictions and resident permits. "I want clearly marked parking bays on one side of streets only" Parking on both sides of street a problem as narrow.	yes		We noted that we had significant parking along Staines, Gallipoli and Saleham street on this Saturday.	
	Gallipoli to Goddard		Yes	Owner	House	2	Yes	Yes	3hrs		Yes	Yes	"However, there doesn't appear to be any enforcement when cars are parked on both sides of the road on game days"	No			
	Gallipoli to Goddard		Yes	Owner	House	2	Yes	No	"The issue of parking was well known prior to the development and there were no major issues then so why now"	No		Yes	"We are happy with the redevelopment of Lathlain Park and we are well aware there would be increased public parking in our street. The vast majority of the people parking are doing the right thing without any inconvenience to our selves. By restricting the parking further is only going to inconvenience ourselves"	No			
	Gallipoli to Goddard		Yes	Owner	House	2	Yes	Yes			Yes	Yes		No			
Staines St	Gallipoli to Goddard		yes	owner	unit	2	yes	yes	4 hrs		yes	no	"We don't want to live in an area like Subiaco where a negativity attitude prevails"	yes	Traffic blocks access to Goddard St on practice days		
	Gallipoli to Goddard		yes	owner	unit		yes	no				no	Lost oval car park means more cars parked in streets	yes	There are more cars wanting to park at the oval.		
Waller St																	
Other outside of Lathlain area																	
Forrestfield			no								work	no	"Working on lathlain place, parking is difficult to get when working. Clients struggle to park for enough time as well. I'm here 9-9 some days and the 4 hour parking doesn't cover that"				
Heathridge			no								Hairdresser	no	4 hr timed restriction too short for visit to Cherrybomb. Permits could be issued to Cherrybomb customers.				
Collie			no								Hairdresser	no	4 hr timed restriction too short for visit to Cherrybomb and local shops.			Change the parking time or allow businesses to hand out parking passes that allow users of their businesses to park closer to their stores.	
Cloverdale			no								Hairdresser	no	"I attend a hair salon, sometimes my appointments will go for hours. I'm unable to shift my car during this time"			Please don't allow minimum parking near and around a	
Kalamunda			no								Hairdresser	no	"There are new parking signs which are restricting the amount of hours we can conveniently park for our appointments at the beauty parlour. Often the appointments are between 2 & 5 hours depending on what is being done and the restrictions make it difficult to enjoy the procedure"	yes	Sometimes the time is not enough!		
Not given			no								Hairdresser	no	"Sometimes my appointments at cherrybomb can put more than 4 hours long. Don't want to pay for parking. Why not have parking permits for cherrybomb customers who know their appointments will be longer than 4 hours. Which cherrybomb can hang on too"			If there is illegal parking then fix it with angle parking which you could get more cars in around the football oval.	
Ballajura			no								Hairdresser	no	"Quite often the 4 hr long bays are full, and most time hair appointments can take longer than 4 hours. With a new cafe just opened it is impossible sometimes to get a bay of any sort in the area. Would like more bays on oval or longer parking times. No limit at all would be good. It's only a small car park"	yes	School close by and parents park in the shopping section too.		
Sunbury St Victoria Park			no								Hairdresser	no	"Time limits on parking at Lathlain Precinct and no permits for Victoria Park residents. We pay rates and still have to pay for parking!"	yes	Non residents parking to catch public transport.		
Leeming			no								Hairdresser	no	"My appointment times range from 1.5 hrs to 4.5 hrs. I cant leave to move my car. We need unlimited time bays assigned to the shop. Many eye and hair processes take a long time"	yes	Not having a correct bay to use	Simply assign enough bays to each shop depending on service provided	
Not given			no								Hairdresser	no	"There are too many half hour spots. Hairdresser and restaurant visitors need at least 1.5 hours per visit"	yes	Not enough space to park, especially around school hours		
Woodbridge			no								Business	no	"My appointment is never half an hour and sometimes more than 4 hours"	yes	Not enough parking for long enough.		
Maple St			Yes	Owner	4	Yes	No				No	Yes	"If we want people to come to Lathlain oval for Football and social events, then parking needs to remain open or timed restrictions sufficiently long to make them useless. There has been an increase in parking on Optus Stadium event days. Again, I don't believe this needs to be time restricted at this point in time. We don't seem to have an issue with all day parking at this time"	No		I live in Maple St and timed restrictions are not necessary.	

Parking Offence Rates

Offence rates have been investigated to determine the number and nature of offences by motorists in all of the streets in the Lathlain Precinct. This investigation provides “Baseline” statistical data that will enable future reviews to be undertaken that assess the impact to offence characteristics after parking restriction changes are made. The Towns “Autoissue” infringement management software contains records of all infringements issued by TOVP parking officers. These are in turn exported to the Towns corporate software system “Authority” which the following data has been derived from. Each street has been investigated and the results are presented in the Table below.

The findings of the investigation into offence rates indicate:

1. There is a high offence rate in:
 - Goddard Street for stopping or parking contrary to a *No Stopping or No Parking* area.
 - There is a high offence rate in Saleham Street for stopping or parking contrary to a *No Stopping or No Parking* area.
2. The offences mentioned above for Saleham Street and Goddard Street are primarily connected with the Lathlain Oval events. Two thirds of Saleham Street between Gallipoli Street and Goddard Street has parking restrictions that prohibit parking a vehicle between 12 noon and 6pm on weekends and public holidays between the months of March to September, the WAFL football season. Conversely, Goddard Street has similar restrictions between Bishopsgate Street and McCartney Crescent and all similar offences have occurred in the same period. Given the large number of vehicles drawn to these events and the time period investigated the above would be considered typical of this situation.

Offence Type							
Street	Parked Contrary to "No Stopping/No Parking" sign	Parked Contrary to Direction of Traffic Flow	Obstructing Footpath or Pedestrian Crossing	Obstructing Crossover	Parking Illegally On Verge	Other	Number of Infringements issued April 2017 - April 2018
Bishopsgate Street	9	2	1			2	14
Egham Street			1		1		2
Enfield Street		4					4
Forster Street		4					4
Gallipoli Street	2	6					8
Getting Street							0
Goddard Street	53	2	3	1			59
Howick Street	6	7	1			2	16
Kessack Street	3		2				5
Keyes Street	2						2

Offence Type							
Street	Parked Contrary to "No Stopping/No Parking" sign	Parked Contrary to Direction of Traffic Flow	Obstructing Footpath or Pedestrian Crossing	Obstructing Crossover	Parking Illegally On Verge	Other	Number of Infringements issued April 2017 - April 2018
Lathlain Place						1	1
McCartney Crescent		1	1			1	3
Petherbridge Street							0
Roberts Road							0
Rutland Avenue		2	6				8
Saleham Street	43	3	1				47
Staines Street		5	7				12
Waller Street			1				1
Total Number of Infringements							186

Road Safety Assessments

An assessment of the street network has been undertaken to determine if there are safety concerns with regard to the existing parking environment. Two issues were examined being:

- Narrow streets with the ability to park on both sides of the road and a high recorded parking occupancy.
- Intersection sightlines.

Narrow Streets

The following table indicates the streets in the area with their width, parking occupancy rate, traffic volume and 85th percentile speed. Most streets in the area have a width of 7.4 and 10m. These widths allow parking both sides of the road with one way traffic flow for a 7.4m width and two way traffic flows in the case of streets with a 10m width. The only streets that have a narrower width are parts of Rutland Avenue and the service road section of Roberts Road. The narrower section of Rutland Avenue currently has a very low parking occupancy and the section of Roberts Road had parking observed on one side of the road only. Although there were no traffic counts for this section of Roberts Road it has been observed as being very quiet. Therefore these narrower road sections at this time are not considered a problem. However the narrower section of Rutland Avenue should be monitored as it has a reasonably significant traffic volume and recorded traffic speed and therefore should be considered for parking restrictions if the parking demand increases.

Street	Carriageway Width	Average Occupancy Rate	Traffic Volume Per Day	85% Speed Km/hr	Comment	Problem Y/N
Bishopsgate Street	7m	71%	2011	62	Has indented parking which allows 2 way traffic flow.	N
Egham Street	7.4m	3%	296	51		N
Enfield Street	7.4m	2%	1959	56	This street has recently had LATMs installed and after the count	N
Forster Street	10.0m	49%	No Count	No Count		N

Street	Carriageway Width	Average Occupancy Rate	Traffic Volume Per Day	85% Speed Km/hr	Comment	Problem Y/N
Gallipoli Street	10.0m	31%	1118	54		N
Getting Street	7.4m	5%	268	54		N
Goddard Street	10.0m	11%	2703	53		N
Howick Street	7.4m & 10.0m	12%	428	43		N
Kessack Street	7.4m	20%	93	32		N
Keyes Street	7.4m	2%	104	38	Enfield to Petherbridge	N
Lathlain Place	2 of 6m one way carriageways	61%	345	23	Pre Upgrade works	N
McCartney Crescent	10.0m	7%	628	46		N
Petherbridge Street	7.4m	14%	137	40		N
Rayment Street	7.4m	15%	405	43		N
Roberts Road	6.0m	16%	No Count	No Count		N
Rutland Avenue	6.5m & 10.0m	6% 6%	1643 -6m 238 -10m	54 55		N N
Saleham Street	7.4m	3%	326	52		
Staines Street	10.0m	35%	194	52		N
Waller Street	7.4m	30%	No Count	No Count	Cul-de-sac	N

Intersection sightlines

All intersections within the study area have been assessed for satisfactory intersection sight line distance using the criteria contained in the "Parking Complaint Management Process" document mentioned. This document uses information which is derived from the "Austroads" publication "Guide to Road Design Part 4A: Unsignalised and Signalised Intersections"

Note:

- Intersections which have roundabouts, continuing roads with no parking allowed or a speed environment less than 20km/hr have not been included in this analysis as these are considered satisfactory for safe intersection control.
- Although the road Traffic Code 2000 states "A person shall not stop a vehicle on a carriageway so that any portion of the vehicle is within 10 m of the prolongation of the nearer edge of any intersecting carriageway" this distance is often insufficient to allow suitable sight distance for intersection safety.

The following table shows the intersections assessed and whether they comply or not. It can be seen that many do not comply and these should be investigated further with regard installing no stopping restrictions or modifying the intersection geometry to improve sight line distance.

Intersection	Existing Restrictions Y/N	Average Parking Occupancy Rate (Continuing Road)	Traffic Volume Per Day	85%ile Speed Km/hr	Intersection Sight Distance Complies with Standard Y/N	Comment
Enfield/Waller	Y	Low	1959	56	?	Has raised plateaux installed 20km/hr
Enfield/Keyes	N	Low	1959	56	N	
Enfield/Rayment	N	Very Low	1959	56	N	
Enfield/Getting	N	Very Low	1959	56	N	
Gallipoli /Egham	N	Medium Low	1118	54	N	Has nib extensions
Gallipoli /Enfield	N	Low	1118	54	N	Has nib extensions
Gallipoli/Howick	N	Medium Low	1118	54	N	
Gallipoli/Staines	N	Medium Low	1118	54	N	
Goddard /Egham	Y	Low	2703	53	Almost	
Goddard/Staines	Y	Low	2703	53	Y	Has yellow N/S lines
Goddard/Saleham	Y	Very Low	2703	53	Y	Has yellow N/S lines
Goddard/McCartney	Y	Very Low	2703	53	Y	Has yellow N/S lines
Howick/Getting	N	Very Low	428	43	N	

Intersection	Existing Restrictions Y/N	Average Parking Occupancy Rate (Continuing Road)	Traffic Volume Per Day	85%ile Speed Km/hr	Intersection Sight Distance Complies with Standard Y/N	Comment
Howick/Kessack	Y	Low	428	43	Y	OK as 20km/hr speed limit on south side
McCartney /Kessack	N	Very Low	628	46	N	
Rayment/Petherbridge	Y&N	Medium Low	405	43	Y&N	North side does not comply
Rutland/Egham	Y&N	Very Low	1643	54	Y&N	North side does not comply
Rutland/Forster	N	Low	238	55	N	
Rutland/Gallipoli	Y	Medium Low	1643	54	Y	
Rutland/Goddard	N	Very Low	238	55	N	

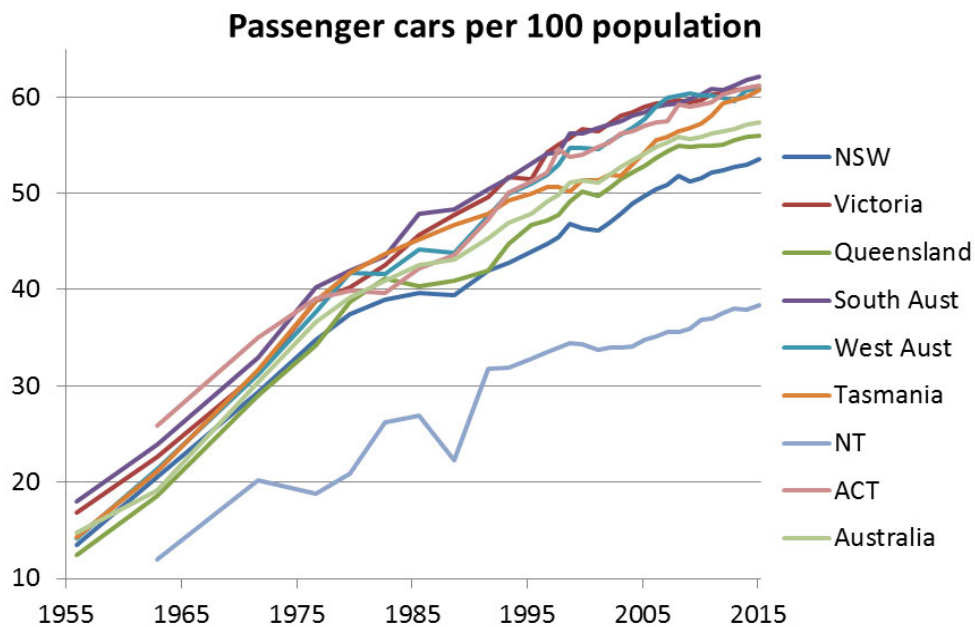
Future Developments

There are two main drivers of development in the area and they are:

- Urban infill
- Lathlain Precinct Redevelopment Project.

Urban infill is where the current large original lots will be subdivided in two or more to create additional lots. This has the potential to more than double the current number of dwellings in the area and significantly increase the number of motor vehicles. This is an ongoing process and is likely to take many years. The Lathlain Precinct Redevelopment Project is underway with the completion of the Rayment Park upgrade and Lathlain place Upgrade including a Scouts building and community building. The Lathlain Oval redevelopment is also well underway.

It is noteworthy that the number of potential motor vehicles in the area may not simply increase in proportion to the number of dwellings. The graph below demonstrates that car ownership is increasing per capita as time goes on and although the growth rate is slowing it has far from peaked. In 2015 the number of passenger vehicles per 100 people in Western Australia was about 61. The average number of persons per dwelling in Australia in 2016 was 2.6. Therefore if the number of dwellings doubles which is planned in the Lathlain area, motor vehicles will increase by a factor of $0.61 * 2.6 = 1.6$ per dwelling at current car ownership levels.



Source Australian Bureau of Statistics and <https://chartingtransport.com/>

Summary of Findings

Occupancy Rate

To manage the various complaints/requests the Town receives, a document called “Parking Complaint Management Process” was created by the Parking Management Service Unit. This was created to efficiently manage complaints/requests and to ensure they are handled in a fair, objective and consistent manner in accordance with best practice. This document has been used to assess the parking occupancy in the streets to determine if intervention is warranted. Assessment of the streets in accordance with this document can be found in *Appendix 3*. According to this document the following road sections are indicated for further investigation:

- Bishopsgate Street, south side – Rutland Avenue to Goddard St (only 4 bays)
- Gallipoli Street, north side – Staines Street to Saleham Street

Both these streets had average occupancy rates higher than 90% in the normal working weekday scenario.

Note: It will be seen in the table that although there are a few streets near the Victoria Park Train Station with occupancy rates close to or higher than 50% such as part of Staines Street and the north side of Bishopsgate Street they did not justify treatment. This is because street sections closer than 400m to a high frequency train or bus station require an occupancy rate greater than 80% to trigger a treatment. The requirement of greater than 80% occupancy rate is in recognition that streets close to high frequency public transport stations will naturally attract more vehicles than the normal residential street.

Stakeholder Requests and Complaints

There does not appear to be any particular trend that would indicate a problem in the area other than issues with some illegal parking in Staines Street and Goddard Streets. These complaints appear related to Lathlain Oval events and the Victoria Park Railway Station and are to be expected in this situation.

Public Consultation including Business and Resident Surveys

The public consultation had a participation rate of only 1.8% of Lathlain residents. However, other than a large percentage of survey respondents originating from the “Cherrybomb” beauty parlour, there does not appear to be any particularly significant issues raised.

Parking Offence rates

Parking offence rates have been investigated to determine if there is a particular problem in the area and to provide a baseline reference for further parking reviews.

Most offences in the area appear related to Lathlain Oval events and involve parking contrary to a *No Parking* or *No Stopping* sign. The vast majority of offences occurred in Goddard Street and Saleham Street. The other streets in the area were not observed as having any particular problem.

Road Safety Assessments

Desk top road safety assessments were conducted on all streets and relevant intersections in the area to determine whether narrow streets posed a problem for parking and traffic flow and for sight distance at intersections. It was found that:

- There were no narrow roads that present a problem at this time.
- There are several intersections that should be investigated with a view to improving sight line distance.

Future Developments

The area is subject to two main drivers of development being urban infill and Lathlain Precinct Redevelopment Project. Infill development is expected to provide a relatively slow but steady increase in the number of dwellings and motor vehicles. Most of the Lathlain Precinct Redevelopment Project is expected to be complete by the end of 2018. However the Perth Football Club redevelopment component timeline is not determined at this stage.

It is not envisaged that either of these is likely to create an adverse parking environment given the capacity of the street network.

Recommended Parking Changes

1. Timed parking restrictions on the north side Gallipoli Street between Staines and Saleham Streets be installed
2. Timed parking restrictions on the south side of Bishopsgate Street between Rutland Avenue and Goddard Street be installed
3. Increase officer attendance/patrols during Lathlain Oval events
4. Increase officer attendance/patrols Monday to Friday in residential streets adjacent to the Victoria Park Train Station.
5. Further investigation into intersection sight distance requirements at the intersections identified in the desk top safety audit.
6. Lathlain Place businesses to be provided with a parking availability plan showing free long term parking areas.

Appendix 1 – Parking Occupancy Details

Surveys taken 2 Mar 2018 to 8 Mar 2018

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018	06 Mar 2018	07 Mar 2018	07 Mar 2018	08 Mar 2018		
				11:34am	3:07pm	9:52am	3:59am	1:12pm		
Bishopsgate Street	Rutland to Goddard Street	North	14	10	9	4	4	10	7	52.9%
	Rutland to Goddard Street	South	4	3	3	4	4	4	4	90.0%
Egham Road	Rutland Ave to Gallipoli St	North	23	1	2	1	2	2	2	7.0%
	Rutland Ave to Gallipoli St	South	28	0	0	0	0	1	0	0.7%
	Gallipoli St to Goddard St	North	36	2	0	1	0	0	1	1.7%
	Gallipoli St to Goddard St	South	29	2	1	0	0	1	1	2.8%
Enfield Street	Rutland to Gallipoli St	North	29	1	1	0	1	0	1	2.1%
	Rutland to Gallipoli St	South	34	0	0	1	1	1	1	1.8%
	Gallipoli St to Goddard St	North	32	0	1	1	0	2	1	2.5%
	Gallipoli St to Goddard St	South	25	0	1	0	0	0	0	0.8%
	Goddard St to Waller St	North	6	0	0	0	0	0	0	0.0%
	Goddard St to Waller St	South	6	0	0	0	0	0	0	0.0%
	Waller St to Keyes St	North	9	0	0	0	0	0	0	0.0%
	Waller St to Keyes St	South	8	0	3	3	0	0	1	15.0%
	Keyes St to Band St	North	6	0	0	0	0	0	0	0.0%
	Keyes St to Band St	South	5	0	0	0	0	0	0	0.0%
Band St to Rayment St	North	6	0	0	0	0	0	0	0.0%	

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018	06 Mar 2018	07 Mar 2018	07 Mar 2018	08 Mar 2018		
				11:34am	3:07pm	9:52am	3:59am	1:12pm		
Enfield Street	Getting St to Roberts Rd	South	7	0	0	0	0	0	0	0.0%
Forster Avenue	Rutland Ave to Bishopsgate St	North	14	8	7	11	10	7	9	61.4%
	Rutland Ave to Bishopsgate St	South	10	2	2	6	3	5	4	36.0%
Gallipoli Street	Staines to Saleham Street	North	6	5	7	5	5	5	5	90.0%
	Staines to Saleham Street	South	6	4	1	2	1	5	3	43.3%
	Saleham Street to Howick Street	North	6	0	0	2	0	0	0	6.7%
	Saleham Street to Howick Street	South	6	2	0	0	0	0	0	6.7%
	Howick Street to Egham St	North	11	6	1	3	4	9	5	41.8%
	Howick Street to Egham St	South	8	5	1	3	3	0	2	30.0%
	Egham St to Enfield St	North	10	3	1	1	3	3	2	22.0%
	Egham St to Enfield St	South	10	1	0	0	1	0	0	4.0%
Getting Street	Howick St to Enfield St	North	21	1	5	1		1	2	9.5%
	Howick St to Enfield St	South	23	0	1	0		0	0	1.1%
Gallipoli Street	Rutland Av to Bishopsgate St	North	11	0	1	1	5	2	2	16.4%
	Rutland Av to Bishopsgate St	South	11	0	0	2	1	0	1	5.5%
	Bishopsgate St to Staines St	North	11	5	2	1	3	4	3	27.3%

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018	06 Mar 2018	07 Mar 2018	07 Mar 2018	08 Mar 2018		
				11:34am	3:07pm	9:52am	3:59am	1:12pm		
Goddard Street	Bishopsgate St to Staines St	South	n/a	n/a	n/a	n/a	n/a	n/a		
	Staines St to Saleham St	North	n/a	n/a	n/a	n/a	n/a	n/a		
	Staines St to Saleham St	South	10	1	0	0	1	0	0	4.0%
	Saleham St to Howick St	North	n/a	n/a	n/a	n/a	n/a	n/a		
	Saleham St to Howick St	South	n/a	n/a	n/a	n/a	n/a	n/a		
	Howick St to Egham St	North	1	0	0	0	0	0	0	0.0%
	Howick St to Egham St	South	6	0	0	0	0	0	0	0.0%
	Egham St to Enfield St	North	2	1	0	0	0	1	0	20.0%
	Egham St to Enfield St	South	3	1	1	0	0	0	0	13.3%
Howick Street	Rutland Ave to Gallipoli St	North	11	3	1	4	1	3	2	21.8%
	Rutland Ave to Gallipoli St	South	22	1	2	2	4	3	2	10.9%
	Gallipoli St to Goddard St	North	26	5	1	4		2	3	11.5%
	Gallipoli St to Goddard St	South	29	2	5	2	4	4	3	11.7%
	Goddard St to Keyes St	North	5	0	4	0	1	2	1	28.0%
	Goddard St to Keyes St	South	8	0	6	1	0	2	2	22.5%
	Keyes St Rayment St	North	6	0	0	0	0	0	0	0.0%
	Keyes St Rayment St	South	3	0	0	3	0	3	1	40.0%
	Rayment St to Getting St	North	10	0	0	1	0	0	0	2.0%

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018	06 Mar 2018	07 Mar 2018	07 Mar 2018	08 Mar 2018		
				11:34am	3:07pm	9:52am	3:59am	1:12pm		
Howick Street	Rayment St to Getting St	South	8	0	0	0	0	0	0	0.0%
	Getting St to Roberts Road	North	3	0	0	0	0	0	0	0.0%
	Getting St to Roberts Road	South	7	0	0	0	0	0	0	0.0%
Kessack Street	McCartney St to Howick St	North	9	0	9	0	0	0	2	20.0%
	McCartney St to Howick St	South	5	0	5	0	0	0	1	20.0%
Keyes Street	Howick St to Petheridge St	North	33	19	28	24	10	21	20	61.8%
	Howick St to Petheridge St	South	6	1	6	5	3	3	4	60.0%
	Petheridge St to Enfield St	North	8	0	0	0	0	0	0	0.0%
	Petheridge St to Enfield St	South	5	1	0	0	0	0	0	4.0%
Lathlain Place	McCartney St to Howick St	North	19	15	10	13	12	16	13	69.5%
	McCartney St to Howick St	South	23	16	6	18	6	15	12	53.0%
McCartney Crescent	Goddard St to Kessack St	North	8	0	2	1	0	0	1	7.5%
	Goddard St to Kessack St	South	12	0	0	0	0	0	0	0.0%
	Kessack St Lathlain Pl	North	7	1	1	1	0	0	1	8.6%
	Kessack St Lathlain Pl	South	21	0	0	1	0	0	0	1.0%
	Lathlain Pl to Roberts Road	North	24	9	6	7	3	6	6	25.8%
	Lathlain Pl to Roberts Road	South	28	0	0	0	0	0	0	0.0%
	Lathlain Pl to Roberts Road	North	24	9	6	7	3	6	6	25.8%
	Lathlain Pl to Roberts Road	South	28	0	0	0	0	0	0	0.0%
Petherbridge Street	Keyes St to Rayment St	North	10	0	0	0	0	0	0	0.0%
	Keyes St to Rayment St	South	13	3	5	5	1	4	4	27.7%

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018	06 Mar 2018	07 Mar 2018	07 Mar 2018	08 Mar 2018		
				11:34am	3:07pm	9:52am	3:59am	1:12pm		
Rayment Street	Howick St to Petheridge St	North	9	1	3	4	2	5	3	33.3%
	Howick St to Petheridge St	South	14	0	0	0	0	0	0	0.0%
	Petheridge St to Enfield St	North	9	0	0	0	0	0	0	0.0%
	Petheridge St to Enfield St	South	9	1	0	1	0	0	0	4.4%
Roberts Road (Cul-De-Sac)	Rutland Ave to End	North	11	1	3	6	4	4	4	32.7%
	Rutland Ave to End	South	15	0	0	0	0	0	0	0.0%
Rutland Avenue	Enfield St to Egham St	East	8	0	0	0	0	0	0	0.0%
	Enfield St to Egham St	West	15	0	0	0	0	0	0	0.0%
	Egham St to Howick St	East	n/a	n/a	n/a	n/a	n/a	n/a		
	Egham St to Howick St	West	n/a	n/a	n/a	n/a	n/a	n/a		
	Howick St to Saleham St	East	n/a	n/a	n/a	n/a	n/a	n/a		
	Howick St to Saleham St	West	n/a	n/a	n/a	n/a	n/a	n/a		
	Saleham Street to Gallipoli Street	North	21	0	0	0	0	0	0	0.0%
	Saleham Street to Gallipoli Street	South	25	0	0	0	0	0	0	0.0%
	Gallipoli Street to Bishopsgate Street	North	5	2	1	2	0	3	2	32.0%
	Gallipoli Street to Bishopsgate Street	South	n/a	n/a	n/a	n/a	n/a	n/a		
	Bishopsgate Street to Goddard Street	North	24	2	1	0	0	0	1	2.5%
	Bishopsgate Street to Goddard Street	South	40	0	0	0	0	1	0	0.5%

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018	06 Mar 2018	07 Mar 2018	07 Mar 2018	08 Mar 2018		
				11:34am	3:07pm	9:52am	3:59am	1:12pm		
Rutland Avenue	Goddard St to Forster St	North	11	0	0	0	0	0	0	0.0%
	Goddard St to Forster St	South	22	1	1	1	0	1	1	3.6%
	Forster St to Miller St	North	3	1	1	1	0	1	1	26.7%
	Forster St to Miller St	South	10	0	1	1	0	0	0	4.0%
Saleham Street	Rutland Avenue to Gallipoli Street	North	9	0	1	1	1	0	1	6.7%
	Rutland Avenue to Gallipoli Street	South	13	0	0	0	0	0	0	0.0%
	Gallipoli Street to [REDACTED]	North	17	0	0	0	1	0	0	1.2%
	Gallipoli Street to [REDACTED]	South	12	1	0	0	0	0	0	1.7%
	[REDACTED] to Goddard Street	North	14	0	1	1	1	2	1	7.1%
	[REDACTED] to Goddard Street	South	16	0	1	2	0	0	1	3.8%
Staines Street	Gallipoli Street to [REDACTED]	North	11	6	9	4	1	7	5	49.1%
	Gallipoli Street to [REDACTED]	South	14	8	8	7	6	8	7	52.9%
	[REDACTED] to Goddard Street	North	14	4	1	1	5	0	2	15.7%
	[REDACTED] to Goddard Street	South	17	6	3	4	4	4	4	24.7%
Waller Street	Enfield St to End	North	10	1	3	1	1	1	1	14.0%
	Enfield St to End	South	6	2	5	2	3	2	3	46.7%

Appendix 2 – Stakeholder Requests and Complaints

The following is a table of parking related correspondence received and recorded in the Towns record management system “Trim” for the previous five year period up to April 2018

Date	Street	Issue	Details
Bishopsgate Street			
9/11/2016	■ Bishopsgate St	Footpath obstruction	Car parked and blocking footpath
22/3/2016	■ Bishopsgate St	Parking permit request	Request for temporary parking permits to access Lathlain Function Centre after 5pm for 2 functions
31/3/2016	■ Bishopsgate St	Illegal parking	2 vehicles illegally parking on road in contravention of DA conditions related to home business
6/11/2015	Between Goddard and Rutland Avenue	Blocked driveways	Vehicles often parked and blocking driveways
Egham Road			
15/5/2017	■ Egham Rd	Footpath obstruction	Vehicle parking on footpath
13/2/2015	■ Egham	Vege parking	Vehicle illegally parked on verge
Enfield Street			
5/09/2017	Corner of Waller St	Verge parking	Request from Lathlain primary School to remove verge parking on Enfield St to improve visibility to vehicles leaving Waller St at school set down and pickup times.
3/05/2016	Cnr Goddard St	Sightline problems	Cars parking on verges causing sightline obstructions at roundabout
Forster Avenue			
6/12/2017	■ Forster	Bin collection	Request for no stopping restrictions to enable bins to be collected
15/08/2017	■ Forster	Driveway obstruction	Parked vehicle partially obstructing crossover.
4/01/2017	■ Forster	Parking congestion	General complaint about lack of parking in street due to infill development and no parking restrictions in Bishopsgate St.

Date	Street	Issue	Details
Gallipoli Street			
14/09/2016	Cnr Howick	Sightline problem	Sightline problems for vehicles turning out of Howick St into Gallipoli St
16/12/2016	■ Gallipoli St	Footpath Obstruction	Vehicle parked across footpath
29/12/2015	■ Gallipoli St	Timed parking request	Request for timed parking outside business to improve access for customers. This was completed.
Getting Street			
	None		
Goddard Street			
11/12/2017	Adjacent Lathlain Park	Illegal verge parking	Vehicles parking in contravention of no parking on verge restrictions
16/01/2015	Corner of Goddard And Staines St	Illegal parking	Vehicles parking in contravention of no parking on verge restrictions on training and game days.
Howick Street			
25/11/2016	■ Howick St	Footpath obstruction	Cars illegally parked across footpath
6/01/2014	■ Howick Street	Illegal parking	Vehicles parking in contravention of no parking signs in Howick Street.
Kessack Street			
	None		
Keyes Street			
25/10/2016	■ Howick St (School)	Illegal parking	Vehicles parking illegally at cul-de-sac end of Keyes St making difficulty for turning vehicles.
Lathlain Place			
			This was addressed in the Lathlain Place redevelopment now complete.
McCartney Crescent			
	None		This street is subject to a parking upgrade to increase parking for Lathlain Park. This is ongoing.

Date	Street	Issue	Details
Petherbridge Street			
	None		
Rayment Street			
19/10/2015	■ Rayment Street	Illegal parking	Caravan illegally parked on verge
Roberts Road			
25/07/2016	■ Roberts Road	Parking congestion	Complaint about parking congestion outside of 13 Roberts Road.
Rutland Avenue			
3/01/2018	■ Rutland Avenue	Illegal parking	Vehicles ignoring no parking signs near bend. Not clear where this is though.
18/01/2018	■ Rutland Avenue	Visibility and illegal parking	Vehicles parking causing sightline problems in Rutland Avenue. It is illegal to park here though due to continuous white line.
16/01/2018	■ Rutland Avenue	Footpath obstruction	Vehicle illegally parked on footpath
14/10/2016	■ Rutland Avenue	Footpath obstruction	Vehicle illegally parked on footpath
13/09/2016	■ Rutland Avenue	Footpath obstruction	Vehicle illegally parked on footpath
Saleham Street			
	None		
Staines Street			
4/06/2014	Not specified	Parking congestion	Complaint regarding the high number off parked cars due to railway station and paid parking at Oats St Station which has displaced commuters.
Waller Street			
	See Enfield St re corner		

Appendix 3 – Street Assessment

Road	Section	Side of Street	Adjacent Land Zoning	Average Physical Occupancy %	Trigger Point Occupancy	Treatment Justified Y/N
Bishopsgate Street	Rutland to Goddard Street	North	R20	52.9%	80% *	No
	Rutland to Goddard Street	South	R40/60	90.0%	80% *	Yes
Egham Road	Rutland Ave to Gallipoli St	North	R20	7.0%	50%	No
	Rutland Ave to Gallipoli St	South	R20	0.7%	50%	No
	Gallipoli St to Goddard St	North	R20	1.7%	50%	No
	Gallipoli St to Goddard St	South	R20	2.8%	50%	No
Enfield Street	Rutland to Gallipoli St	North	R20	2.1%	50%	No
	Rutland to Gallipoli St	South	R20	1.8%	50%	No
	Gallipoli St to Goddard St	North	R20	2.5%	50%	No
	Gallipoli St to Goddard St	South	R20	0.8%	50%	No
	Goddard St to Waller St	North	R20	0.0%	50%	No
	Goddard St to Waller St	South	R20	0.0%	50%	No
	Waller St to Keyes St	North	R20	0.0%	50%	No
	Waller St to Keyes St	South	R20	15.0%	50%	No
	Keyes St to Band St	North	R20	0.0%	50%	No
	Keyes St to Band St	South	R20	0.0%	50%	No
	Band St to Rayment St	North	R20	0.0%	50%	No
	Band St to Rayment St	South	R20	3.3%	50%	No
	Rayment St to Getting St	North	R20	0.0%	50%	No
	Rayment St to Getting St	South	R20	0.0%	50%	No
	Getting St to Roberts Rd	North	R20	0.0%	50%	No
	Getting St to Roberts Rd	South	R20	0.0%	50%	No
Forster Avenue	Rutland Ave to Bishopsgate St	North	R40/60	61.4%	70-80%	No
	Rutland Ave to Bishopsgate St	South	R40/60	36.0%	70-80%	No
Gallipoli Street	Staines to Saleham Street	North	R20	90.0%	80% *	Yes
	Staines to Saleham Street	South	R20	43.3%	80% *	No
	Saleham Street to Howick Street	North	R20	6.7%	80% *	No
	Saleham Street to Howick Street	South	R20	6.7%	80% *	No
	Howick Street to Egham St	North	R20	41.8%	50%	No
	Howick Street to Egham St	South	R20	30.0%	50%	No
	Egham St to Enfield St	North	R20	22.0%	50%	No
	Egham St to Enfield St	South	R20	4.0%	50%	No
Getting Street	Howick St to Enfield St	North	R20	9.5%	50%	No
	Howick St to Enfield St	South	R20	1.1%	50%	No
Goddard Street	Rutland Av to Bishopsgate St	North	R40/60	16.4%	80% *	No
	Rutland Av to Bishopsgate St	South	R40/60	5.5%	80% *	No
	Bishopsgate St to Staines St	North	R20	27.3%	80% *	No
	Bishopsgate St to Staines St	South	Parks and Recreation	n/a as no stopping		
	Staines St to Saleham St	North	R20	n/a as no stopping		
	Staines St to Saleham St	South	Parks and Recreation	4.0%	50%	No
	Saleham St to Howick St	North	R20	n/a as no stopping		
	Saleham St to Howick St	South	R20	n/a as no stopping		
	Howick St to Egham St	North	R20	0.0%	50%	No
	Howick St to Egham St	South	R20	0.0%	50%	No
	Egham St to Enfield St	North	R20	20.0%	50%	No
	Egham St to Enfield St	South	R20	13.3%	50%	No
Howick Street	Rutland Ave to Gallipoli St	North	R20	21.8%	50%	No
	Rutland Ave to Gallipoli St	South	R20	10.9%	50%	No

Road	Section	Side of Street	Adjacent Land Zoning	Average Physical Occupancy %	Trigger Point Occupancy	Treatment Justified Y/N
Howick Street	Gallipoli St to Goddard St	South	R20	11.7%	50%	No
	Goddard St to Keyes St	North	Primary School	28.0%	50%	No
	Goddard St to Keyes St	South	R20	22.5%	50%	No
	Keyes St Rayment St	North	Parks and Recreation	0.0%	80%	No
	Keyes St Rayment St	South	Local Centre	40.0%	80%	No
	Rayment St to Getting St	North	R20	2.0%	50%	No
	Rayment St to Getting St	South	R20	0.0%	50%	No
	Getting St to Roberts Road	North	R20	0.0%	50%	No
	Getting St to Roberts Road	South	R20	0.0%	50%	No
Kessack Street	McCartney St to Howick St	North	R20	20.0%	50%	No
	McCartney St to Howick St	South	Local Centre	20.0%	80%	No
Keyes Street	Howick St to Petheridge St	North	Primary School	61.8%	80%	No
	Howick St to Petheridge St	South	Parks and recreation	60.0%	80%	No
	Petheridge St to Enfield St	North	Primary School & R20	0.0%	50%	No
	Petheridge St to Enfield St	South	R20	4.0%	50%	No
Lathlain Place	McCartney St to Howick St	North	Local Centre	69.5%	80%	No
	McCartney St to Howick St	South	Local Centre	53.0%	80%	No
McCartney Crescent	Goddard St to Kessack St	North	R20	7.5%	50%	No
	Goddard St to Kessack St	South	Parks and Recreation	0.0%	80%	No
	Kessack St Lathlain Pl	North	Local Centre	8.6%	80%	No
	Kessack St Lathlain Pl	South	Parks and Recreation	1.0%	80%	No
	Lathlain Pl to Roberts Road	North	R40 & R20	25.8%	50-70%	No
	Lathlain Pl to Roberts Road	South	Parks and Recreation	0.0%	80%	No
Petherbridge Street	Keyes St to Rayment St	North	R20	0.0%	50%	No
	Keyes St to Rayment St	South	Parks and Recreation	27.7%	80%	No
Rayment Street	Howick St to Petheridge St	North	Parks and Recreation	33.3%	80%	No
	Howick St to Petheridge St	South	R20	0.0%	50%	No
	Petheridge St to Enfield St	North	R20	0.0%	50%	No
	Petheridge St to Enfield St	South	R20	4.4%	50%	No
Roberts Road (Cul-De-Sac)	Rutland Ave to End	North	R40/60	32.7%	70-80%	No
	Rutland Ave to End	South	N/A	0.0%	70-80%	No
Rutland Avenue	Enfield St to Egham St	East	R20	0.0%	50%	No
	Enfield St to Egham St	West	Railway	0.0%	80%	No
	Egham St to Howick St	East	R20	n/a as no stopping		
	Egham St to Howick St	West	Railway	n/a as no stopping		
	Howick St to Saleham St	East	R20	n/a as no stopping		
	Howick St to Saleham St	West	Railway	n/a as no stopping		
	Saleham Street to Gallipoli Street	North	R20	0.0%	80% *	No
	Saleham Street to Gallipoli Street	South	Railway	0.0%	80% *	No
	Gallipoli Street to Bishopsgate Street	North	R20	32.0%	80% *	No
	Gallipoli Street to Bishopsgate Street	South	Railway	n/a as 1/4P and bus zone		
	Bishopsgate Street to Goddard Street	North	R20	2.5%	80% *	No
	Bishopsgate Street to Goddard Street	South	Railway	0.5%	80% *	No
	Goddard St to Forster St	North	R20	0.0%	50%	No
	Goddard St to Forster St	South	Railway	3.6%	80%	No
	Forster St to Miller St	North	R20	26.7%	50%	No
Forster St to Miller St	South	Railway	4.0%	80%	No	

Road	Section	Side of Street	Adjacent Land Zoning	Average Physical Occupancy %	Trigger Point Occupancy	Treatment Justified Y/N
Saleham Street	Rutland Avenue to Gallipoli Street	North	R20	6.7%	80% *	No
	Rutland Avenue to Gallipoli Street	South	R20	0.0%	80% *	No
	Gallipoli Street to [REDACTED]	North	R20	1.2%	80% *	No
	Gallipoli Street to [REDACTED]	South	R20	1.7%	80% *	No
	[REDACTED] to Goddard Street	North	R20	7.1%	50%	No
	[REDACTED] to Goddard Street	South	R20	3.8%	50%	No
Staines Street	Gallipoli Street to House 16	North	R20	49.1%	80% *	No
	Gallipoli Street to House 16	South	R20	52.9%	80% *	No
	[REDACTED] to Goddard Street	North	R20	15.7%	50%	No
	[REDACTED] to Goddard Street	South	R20	24.7%	50%	No
Waller Street	Enfield St to End	North	R20	14.0%	50%	No
	Enfield St to End	South	Primary School & R20	46.7%	80%	No

Appendix 4 – Public Transport Usage Data

Passenger Numbers										
Bus Stop ID (PTA)	Street	Location	2017							
			March		September		November		Average	
			Depart	Alight	Depart	Alight	Depart	Alight	Depart	Alight
14434	Howick Street (north side)	Between Roberts and Getting	1	19	2	19	2	20	2	19
14431	Howick Street (south side)	Between Getting and Rayment	28	11	20	7	24	8	24	9
14433	Howick Street (north side)	Between Rayment and Keys	12	25	10	17	12	20	11	21
14435	Goddard Street (west side)	Between Howick and Enfield	22	3	12	3	12	2	15	2
14439	Goddard Street (east side)	Between Howick and Enfield	3	27	3	20	2	20	3	22