

Parry Street Proposed Parking Restrictions – Resident Feedback	Respondent
<p>Thanks for your invitation to comment on the proposed parking changes.</p> <p>The proposed yellow parking lines will simply push cars further up Parry Street and into Alexandra Avenue. However there is an argument to be made that Parry St is insufficiently wide for parking and traffic, resulting in traffic slow down - but is this a bad thing?</p> <p>However, it is often very dangerous to turn from Alexandra Ave, and also the lane between Alexandra Ave and Hillside Ave, due to cars parking right up to the corner. I have had several near misses exiting this lane due to nose to tail parking along Parry St, combined with the crest of the hill on Parry Street, resulting in limited/no visibility of oncoming traffic. (I have reported this to your rangers several times, as have my neighbours.)</p> <p>My recommendation would be yellow no parking lines extended 10m from every corner ie Grant St, Alexandra Ave, Hillside Ave, and the corresponding lanes.</p> <p>I will also comment that my observation is that most of the parking issues in this area are caused by students from Methodist Ladies College and Christ Church Grammar School. They park along Grant St and Parry St, as this is the closest available parking for them. (The other side of Parry St is Town of Claremont and restricted to 2 hour parking). I am not sure what the solution is here, but there is no doubt, particularly as the school year progresses, that more and more parking places are taken up by these students.</p>	<p style="text-align: right;">1</p> <p>14 Alexandra Ave</p> <p>4 February 2022 TRIM Ref: D22/5975</p>
<p>We are the owners of 29 Parry St and we strongly oppose the parking restrictions as proposed for the area on Parry Street outside of our house. We are directly impacted by the proposed no stopping lane from our rear lane way 23m on our Parry St verge.</p> <p>The proposed No Stopping Line on Parry Street will severely impact the amenity of our family and will not allow us to park outside our own house. Our front door and front gate faces directly on to Parry St and is how we access our residence. We understand the proposal is in response to complaints relating to residents exiting the rear lane and the need for clear line of sight to Parry St. Whilst some parking restriction would aid visibility and allow easier egress from the laneway, the proposed 23m is unreasonable.</p> <p>Our verge is 40.3m on Parry St. We are already restricted from parking within 10m of the intersection with Grant St, and a submerged fire hydrant further reduces further available parking space to 29m. The proposal to restrict a further 23m</p>	<p style="text-align: right;">2</p> <p>29 Parry Street</p> <p>4 February 2022 TRIM Ref: D22/6878</p>

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<p>represents removal of approximately 80% of our verge. We are unable to park on our Grant St verge as it also has the 10m restriction relating to the intersection and our verge is only 11m wide, it is also more than 25m from our gate.</p> <p>If the proposed 23m no stopping zone is implemented, we would have access to only 6m of our street frontage. As with many Cottesloe families we have adult children at home and elderly parents who use a wheelchair and/or walking aids visit us regularly. The proposal as suggested by Administration would not allow them to park anywhere near our house. The proposal as put forward by the administration would only allow us to park one car outside of our premises and we have 2 that park regularly there.</p> <p>The back lane at the rear of our property is used by 5 residents, 4 of whom have front gates either on Grant or Alexandria Streets. There is also an exit from the lane onto Alexandria Street. The rear lane exit onto Parry Street is more than two driveways wide which provides additional vision opportunities (unlike a number of rear lane exits across the Town of Cottesloe).</p> <p>We checked with our neighbour next door who fronts on to Grant St and they have informed us that they easily access and egress the back lane.</p> <p>There are only 3 other properties that use this back lane to egress on to Parry Street and they have access to their front gates on other streets.</p> <p>When the house was built in 2007 a crossover was approved by the Town of Cottesloe. The Administration proposal cuts into this crossover which would make it unusable for us and our guests, particularly my elderly parents who use a wheelchair and walking aids to get in/out of the vehicle.</p> <p>We understand that Parry Street is considered a 'rat run' and that vehicles access Parry St at speed from Stirling Hwy. Having our vehicles parked on Parry St actually slows traffic as it passes and this can be readily observed at any time of day. This actually creates a safer environment for anyone wishing to egress the laneway. We are sure that the data currently being gathered will also support this.</p> <p>Administration informed us that that in considering road and/or parking changes a number of things should be taken into consideration including:</p> <ul style="list-style-type: none"> - Number of accidents/crashes at site. <ul style="list-style-type: none"> o Administration informed us that have been no crashes/or accidents recorded in front of 29 Parry Street over the last 5 years. - Complaints. <ul style="list-style-type: none"> o Administration informed us that the complaints received were all during late last year and that there had been none prior to that date (in 5 years prior). We understand the complaints relate primarily to students parking along Parry Street adjacent to the back lane. 	

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<p>- Australian Standards for site lines.</p> <ul style="list-style-type: none"> ○ The Australian standards proposed by Administration and the 23m no stopping zone applies to site lines for fixed objects. Cars are not classified as fixed objects and therefore the 23m requirement should not apply. <p>In terms of the issues relating to students parking, we contacted Christ Church Grammar School last year. They were very amenable to informing their students to not park on Parry Street, and straight away the number of vehicles decreased. With school returning this week we have again contacted CCGS this week to discuss the issue with them.</p> <p>We believe there are a number of alternatives that would be better considered:</p> <ul style="list-style-type: none"> - Implementation of a 10m no stopping line from the back lane to allow clear visibility. - Residential parking permits and implementation of a 2 hr parking restriction on Parry St for non-residents. - Cutting a “parking” lane into the verge parallel with Parry St for residential parking. - Making the narrow section of the lane way (approx. 40m from Parry St) one way with the entrance off Parry St and exiting onto Alexandria Street. - Implement hardstand and mountable kerbs to allow us to park off the street on our verge. <p>We asked Administration to meet us on site to show practically the impact that this would have and to discuss other options that might exist. We felt that it would help to see it physically as the map included in the consultation letter is inaccurate and doesn’t also show the parking restriction from the Parry/Grant intersection.</p> <p>We are happy to compromise to meet the needs of the residential properties who have complained and request that the Town of Cottesloe undertake the following:</p> <ul style="list-style-type: none"> ● Implement a trial for 3 months of a 10m no stopping zone from the back lane. ● Speak to Christ Church and MLC schools about student parking and the impact it has on residential amenity. ● Arrange a meeting of the 5 residential properties to discuss the 10m trial. <p>We would also like to express our disappointment that Administration did not consider an alternative approach and based the proposal on complaints that can only have come from 3 of the 5 properties that use the rear lane. The complaints could only have occurred last year and were primarily due to student parking. We would have welcomed the opportunity to provide input and offer alternative solutions had we been approached.</p>	

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<p>We would also note that we contacted the Rangers to discuss parking options shortly after purchasing our property and were informed that there was a review of parking in the area being undertaken, and that we should wait to see the outcome. We have not been informed what happened with this review or whether it was completed.</p>	
<p>Dear Shaun</p> <p>Thank you for your letter regarding the Proposed Parking Restrictions for Parry Street.</p> <p>I live at 5 Hillside Avenue, around the corner.</p> <p>My concern is that the proposed yellow line will</p> <ul style="list-style-type: none"> (a) push cars further down Parry Street at the crest of the hill and down towards the railway line affecting visibility both driving and for pedestrians when crossing; (b) cars use Parry Street (and Hillside/Alexandra/Grant and Congdon) as side routes to and from schools and Stirling Hwy as well as avoiding Stirling Hwy as much as possible - speeds are an issue particularly on Parry & Congdon; (c) the laneway between Alexandra and Hillside off Parry St is extremely narrow - already cars park right up to the very edges of the entrance off Parry Street and cause great difficulty and danger for residents' safe access by car to the laneway and their garages (mine included) - last year the very tall and high limestone wall and corner pillar on the south side of the lane was knocked down and had anyone been walking down the path or laneway the huge blocks would have caused serious injury if not death; if the blocks had hit a car turning in significant damage and possibly injury could also have occurred; (d) push cars into Alexandra and Hillside Avenues to park. These are narrow residential side streets, not as wide or as busy as Parry and Congdon and heavy street parking on either sides would cause accessibility issues for residents as well as issues for the rubbish collection to get through (as evidenced by the situation in Windsor Street); (e) Hillside is already under significant street parking pressure by non-residents - train commuters, school students, Swanbourne Village patrons all park in this street and Windsor Street and it is, as I wrote above, causing access issues for residents as well as safety issues in terms of traffic volume and pedestrian safety. <p>Can the schools hold greater responsibility for the volume of their students driving to school. The irony is they park so far away from primarily MLC, Christ Church and Scotch, that they are having to walk further to their respective schools than if they caught the bus.</p>	<p style="text-align: right;">3</p> <p>5 Hillside Avenue</p> <p>4 February 2022</p> <p>TRIM Ref: D22/6750</p>

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<p>Can the schools provide parking on site for their students rather than effectively wash their hands of the issue and instead knowingly spread their students' cars through the narrow and quiet residential streets surrounding the schools.</p> <p>Could the schools not provide some incentive for their students to use public transport and be green - they are learning about climate change and environmental impacts at school - this is the generation of Greta Thunberg. Except when it comes to driving to school yet having to park streets away when buses and trains (in Scotch's case) stop literally right outside their front gates.</p> <p>I believe the schools should be held more accountable when it comes to parking on Parry Street and its side streets. Having spoken with neighbours and residents on Parry, Alexandra, Hillside and Windsor Streets along with Grange and Albert, it seems it is largely school student parking in this instance (Windsor also Swanbourne Village as above).</p> <p>Thank you for your invitation to comment. I appreciate the difficulties Council faces - it's not an easy one but I do believe the schools can and should be held more accountable and seek to resolve these issues with their own students.</p>	
<p>We are writing in response to the invitation to comment on the proposed parking restrictions in Parry St.</p> <p>We are the owners and residents at 27 Parry St.</p> <p>We DO NOT support the proposal to install yellow no-stopping lines as described on the flyer dated 21 January 2022 that was delivered to us.</p> <p>The proposal would create a 24/7 two-car car park outside our property: used by college students Monday to Friday during school term and otherwise by the residents of 29 Parry St who have multiple vehicles and would have insufficient space outside their own property. This would not be acceptable to us.</p> <p>We have resided at 27 Parry St for 30 years and there has never been a problem until last year after the Claremont Council implemented a widespread 2 hour parking limit and hand balled the parking problem onto Cottesloe, which we find really annoying.</p> <p>No-stopping lines are not necessary. All that is needed is the implementation of two hour parking restrictions Monday to Friday.</p>	<p style="text-align: right;">4</p> <p>27 Parry Street Cottesloe</p> <p>31 January 2022 TRIM Ref: D22/5458</p>

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<p>We also consider that such parking restrictions should not apply to residents ie residents should be issued with permits that over-ride the restrictions.</p> <p>Can you please acknowledge receipt of this feedback</p>	
<p>Hi there – thank you for the opportunity to comment on the proposed parking restrictions on Parry street. I whole heartedly agree with the proposed restrictions. I live at 136 Grant Street and frequently need to turn left up Parry street. The array of cars, utes and boats parked there pose a risk to the drivers as they do not provide a good line of sight up the street before the turn. It is also a relatively narrow street at that point and so the parking at that point is restrictive for larger cars access the road.</p>	<p style="text-align: right;">5</p> <p>136 Grant Street Cottesloe</p> <p>28 January 2022 TRIM Ref: D22/5168</p>
<p>Thank you for your correspondence dated 21st January 2022 regarding the above “no stopping lines”.</p> <p>The parking on Parry Street in the last six months on this strip has become bumper to bumper & on numerous occasions obstructing access to the ROW.</p> <p>Driver’s vision to the South being totally blocked by cars entering from both Alexandra Avenue & the ROW.</p> <p>This has caused an extremely dangerous situation to occur, as most people in Alexandra Avenue have experienced.</p> <p>This urgently requires to be attended to by the Council before the inevitable accident happens.</p> <p>We would like this to be actioned with a high priority at the next Council meeting</p>	<p style="text-align: right;">6</p> <p>7 Alexandra Avenue Cottesloe</p> <p>28 January 2022 TRIM Ref: D22/5213</p>
<p>Introduction of the proposed no stopping line would force residents of the property on the corner of Parry and Grant Streets to park any vehicles they currently park in Parry Street, in Grant Street thus exacerbating the problem we have with student parking.</p> <p>All day student and rail patron parking is an issue across Claremont Hill and needs to be resolved for the benefit of residents. As a long standing resident of Grant Street (between Congdon and Parry) we can attest to the problems it causes us during school terms.</p> <p>We would support a broader review of parking issues across the hill</p>	<p style="text-align: right;">7</p> <p>134 Grant Street Cottesloe</p> <p>25 January 2022 TRIM Ref: D22/4171</p>

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<p>I write in response to your letter of 21 January that seeks our comments on this proposal.</p> <p>We are long term residents of Alexandra Avenue.</p> <p>Over the last two years the significant increase non- resident parking in Parry Street has made the intersection at Parry Street and Alexandra Avenue increasingly dangerous. My wife and I have both been fortunate to avoid collisions on several occasions.</p> <p>It is assumed, that the increase in non- resident parking is the result of the increased driving mobility of students from the nearby schools who have been precluded from parking in the streets of Claremont, where the schools are located, by the introduction of 2 hour parking by the Town of Claremont. It is disappointing that the both the schools and the Town of Claremont have not taken responsibility for actions generated in their precincts.</p> <p>The trial of restricted parking in Parry Street, much like that indicated in your letter did greatly improve the visibility at the intersection, but we observed that the non-resident vehicles simply relocated further north along Parry Street and Grant Street.</p> <p>We are concerned that, based on the above observations, the non-residents will continue to seek other parking locations and will likely park in Alexandra Avenue. As you are no doubt aware Alexandra Avenue is a very narrow street, does not accommodate concurrent parking on both sides of the street and it is not unusual for unaware parkers to effectively block through traffic, including the garbage truck. Further non-resident parking, by those unfamiliar with the challenges in the street could well increase the frequency and period of such blockages.</p> <p>We suggest that the non-resident parking is closely monitored and if problems arise then it may well be necessary to introduce restricted parking for all non-residents.</p>	<p style="text-align: right;">8</p> <p>Alexandra Avenue Cottesloe</p> <p>25 January 2022 TRIM Ref: D22/4170</p>

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<p>I'm writing in support of the proposed parking restrictions on Parry street. We are residents of 1 Alexandra Ave and over the last 18 months during weekdays particularly have felt very nervous crossing Parry street. Almost daily, cars obscure and park very close to the corner of Alexandra Ave which makes leaving the street very precarious and dangerous.</p> <p>Primarily, it is students parking close to school which of course I understand, however the manner that they park is very hazardous and has resulted in a couple of very near misses as you have to move across Parry street to get any visibility of oncoming traffic.</p> <p>Unless you drive a 4WD which I don't, you simply cannot see past the cars parked up on this street. There are numerous other locations that the students can park their cars and not cause this situation to occur.</p> <p>It is simply in my option only a matter of time before an accident occurs. Despite cones being laid on the street on numerous occasions to discourage parking here, the students continue to park in this location . A more permanent and penalty endorsed solution needs to be implemented before the school year commences.</p> <p>If you have any further enquires please do not hesitate to contact me.</p>	<p style="text-align: right;">9</p> <p>1 Alexandra Avenue Cottesloe</p> <p>25 January 2022 TRIM Ref: D22/4157</p>
<p>Hi There, I am responding to the mailer in my letter box.</p> <ul style="list-style-type: none"> * I have lived on the west side corner of Alexandra and Parry street (11 Alexandra Ave) since 1992 and am directly affected by the increased excessive and long term parking of cars along Parry street from the corner down to Stirling Highway. 	<p style="text-align: right;">10</p> <p>11 Alexandra Avenue Cottesloe</p> <p>21 January 2022</p>

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<ul style="list-style-type: none"> • * Over the many years I have lived on the corner of Alexandra and Parry streets, there has never before been a problem with cars parking in Parry street until last year. • * For some reason in 2021 the problem started to occur, where it appeared that the majority of cars belonged to private school students from the private schools along Stirling Highway driving their cars to school and using Parry street as an ‘all-day’ car park. • * It would be a shame to penalise the surrounding residents of the area because of the behaviour of these young students who need to be encouraged to take a bus or a train to school and walk the short distances from the relevant stations and stops. <p>My comments are below:</p> <ol style="list-style-type: none"> 1. I am NOT in favour of a complete restriction of parking on Parry street by the painting of a yellow line all the way from the corner of Alexandra Ave down to Grant street. 2. Contractors servicing the surrounding homes i.e. Gardeners, mowing contractors and other temporary services require parking on Parry street during the day and stay not more than 2 hours to complete their tasks. They do not inconvenience the surrounding home owners because they are providing a service and don’t stay long. 3. There is very little parking elsewhere for these contractors, so if they can’t temporarily park in Parry street they will be forced into the small narrow feeder streets (Grant, Alexandra and Hillview) which would become a greater issue. These feeder streets already get congested with cars and trucks being parked either side of the roads when there is a lot happening in the street with deliveries and other contractors. Passing through these streets at this time can be frustrating and an issue. Disallowing parking in Parry street will exacerbate the problem. <p><u>Suggested resolutions</u></p> <ol style="list-style-type: none"> 1. Copy the same parking rules (limit 2 hours; residents longer) as the Town of Claremont apply in Grange street, being one street east of Parry street. (This is why Parry street has become congested as these ‘all day’ parkers are pushed further up the hill and can catch the bus down the hill to school). 	<p>TRIM Ref: D22/3970</p>

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<p>1. 2. In addition to 1., paint a small yellow line a minimum length for a crest i.e. 10 metres??, from the corner of Alexandra Ave down Parry street. This still gives contractors the ability to park on Parry street but prevents a car from parking too close to the corner which reduces visibility down the hill for anyone entering Parry street from Alexandra Ave.</p> <p><u>In summary:</u></p> <p>1. a. It would not be helpful to disallow parking in Parry street as it would inconvenience residents and the contractors that service them.</p> <p>1. b. This issue has only just become evident as a result of more school students driving to school and using the streets as ‘all-day’ parking.</p> <p>1. c. This can be managed by restricting parking time limits for non-residents of the area, and still provide residents ‘quiet enjoyment’ of the streets they live in for their own parking needs, as the Town of Claremont has done one street east of Parry street.</p> <p>I am happy to discuss the matter further if needs be</p>	