

# PARKING STRATEGY

## Town of Cottesloe 2021 to 2024

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## 1 Background

Efficient transportation system is crucial for developed urban areas. Car parking is an integral part of transportation that ensures equitable access. The Town of Cottesloe (TOC) has developed this parking strategy to identify sustainable solutions towards resolving the current and future parking challenges within the Cottesloe district. This strategy will also address present and future parking demand required for the Cottesloe community as well as tourists and visitors.

The current parking arrangements combined with population growth and future redevelopments in the District have resulted in a range of short, medium and long term challenges that would need to be addressed. These issues can be summarised as follows:

- Commuter and student parking along residential streets reducing available parking opportunities for residents and businesses that genuinely require the parking space
- Off street parking facilities maintenance are funded through rates income rather than a user pays type arrangement
- Opportunity to provide more ACROD facilities
- Safety and efficiency impacts as a result of vehicles parked along trafficable lanes in narrow streets and crest
- Risk that future developments do not provide onsite parking resulting in a reliance on the Town provided facilities or additional capacity being built at the cost of the Council
- Opportunity to deploy electronic monitoring devices to allow better use of limited resources
- Better management of event parking to avoid overflows onto residential streets
- Better management of parking demand relating to new developments

An action plan summarising the challenges, associated strategy and delivery time frames has been included as part of this document to ensure all issues are addressed in a timely fashion.

This would also be used for the purpose of long term financial planning.

## 2 Extent of Parking Study

The Town of Cottesloe has a total district area of approximately 4 km<sup>2</sup>. It is surrounded by a 4 km long ocean drive, Marine Parade to the west and by Mosman Park, Claremont, Peppermint Grove and Nedlands Local Governmental areas in the remaining directions. Cottesloe is located halfway between the Perth City and Fremantle Port. Based on 2016 census statistics, the Town has a population of 7597 residents with around 3806 rateable properties.

Comprising of four Electoral Ward boundaries

([https://www.cottesloe.wa.gov.au/Profiles/cottesloe/Assets/ClientData/Ward-Boundaries-Map\\_6\\_.pdf](https://www.cottesloe.wa.gov.au/Profiles/cottesloe/Assets/ClientData/Ward-Boundaries-Map_6_.pdf)), the district is further separated into an eastern and western section by the Perth to Fremantle railway line.

Existing land use is predominantly residential area that also includes an element of commercial and recreation (refer to figure 1). This can be summarised as follows:

- North Cottesloe Primary School

- Seaview and North Cottesloe Kindergarten
- Seaview Golf Course
- Town Centre Precinct
- Harvey Fields Recreation Precinct
- Tennis Club
- Main Foreshore Precinct
- Various Playgrounds and Public Open Spaces
- Cottesloe Coastline
- Civic Centre Gardens
- Swanbourne Shops



Fig 1: Existing Land use boundary within Town of Cottesloe

### **3 Methodology**

The intent of this parking strategy would be to address current and future parking challenges (in a sustainable fashion) resulting from population growth that drive travel demand.

The strategy has been developed based on the following approach:

- Ranger and Engineering Services local knowledge of challenges
- Common past and present issues within customer feedback
- Segregation of the district into four main parking areas (shown in figure 2):
  - Area One – Town Centre (Brixton Street to Station Street)
  - Area Two – East Cottesloe (Station Street to Parry Street)
  - Area Three – West Cottesloe (Curtin Avenue to Broome Street)
  - Area Four – Foreshore Precinct (Broome Street to Marine Parade)

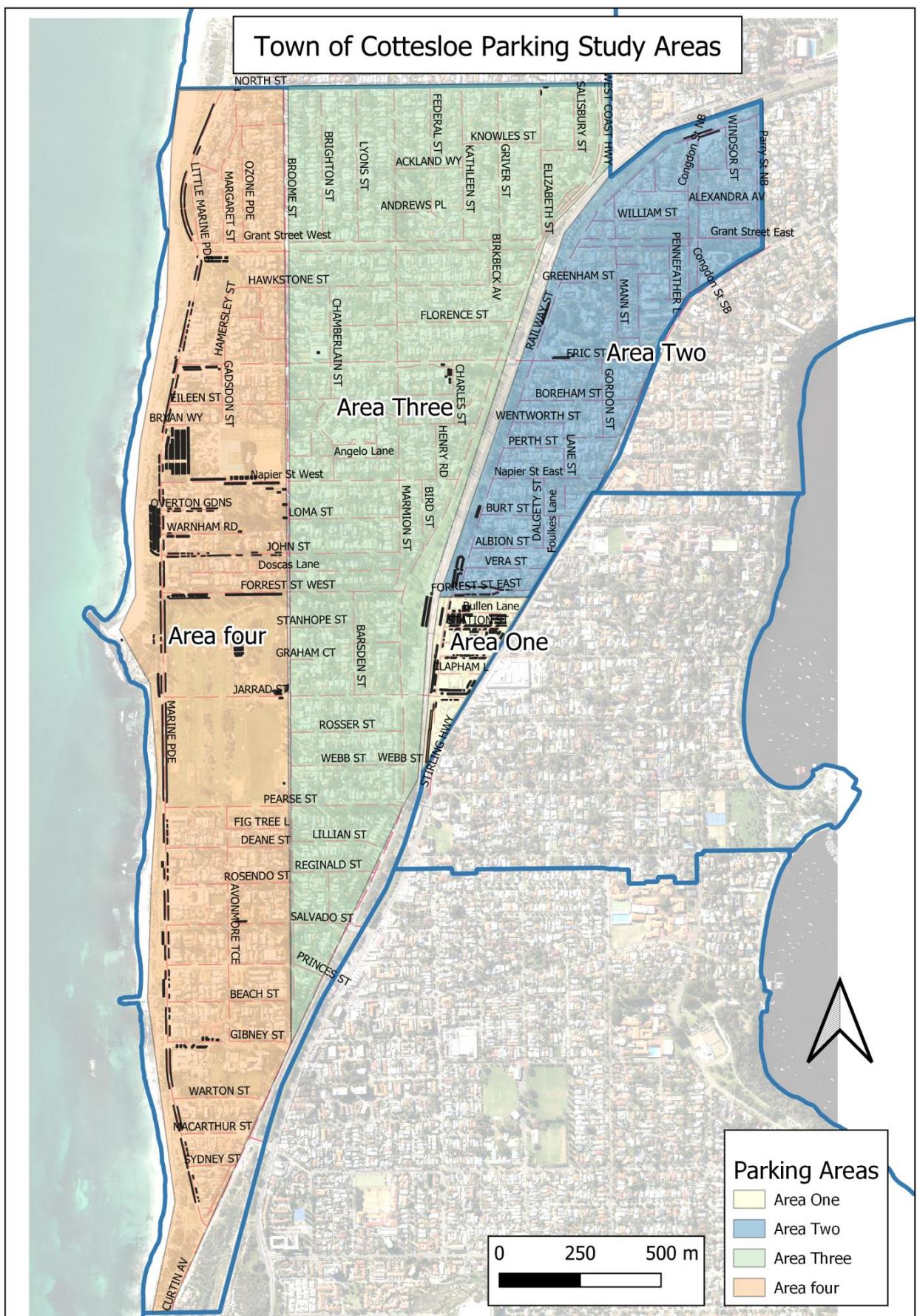


Fig 2: Town of Cottesloe Parking Areas

Parking issues for each street within the four areas were identified and placed into different categories as part of developing a high level type parking management approach to address the short, medium and long term challenges in this regard.

The intent is that this parking plan at its adoption will form part of an overarching Integrated Transport Strategy that will deliver sustainable transportation outcomes into the foreseeable future.

## **4 Relevant Strategies, Policies and Local Laws**

This strategy has been developed in accordance with the priorities within the Town of Cottesloe's Strategic Community Plan (2013 to 2023) and Corporate Business (2020 to 2024). The Residential Verge Policy and Parking Local Laws are in place to govern the various types of parking arrangements.

### **4.1 Strategic Community Plan (2013 to 2023)**

Challenges and major strategies within the various areas of priority as set out below have driven the need for parking management to be one of Council's key focuses:

**Priority Area One: Protecting and enhancing the well-being of residents and visitors**, has identified providing sustainable parking solutions a challenge to cater for both the local community and vast number of visitors including tourist that has made Cottesloe a popular destination choice. An Integrated Transport Plan has been determined to be one of the approaches to promote sustainable modes of travel. The Parking Strategy will be a component within this over arching framework.

**Priority Area Three: Enhancing beach access and the foreshore** embraces the need of providing a parking strategy to manage such a demand for visitors arriving by vehicle. This is however constraint by legislation that restricts the introduction of paid parking to generate the much required revenue to deliver and maintain any parking improvements to the west of Broome Street, particularly at Cottesloe Main Beach.

### **4.2 Corporate Business Plan (2020 to 2024)**

Council adopted the Town's Corporate Business Plan following the recent review of this document in 2020. Whilst there may have been some changes to the areas of priority by Council, the focus on delivering a Parking Strategy remains an importance and has been allocated a timeframe for it's occurrence.

**Priority Area Two: Infrastructure that provides connectivity between east and west Cottesloe** continues to identify an Integrated Transport Strategy and has incorporated the design for Carpark Two for completion within the next four years.

**Priority Area Three: Enhancing Beach Access and the Foreshore** has asked for the provision of universal access to Cottesloe beach, making the construction and upgrade of ACROD Bays over the next few years a critical complementing action required to satisfy this area of importance.

**Priority Area Five: Economic Sustainability** that aims to provide affordable (long term environmental, financial) infrastructure and community amenities has identified the continuous roll out of an electronic parking system over the next few years. This is currently an ongoing project.

#### **4.3 Residential Verge Policy**

This policy provides guidance around decisions relating to resident request for hard stand surfaces when parking on verges where permitted. BG Paving / Reinforced Grass surfaces are normally recommended to ensure turf area is maintained. This may need to be reviewed after the Parking Strategy is adopted.

#### **4.4 Parking Local Laws and Road Traffic Code**

Parking compliance is managed through the rules within these documents. This would include the technicalities that govern the various parking arrangements that are currently in place within the Town's boundary. Similar to the supporting residential verge policy, the Local Law would need to be reviewed and updated to reflect any solutions implemented from this strategy. This could also include integrating any changes to the Road Traffic Code.

### **5 Strategy Objectives**

Car parking issues can contribute to traffic congestion which in turn could affect business, air quality, fuel consumption and would ultimately impact parking management related investment decisions. Hence, there would be economic benefits for such demands to be well managed in a sustainable fashion.

Given the above statement of intents, the objective of the Parking Strategy can be summarised as follows:

- Establish the current parking issues currently being experienced and predict future challenges resulting from a range of attributes (population growth, tourism and developments)
- Develop sustainable Engineering and Administrative approaches that can be implemented in the short, medium and long term to address the contemporary and future challenges including rises in demand.
- Explore the possibilities of paid parking to provide a source of revenue to fund the resources required to maintain and administer the solutions rolled out

## 6 Current Parking Arrangements

A Car Parking Facility Locality Plan has been attached with the Parking Strategy.

Existing parking facilities within the Town can be broken down into the following categories:

- **On Street Parking:**



Fig 3: On Street Car Parking example

This is generally on road kerbside style parking with no time restrictions with the exception of the side streets off Marine Parade within the Main Beach Precinct (John Street to Eric Street) where a two hour limit applies. Due to limited space, certain streets have resident permit parking only (refer to Figure 7).

- **Off Street Parking:**



Fig 4: Off Street Car Parking examples

This is generally parking facilities built off the road dedicated to parking. These bays exist mainly off Marine Parade within the Main Beach Precinct and in the vicinity of the Town Centre.

- **Verge Parking:**



Fig 5: Verge Car Parking example

Road verge parking is available on verge within residential streets where local laws or the road traffic codes permit. However, adjacent property owner's permission would be required before a driver is able to do so. There is also verge parking available in areas like Railway Street, Cottesloe Tennis Club (as shown in figure above).

- **Median Parking:**

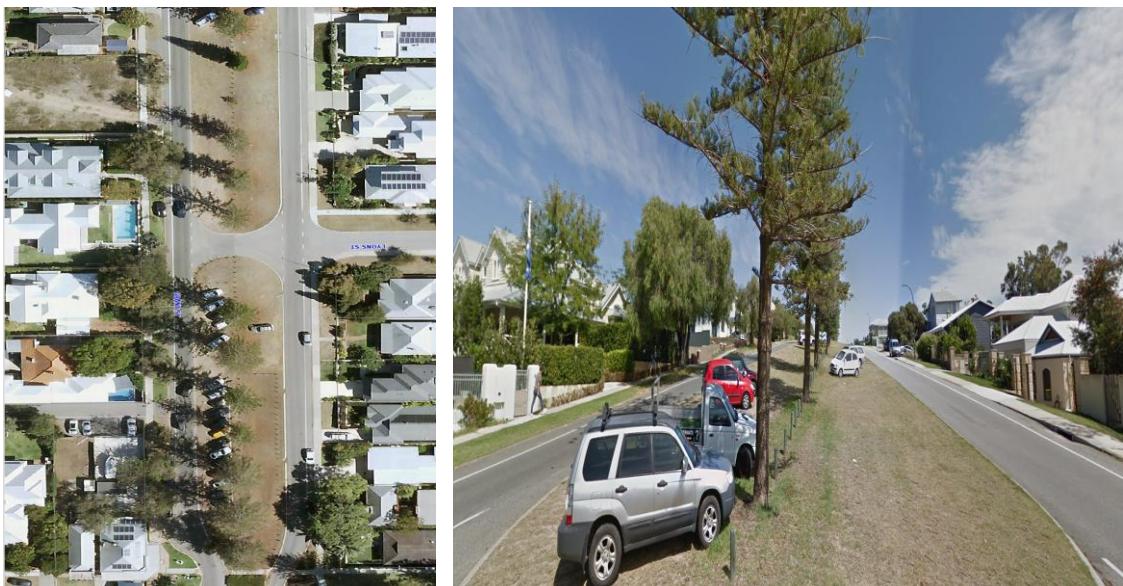


Fig 6: Median Car Parking example

In addition to verges, parking is also permitted on streets that have wide medians.

- **ACROD Parking:** This requires a permit to be displayed.



Fig 7: ACROD Parking example

Figure 8 attached provide an overview of parking permit type arrangements that currently exists within the town.



Fig 8: Parking Permits required within Town of Cottesloe.

Parking arrangements within the four areas identified within the study can be summarised as follows:

## 6.1 Area One – Town Centre

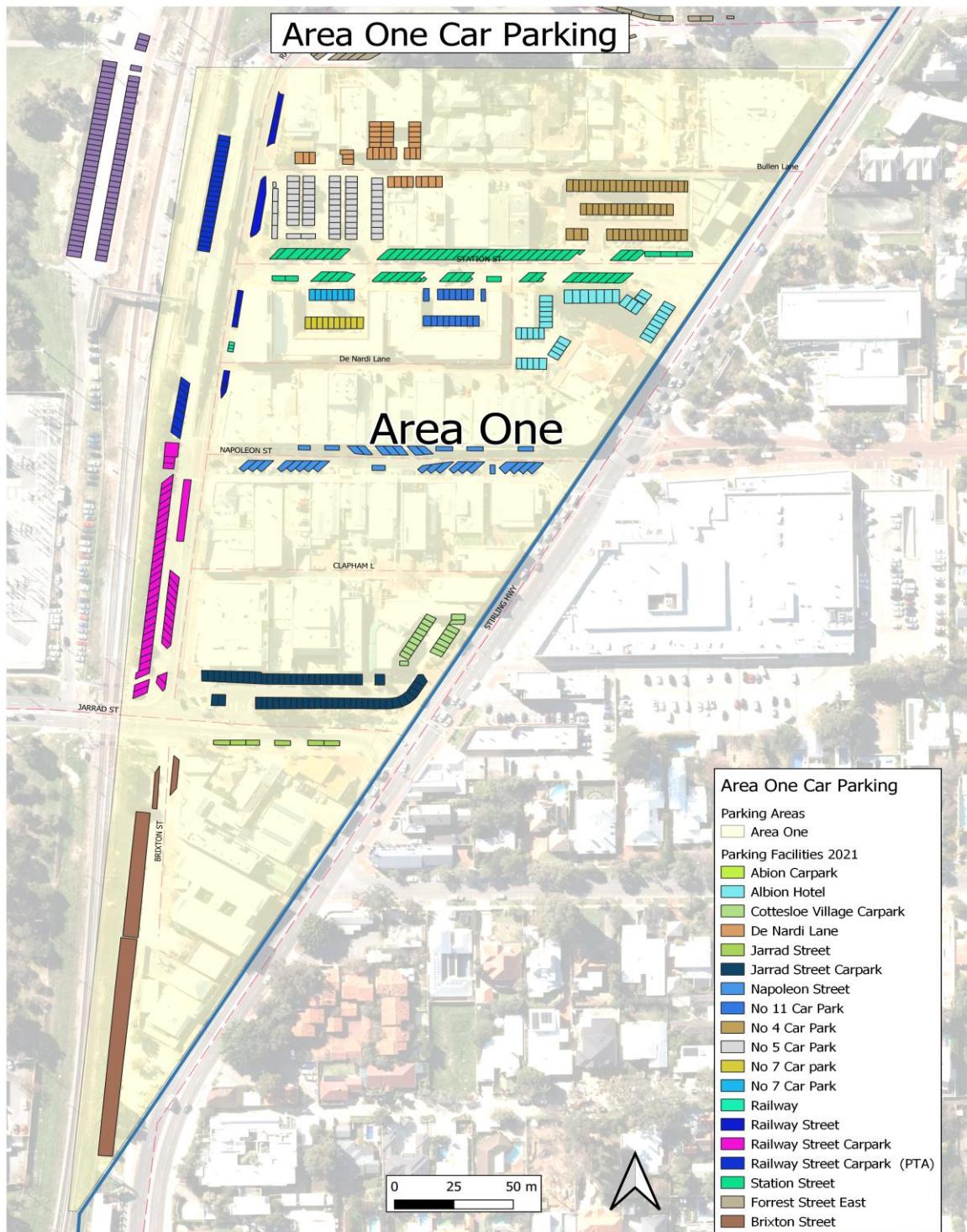


Fig 9: Area One Car Parking distribution

There are on street and off street parking facilities available along Railway Street, Jarrad Street, Napoleon Street and Station Street as shown in the diagram above. A majority of the bays are time restricted, ranging from one and up to three hours, depending on the location and type of parking. Brixton Street that has been included as part of the Public Transport Authority (PTA) land lease with the town for the carpark on the eastern side of Cottesloe Train Station just west of Napoleon Street. Brixton Street is currently used as an informal carpark by commuters and Town Centre employees.

## 6.2 Area Two – East Cottesloe Precinct



Fig 10: Area Two Car Parking distribution.

This precinct comprises of predominantly residential dwellings with some businesses just off Railway Street and Stirling Highway including North Cottesloe Primary School (running off Eric and Railway Street). Parking is mainly on street with the exception of the off street Kiss and Drop at the North Cottesloe Primary School as shown below. There are currently no time restrictions within the area.

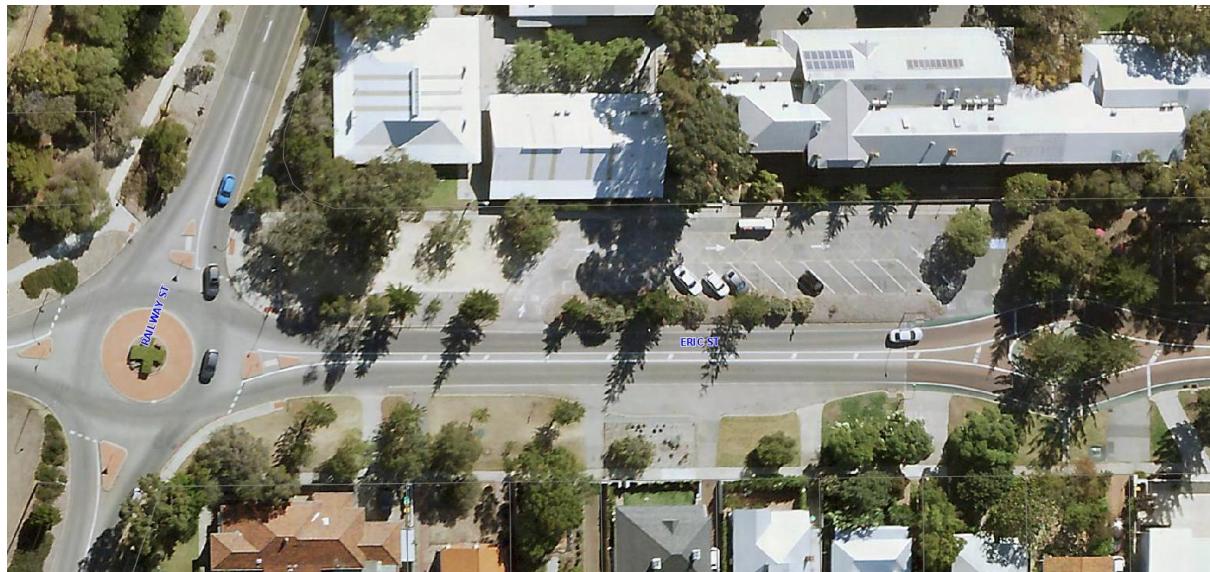


Fig 11: Existing Kiss and Drop parking facility.

### 6.3 Area Three: West Cottesloe Precinct

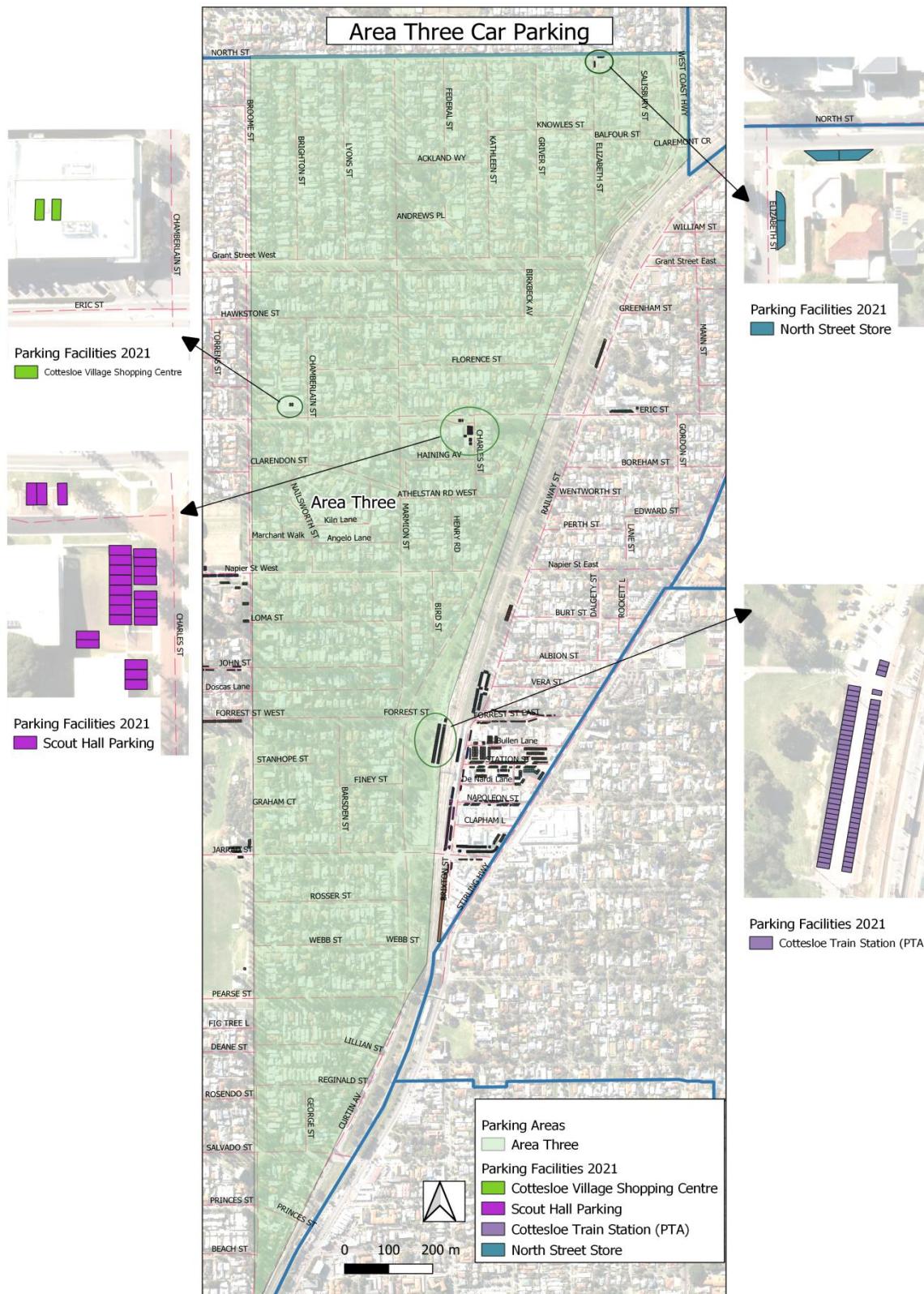


Fig 12: Area Three Car parking distribution.

This area mainly consists of residential dwellings with both on-street and off-street verge time unrestricted parking. There are 76 bays within the Cottesloe Train Station Park and Ride paid facility for the exclusive use by commuters.

## 6.4 Area Four: Foreshore Precinct

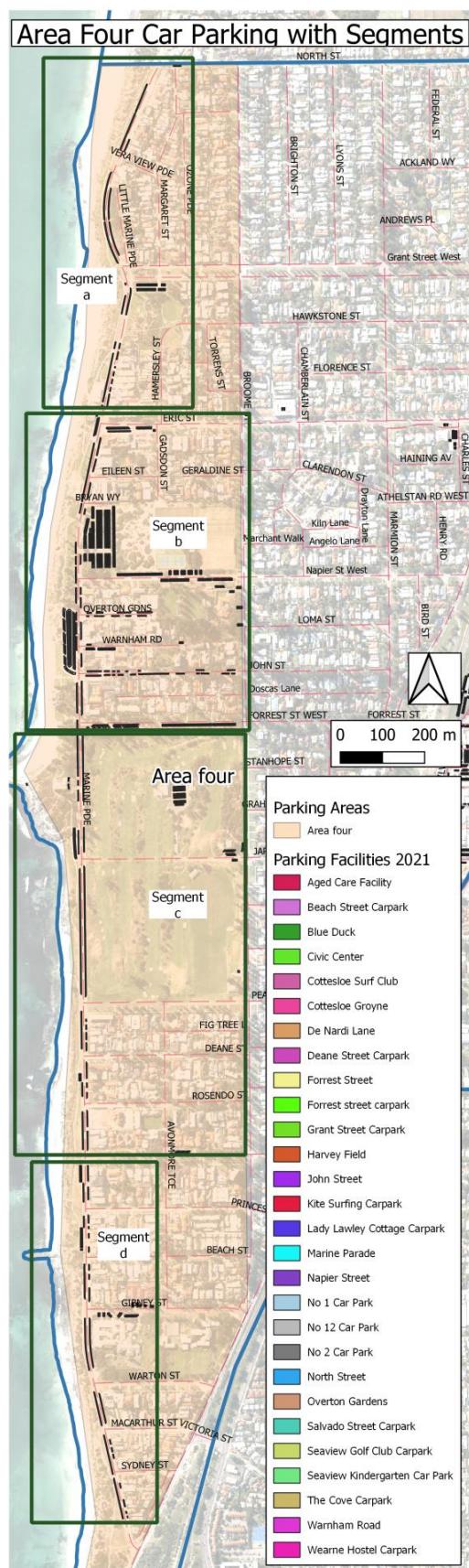


Fig 13: Area Four Car parking distribution with segments.

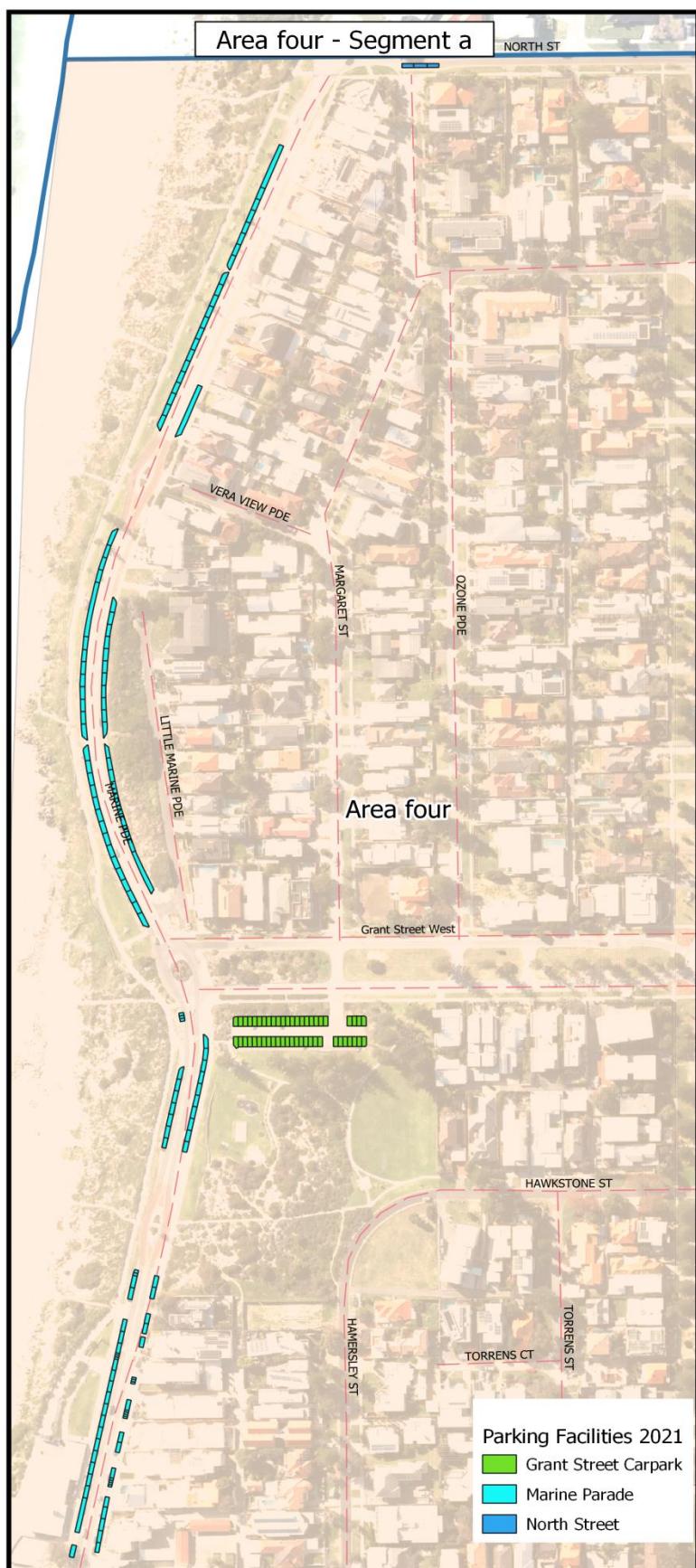


Fig 13 a: Area Four Car parking Segments a.

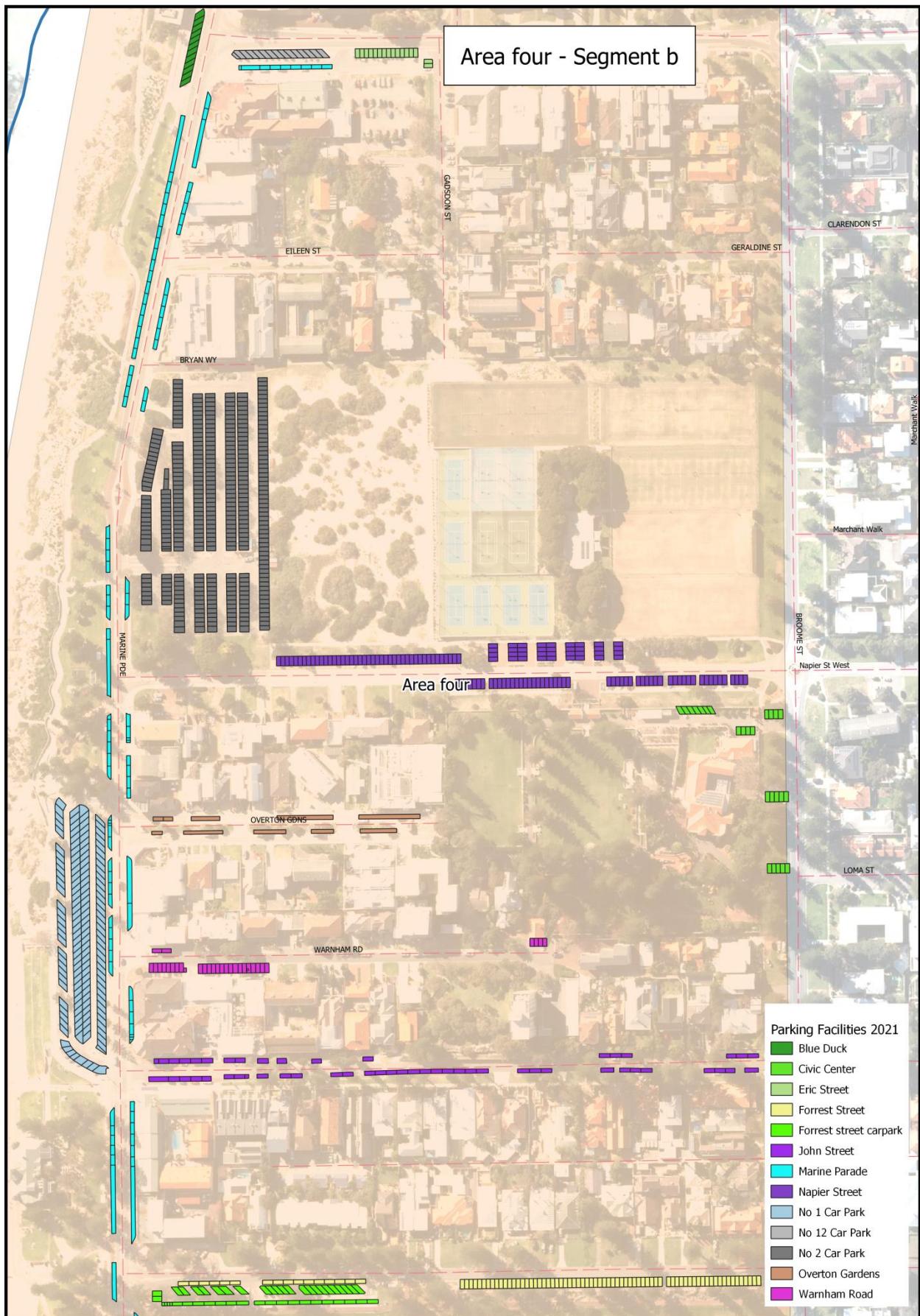


Fig 13 b: Area Four Car parking Segments b.



Fig 13 c: Area Four Car parking Segments c.

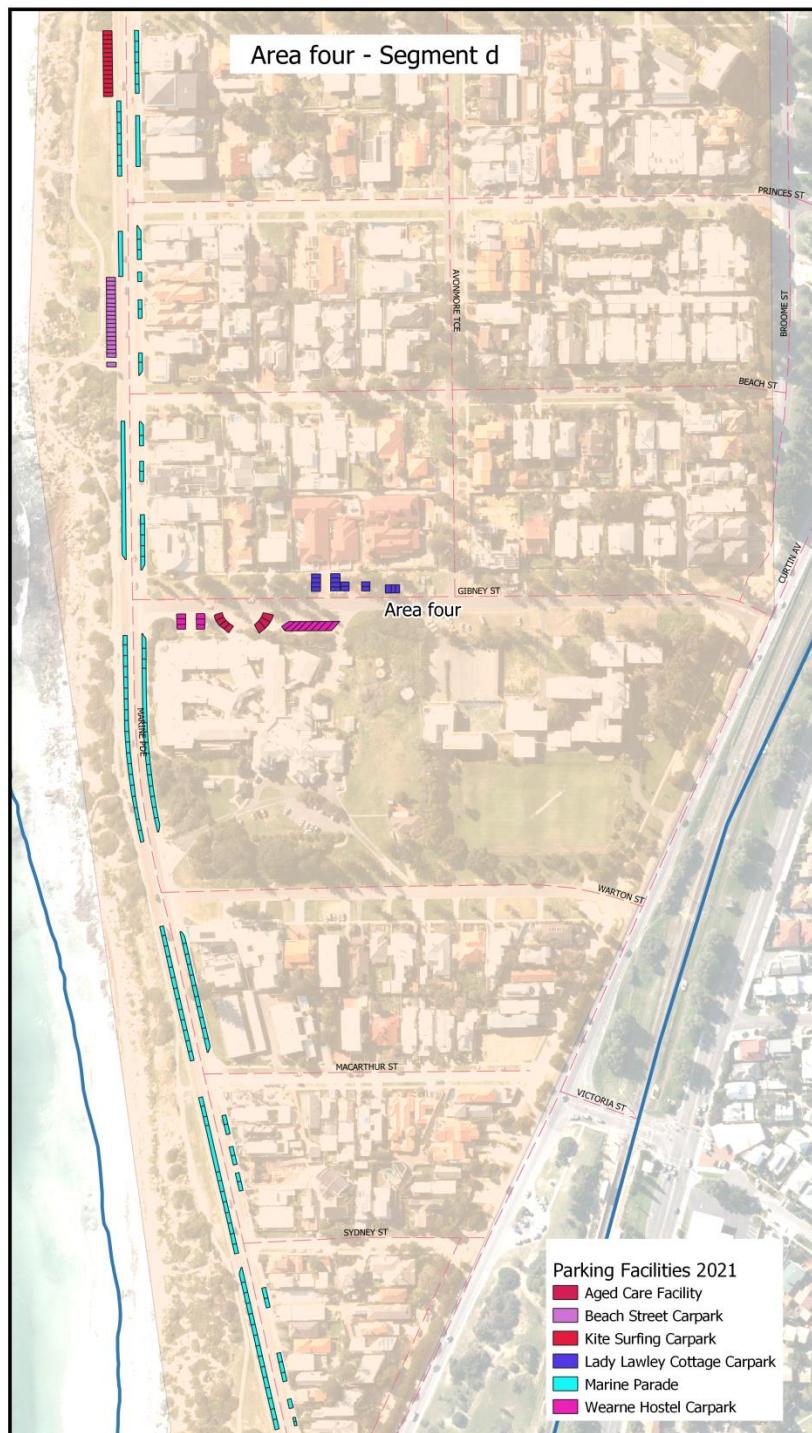


Fig 13 d: Area Four Car parking Segments d.

**Car Park One and Car Park Two:** These car parks are located along Marine Parade at Main Beach (Forrest Street to Eric Street) that allows 3 hours equitable use of around 150 and 350 bays respectively. There are 260 untimed free parking bays along Western end of Napier Street and Forrest Street.

**Marine Parade (Outside Main Beach Precinct):** There are a series of on street parallel parking bays combined with off street parking at Grant Marine Park and a series of ocean facing lots south of the Main Beach Precinct. These facilities are not time restricted.

## 7 Recent Parking Improvement Projects

### ACROD Bay Upgrade

This is an ongoing project involving the installation of new or upgrade of existing ACROD Bays. Such projects have recently been undertaken at the locations listed below:

- Cottesloe Tennis Club
- Eric Street IGA
- Sea View Kindergarten
- SHINE (Forrest Street)

### Foreshore Redevelopment Project

The approved plans involve the reduction of Carpark One to 20 bays and the construction of a mezzanine 500 plus carpark within the mix use development proposed for Carpark Two. The timing of these works would be subjected to funding and reclassification of the Carpark Two land tenure from an A to a C Class Reserve. This administrative change could take potentially beyond two years. Other issues being addressed are additional ACROD Bays within the precinct.

These proposed changes are shown in the diagrams below:

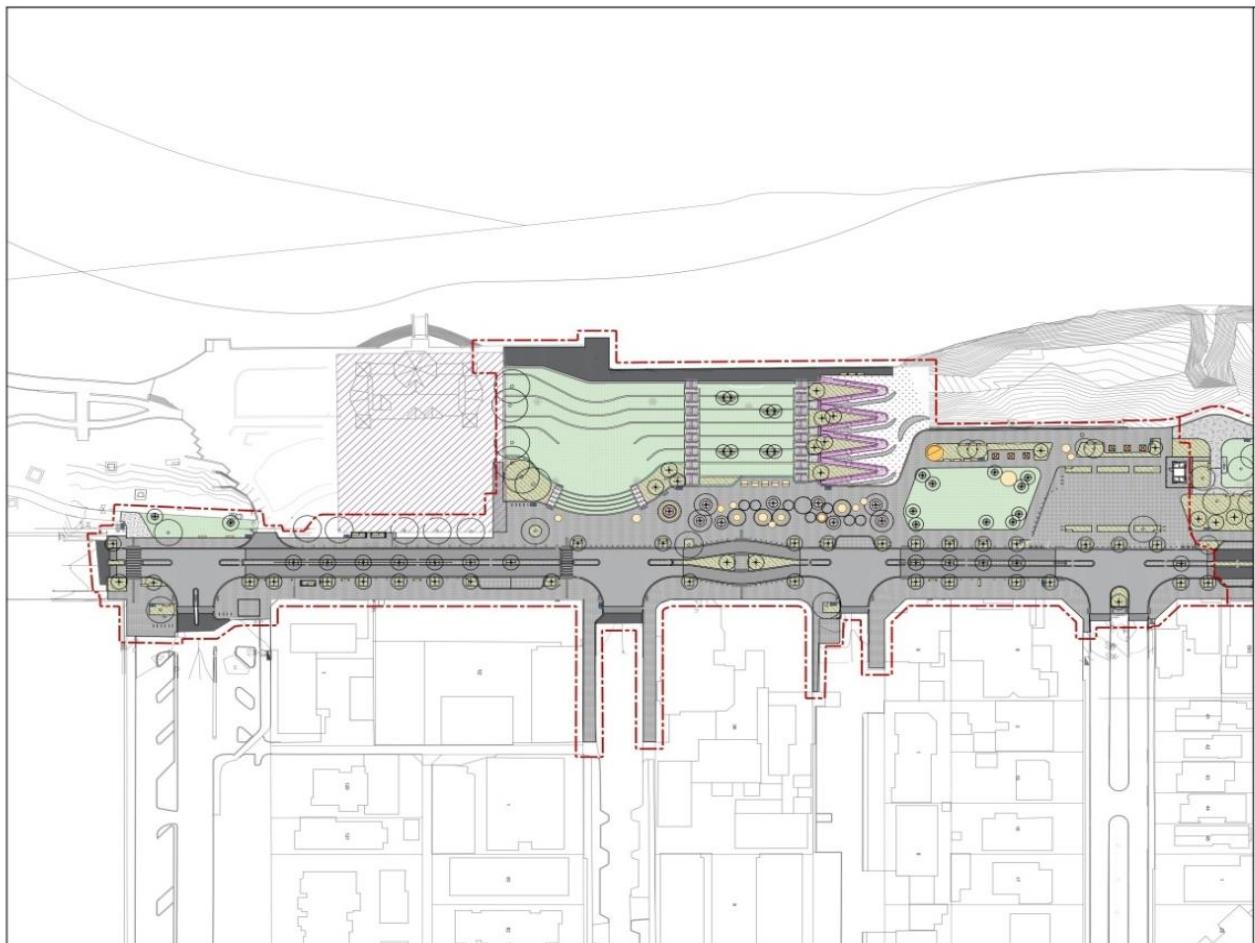


Fig 14: Foreshore Redevelopment Parking distribution



Fig 15: Carpark One Reduction

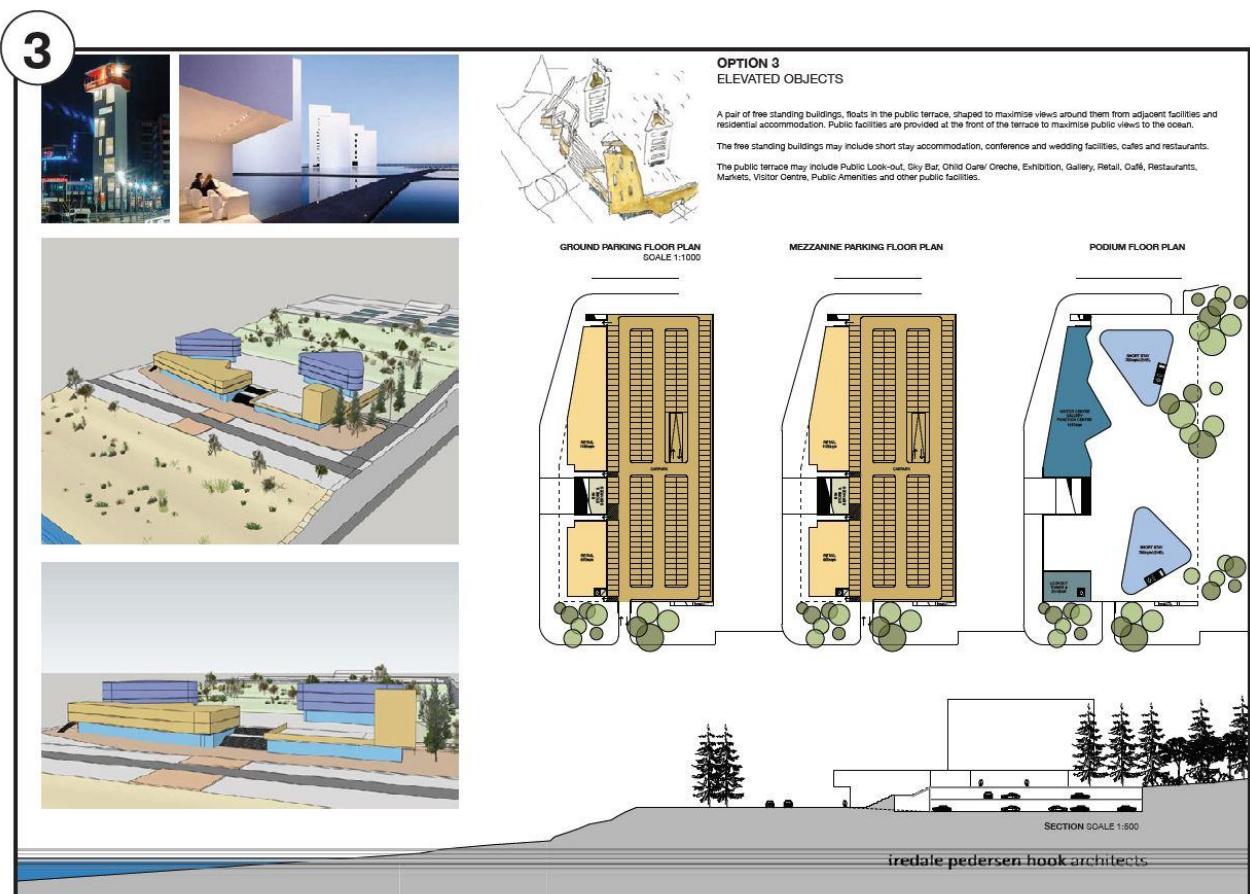


Fig 16: Carpark Two Mezzanine Parking Facility

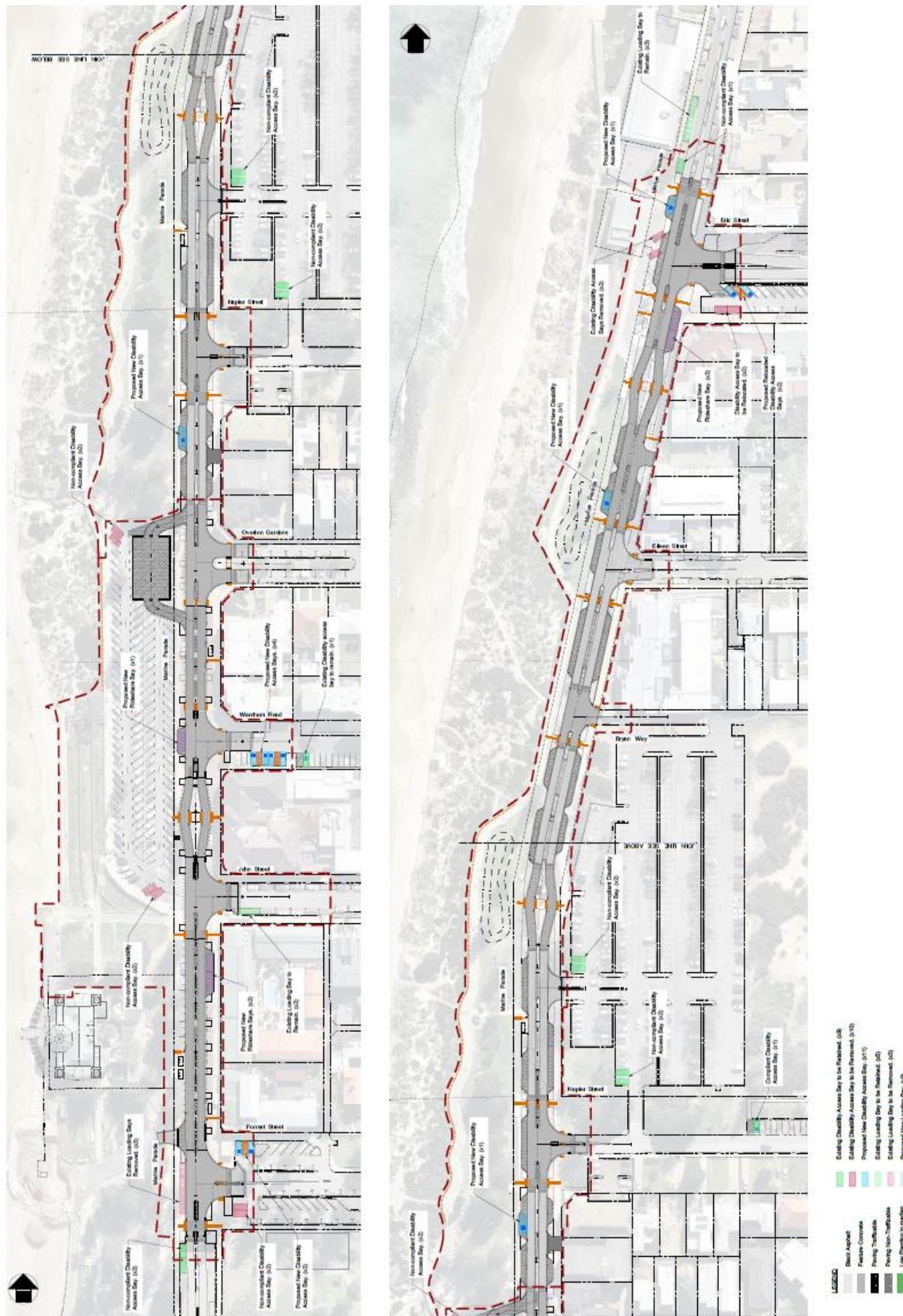


Fig 17: Foreshore Precinct Future ACROD Bays

## Recreation Masterplan

Consideration will be given to towards increasing parking supply as part of the Recreation Precinct Master Plan development.

## Parking Sensor Installation

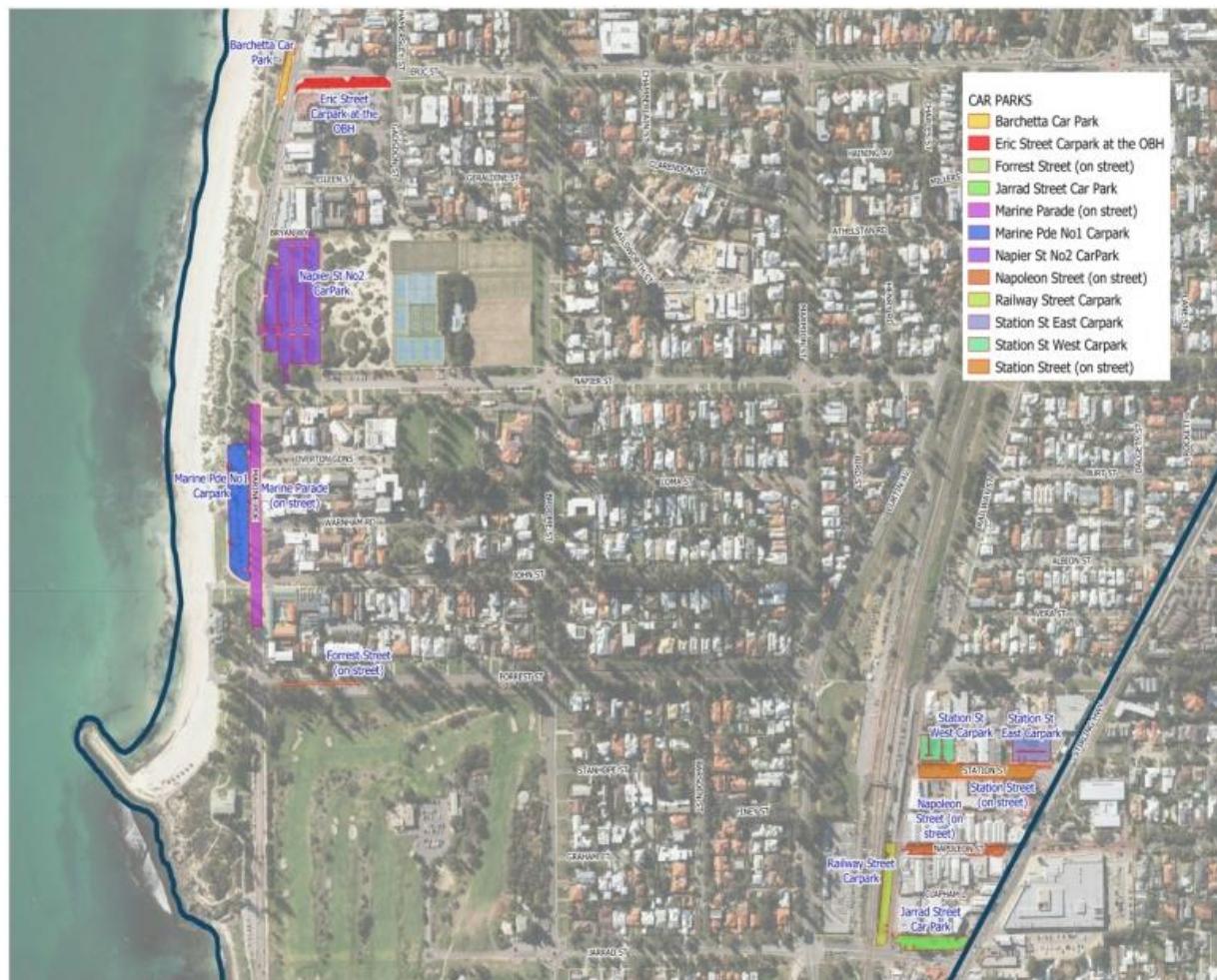


Fig 18: Parking Sensors to be installed

900 Parking sensors have recently been installed at the following locations:

- Forrest Street car park
- Jarrad Street car park
- Marine Parade 1 car park
- Eric Street carpark
- Napier Street 2 car park
- Railway Street car park
- Station Street 7 car park
- Station Street 11 car park
- Station Street (east) car park
- Station Street (west) car park
- Barchetta car park

This project is currently ongoing.

## Chamberlain Street Parking Trial



Fig 19: Chamberlain Street Parking Trial

## North Cottesloe Primary School Kiss and Drop Relocation

With the growing congestion on Eric Street resulting from vehicles queuing to enter the facility in its current location, consideration is being given to relocate this facility to Railway Street. The progress of this project is subjected to council approval, State Government funding and other adjacent infrastructure upgrade works.

## 8 Contemporary Parking Issues

### • Event Parking Management

Major events creating significant parking demand such as Sculpture by the Sea are held at Main Beach annually. There are issues with unauthorised parking on verges, overstaying in timed car bays and overflow on residential streets. Further challenges are anticipated if the existing Carpark One is reduced before the construction of the proposed Carpark Two redevelopment that would allow for the compensating bays.

### • Train Commuters Parking on Road Verges

Grant Street, Cottesloe and Mosman Park Train Stations are located within the Town of Cottesloe. Resident feedback, confirmed by staff observations has found that train commuters are using the streets and road verges particularly in the untimed and unpaid Area Two: East Cottesloe and the eastern fringes of Area Three: West Cottesloe to avoid the charges levied at the Cottesloe Train Station Park and Ride.

Whilst parked vehicles on the streets does slow traffic down, this commuter use is taking opportunity from local businesses, residents and visitors that genuinely require the parking.

- **Seasonal Parking along the Foreshore**

Cottesloe is a popular destination not only for inter-state and international tourist but also the residents of Western Australia. Parking is a premium outside the winter period and the problem is exacerbated when combined with major events held during beach going season. The problems experienced are similar to that identified within Events Parking Management.

- **Student Parking from Neighbouring Local Governments**

Resident feedback and staff observations have found a significant increase in student parking in the northern section of Area Two: East Cottesloe Precinct since the introduction of timed parking by neighbouring Local Governments. This creates similar challenges to commuter parking currently being experienced in the southern section of the same precinct.

- **Difficulty Exiting Driveways as a Result of Parking on Narrow Streets**

There have been a number of requests from residents within Area Two: East Cottesloe Precinct and some parts of Area Three (eg Salisbury St) for the Town to restrict parking along certain sections of narrow streets so as to improve driveway access.

- **Parking on crest impacting sight distances**

There are several streets within the Town where parking creates traffic safety issues as a result of insufficient sight distance at crest. Passing a parked vehicle at such locations can be dangerous.

- **ACROD Parking**

There is a lack in these facilities along Marine Parade, on the areas south of the Indiana Tea House. Consideration would also need to be given towards upgrading existing bays to current standards.

- **Impact on Parking by External Projects**

There are external projects including future developments that could either reduce available parking or increase demand for bays. This could occur on a permanent or a temporary basis.

- **Provision of Pick Up and Set Down Bay and Loading Zone considerations**

There are the lack of these facilities within the Town resulting in the use of unauthorised means such as parking on verges, no standing areas and restricted parking zones to undertake these activities that would normally require five to ten minute short term bays.

## **9 Our Future Parking Plan**

A series of sustainable approaches comprising of technology, infrastructure and administrative solutions have been developed to achieve the following:

- Objectives of this Parking Strategy
- Current and future parking challenges

STRATEGY	CHALLENGE	ACTION	Area One – Town Centre (Brixton Street to Station Street)	Area Two – East Cottesloe (Forrest Street to Party Street)	Area Three – West Cottesloe (Curtin Avenue to Broome Street)	Area Four – Foreshore Precinct (Broome Street to Marine Parade)
Strategy One: Introduction of Precinct Parking  <i>*Notes: Strategy involving the introduction of parking restrictions for Area 2 will only occur when residents within this catchment are impacted by reductions in available parking as a result of surrounding developments. This will be determined from feedback received.</i>	<b>Challenge One</b> Commuters to Cottesloe and Grant Street Station are parking on residential streets and Railway Street  Students from schools located in neighbouring Local Governments are parking in streets on the northern section of this Precinct.  Both these challenges have resulted in a loss in on street parking opportunities for residents and their visitors.  <b>Challenge Two:</b> Demand for parking on the Foreshore is increasing due to the inability to charge fees and no time restrictions.	Introduction of a 2 hour parking limit within the entire precinct including off street parking facilities, verge, kerbside and median parking Parking on verges will be permitted by residents as per the parking Local Law.  Construct 2 hour limit indented bays in selected locations on Railway Street to make provision for residents and businesses  Implement no parking on the remainder of Railway Street with the exception of the area around the North Cottesloe Primary School where verge parking can be restricted to the morning and afternoon drop off  Provide properties with resident and visitors permit to exempt them from such restricts only for the street they live on. A fee will be levied for these permits.  Consider extending time restrictions to the Foreshore Precinct as a solution to increase the turn over for parking.		X		X
Strategy Two: Introduction of Paid Parking in off-street parking facilities	Maintenance and administration cost are funded fully through rates. Should be a user pays system.	First hour free and the remaining duration up to the time limit is paid. This is to ensure the required turn over of the bays and at the same time provide revenue for parking facility administration and maintenance (applicable to off street parking facilities only)		X		
Strategy Three: Utilisation of Parking Facilities outside the main Foreshore Precinct during the summer months as part of the transition phase between the reduction of carpark one and the completion of the mezzanine carpark in carpark two	Provide 150 temporary bays or equivalent to make up for any temporary reduction in foreshore parking due to the reduction of parking in carpark one.	Implementation of a summer Cottcat bus service as a shuttle from carparks outside the Main Foreshore Precinct				X
Strategy Four: Continue the implementation of the ACROD Bay Upgrade Program	Continue to provide equal opportunities for all	Upgrade non-compliant bays and provide new facilities where required	X	X	X	X
Strategy Five: Identify loading zone and set down bay requirements throughout the Town	Vehicles that require loading and set down short term facilities are undertaking such activities in an unauthorised fashion	Identify need in consultation with stakeholders and provide facility	X	X	X	X
Strategy Six: Roll out of indented bays to allow parking at various locations where safety and access issues have been substantiated	Parking on crest creates sight safety issues when overtaking a stationary vehicle Parking opposite driveways on narrow streets creates access issues for residents	Construction of off road bays, similar to Marine Parade to allow parking to continue at crest of hills or opposite driveways on narrow streets		X	X	
Strategy Seven: Continue to assess parking demand as part of development approvals and apply appropriate conditions to ensure that there is no net impact on current parking supply provided by the Town	Future developments would need to consider onsite parking facilities to avoid impact on Town supplied parking	Parking study to be provided as part of development application to demonstrate that there is sufficient onsite bays and controlled impact to Town provided bays	X	X	X	X
Strategy Eight: Continue to roll out the parking sensor program in both on street and off street facilities that have timed bays	Continue to improve the efficient use of compliance management resources	Implement parking sensors and infrastructure	X	X	X	X
Strategy Nine: Continue to make parking management a key criteria for all major event applications	Proper and order management of vehicles during major events to avoid disrupting access on local streets and major thoroughfare	Parking Management Plan to be provided by all major event organisers that demonstrates how parking demand will be managed during the event.	X	X	X	X
Strategy Ten: Consult with Town Centre businesses to determine staff parking requirements	Impacts to Town Centre staff as a result of formalising and time restricting Brixton Street leased land	Consult on centralising all staff parking at the Brixton Street area leased to the Town by PTA.  Consideration is to be given to formalising the parking in this area and sub-leasing the bays to Town Centre staff. This would provide a revenue stream to administer and maintain this facility.  This approach would also force commuters currently parking on this land to the Cottesloe Train Station Park and Ride facility (significantly under-used)	X			
Strategy Eleven: Introduction of residents and visitors permit application fee. No fees will be payable in respect of permits without prior approval of Council.  <i>*Notes: Strategy involving the introduction of parking restrictions for Area 2 will only occur when residents within this catchment are impacted by reductions in available parking as a result of surrounding developments. This will be determined from feedback received.</i>	Administrative cost are funded through rates and this should be based on a user pays principle	Other sources to be considered to fund this administrative task	X	X	X	X

## 10 Delivering the Strategy

The following table provides an action plan that shows how the strategies will be rolled out

Strategy	Time Frame	Responsible Directorate	Success Indicator
Strategy One: Introduction of Precinct Parking in selected areas within the Town  <b>Note: Area 2 is conditional subject to resident feedback being received as per the note in strategy one within section 9.</b>	30-Sep-21	Engineering Services / Development and Regulatory Services	Increase in use of park and ride facility at Cottesloe Train Station  No miss-use of permits  Students choose alternative modes of transport  Minimal infringements issued  All resident complaints satisfactorily responded to
Strategy Two: introduction of paid parking in off-street parking facilities only	Ongoing	Development and Regulatory Services	Lowered cost to Council for the administration and maintenance of off street carparks
Strategy Three: Utilisation of Parking Facilities outside the main Foreshore Precinct during the summer months as part of the transition phase between the reduction of carpark one and the completion of the mezzanine carpark in carpark two	Dec-22	Engineering Services	High patronage of Cottcat Service  No increased traffic congestion at the Main Foreshore resulting from drivers looking for parking
Strategy Four: Continue the implementation of the ACROD Bay Upgrade Program	30-Jun-22	Engineering Services	All locations within the Town have facilities  All non-compliant bays are upgraded

Strategy Five: Identify and implement loading zone and set down bay requirements throughout the Town	30-Jun-22	Engineering Services / Development and Regulatory Services	Minimal complaints associated with set down and unloading in an unlawful way
Strategy Six: Roll out of indented bays to allow parking at various locations where safety and access issues have been substantiated	30-Jun-23	Engineering Services	Zero near misses and incidents
Strategy Seven: Continue to assess parking demand as part of development approvals and apply appropriate conditions to ensure that there is no net impact on current parking supply provided by the Town	Ongoing	Development and Regulatory Services	All approved developments make provision for onsite parking  Cash-in-lieu contributions received when onsite parking not provided
Strategy Eight: Continue to roll out the parking sensor program in both on street and off street facilities that have timed bays	Ongoing	Development and Regulatory Services	System remains online  Effective use of Ranger Services for compliance surveillance
Strategy Nine: Continue to make parking management a key criteria for all major event applications	Ongoing	Corporate and Governance Services	All resident concerns are promptly addressed  Proper and orderly parking
Strategy Ten: Consult with Town Centre businesses to determine staff parking in this area using permeable surfaces to enhance green space and encourage staff to use public and active transport.	30-Jun-23	Engineering Services / Development and Regulatory Services	Agreement with Procott
Strategy Eleven: Introduction of resident and visitors permit application fee  <b>Note: Area 2 is conditional subject to resident feedback being received as per the note in strategy one within section 9.</b>	Ongoing	Development and Regulatory Services	Administrative cost covered