

No.	Support/ Object	Submitter Comment	Administration Comment
Chelmsford Road			
1.	Support	Despite the trial being successful, people on Chelmsford Road are still experiencing a lack of parking. There is also limited availability for residents to park on their verge, particularly the southern side. Unless there is regular 'blitzing' by the rangers then the parking restrictions are not effective.	The City will investigate increasing or continuing monitoring and enforcement on Chelmsford Road to ensure that parking is in accordance with the current parking restrictions. It is not considered suitable to further restrict the parking on Chelmsford Road outside of the existing 'Resident Only' hours.
2.	Support	<p>The current situation is better than no restrictions and should be made permanent. However, the proposal needs to go further, rangers are policing the area, however parking demand from local businesses is often busiest between 5:30am - 7:30am. More protection needs to be given to local residents and the Council needs to consider the impact of surrounding businesses' patrons parking on residential streets.</p> <p>Parking should be modified to 'Resident Only Parking' between 5:00am and 9:00pm.</p>	<p>Each development application is assessed against the City's policies in regards to parking. On street parking in the public realm is to be managed by the City to ensure that parking is available for all users.</p> <p>The City's car parking category matrix, which was previously adopted by Council, details that resident only parking should be implemented where there is limited or no access to off street parking for residents and a peak occupancy of greater than 85%. Recent surveys undertaken by the City demonstrated a peak occupancy of 61% during regular business hours. This does not support resident only parking during these hours and the two hour parking restriction is appropriate.</p>
3.	Support	N/A	N/A
Grosvenor Road			
4.	Object	<p>Grosvenor Road should have the same restrictions as Chelmsford Road. Grosvenor Road is a regular short cut to traffic that avoids the Vincent/Fitzgerald intersection traffic lights. Raglan Road is a wider street and is suitable to accept more parking and traffic pressure.</p> <p>Grosvenor Road should be 'Resident Only Parking' 5:00am to 9:00am and 3:00pm to 9:00pm and 2P at all other times.</p>	<p>In a recent survey undertaken by the City between 9:00am and 8:00pm, Grosvenor Road demonstrated less than 40% peak occupancy. The City's category matrix indicates that where a parking occupancy peak is registered below 60% four or five hour parking restrictions would be appropriate.</p> <p>Grosvenor Road is predominately single residential and located further from local businesses than Chelmsford Road to the south. The current two hour parking restriction is more stringent than those on streets to the north, including Raglan Road, despite demonstrating the same predominant streetscape character and parking demand. Grosvenor Road is expected to experience some flow on effects from local businesses; however, given its distance from Vincent Street and local businesses, it is not seen as appropriate to support 'Resident Only' parking.</p> <p>The use of Grosvenor Road as a short cut is outside of this scope and will need to be reviewed by the City as part of the data collection program to establish the current speeds and traffic volumes.</p>

			The City will continue to monitor and review parking in the area to inform any parking related recommendations in the City's future Integrated Transport Plan.
5.	Object	<p>Grosvenor Road between Fitzgerald and Leake is not wide enough to handle the additional traffic flow, given the 'scramble' at times for parking spaces.</p> <p>Maintaining the status quo is a disadvantage to Grosvenor Road residents over those from Chelmsford Road and Leake Street.</p> <p>The restrictions have not solved the issue only moved it onto Grosvenor Road.</p> <p>The proposal has not worked to date, reporting of issues has not been successful and only a small portion of the issues have been reported.</p> <p>The proposal does not address the real issue. Council has allowed a commercial operation and growth without adequate steps being taken to address safe and respectful parking nearby.</p>	<p>In a recent survey undertaken by the City between 9:00am and 8:00pm, Grosvenor Road demonstrated less than 40% peak occupancy. The City's category matrix indicates that, where a parking occupancy peak is registered below 60%, four or five hour parking restrictions would be appropriate.</p> <p>Grosvenor Road is predominately single residential and located further from local businesses than Chelmsford Road to the south. The current two hour parking restriction is more stringent than those on streets to the north, including Raglan Road, despite demonstrating the same predominant streetscape character and parking demand. Grosvenor Road is expected to experience some flow on effects from local businesses; however, given its distance from Vincent Street and local businesses, it is not seen as appropriate to support 'Resident Only' parking.</p> <p>The use of Grosvenor Road as a short cut is outside of this scope and will need to be reviewed by the City as part of the data collection program to establish the current speeds and traffic volumes.</p>
6.	Support	N/A	N/A
Leake Street			
7.	Support	Concerns about visual pollution from signage as well as burden of having to display permits.	Signage is located in accordance with the Australian Standards. Parking restrictions are the best way for the City to control on street parking and with continued monitoring is seen to be the most effective option.
8.	Object	<p>Prefers street parking to be located on the east side of Leake Street because:</p> <p>a) There have been occasions when visitors or occupants have been unable to access verge or move vehicles off verge, due to them being blocked in by street parking.</p> <p>b) There is reduced visibility when exiting laneway onto Leake Street due to vehicles parked immediately adjacent to laneway entrance. This is a hazard and a vehicle which routinely parks in this spot has been hit by vehicles on Leake Street.</p> <p>c) Traffic congestion is high near the corner of Vincent Street and Leake Street.</p> <p>d) Insufficient verge parking is available to residents</p>	Leake Street is considered to be narrow, at only 6 metres, and does not support parking on both sides of the street. Although there are more crossovers located on the western side, it is seen as safer and more appropriate to implement 'No Parking' on the eastern side. If parking is permitted on the eastern side, cars parking opposite driveways and laneways will make it difficult to enter and exit. Allowing parking to the eastern side may also create more free flowing traffic on the western side affecting vehicles entering and exiting their driveways and laneways.

		and their visitors. The optimal location for parking allocation is the east side of Leake Street. There are significantly fewer home frontages and less incidents of occupants entering/exiting and accessing home frontages on that side, compared with the west side.	
Pansy Street & Pansy Street Car Park			
9.	Support	N/A	N/A
10.	Support	N/A	N/A
11.	Support	Request that the 'residential parking permits' be extended to owners of surrounding residential properties. A number of dwellings have more than 1 car and are forced to use Pansy Street car park during 8:00am - 6:00pm as visitor bays in the complex are allocated to the commercial lots during this time. Residential permits be given to residents in the surrounding area.	The City's Policy No. 3.9.3 – Parking Permits states that where a group or multiple dwelling unit has a specific development approval condition not allowing them to receive parking permits, they will not be issued. Mixed use developments, similar to that in the area surrounding Pansy Street, are assessed by the City against the Residential Design Codes and the City's policies to ensure that adequate parking is supplied on site. Where the requirements of the Policies are met, parking permits will not be issued for additional parking which will typically be located in the public domain. The proposed parking restrictions are intended to increase the turnover of the available public parking, particularly during the main business hours of surrounding local businesses.
12.	Object	Residents on Charles Street have one bay, parking in Pansy Street car park is used for a second car. If residential parking permits are given there is not a problem. Residential permits be given to residents in the surrounding area.	The City's Policy No. 3.9.3 – Parking Permits states that where a group or multiple dwelling unit has a specific development approval condition not allowing them to receive parking permits, they will not be issued. Mixed use developments, similar to that in the area surrounding Pansy Street, are assessed by the City against the Residential Design Codes and the City's policies to ensure that adequate parking is supplied on site. Where the requirements of the Policies are met, parking permits will not be issued for additional parking which will typically be located in the public domain. The proposed parking restrictions are intended to increase the turnover of the available public parking, particularly during the main business hours of surrounding local businesses.

Vine Street			
13.	Support	Concerned that properties on the eastern side of Vine Street will be unable to access their verge parking.	Verge parking will remain unaffected. On-street parking is proposed to change to 5P. The City's rangers are available to attend on request if there are issues accessing the verge or driveways.
14.	Support	Concerned about visibility and access issues at the intersection of Vine Street and Angove Street. Supports 'No Parking' on the eastern side of Vine Street.	Visibility and parking requirements are set out in the Australian Standards. Restricting parking to one side of the street will help to alleviate pressure felt on the northern end of Vine Street and increase safety when entering or exiting Angove Street. Recommend parking restrictions on Vine Street to allow 'No Parking' on the eastern side and five hour parking between 8:00am to 6:00pm, Monday to Friday.
15.	Support	Council should consider allowing verge parking on the eastern side of Vine Street to help alleviate parking shortages.	Residents on the eastern side of Vine Street are able to park on the verge, which will help to alleviate pressure on the on street parking. The City would not support the construction of embayed parking in the verge on Vine Street, given its distance from the town centre and relatively low occupancy rate.
16.	Object	Concerned that parking on both sides of the street make it difficult to enter and exit driveways. Parking should be maintained on the eastern side of Vine Street. Council should consider introducing embayed parking on the western side.	Parking is required on the western side to ensure parking availability for residents without access to off street parking. It is seen appropriate to implement 'No Parking' to the eastern side to improve safety when travelling on Vine Street. The City would not support the construction of embayed parking in the verge on Vine Street, given its distance from the town centre and relatively low occupancy rate.
17.	Support	N/A	N/A
18.	Support	The proposal takes into account the residents on the proposed side of the street that don't have room for driveways on their property. Additional changes to the street should be considered to slow down traffic that comes in from Angove Street.	In order to alter the street design to include traffic calming measures the City must survey and record the average speed and then determine whether these support changes to the road design.
19.	Object	Concerned about the speed of vehicles using Vine Street to access Angove Street and Charles Street. One side of the street should be 'No Stopping' in order to minimise any accidents with parked cars that may take either side of the street. It is not supported to have 5 hour ticket parking from 8am - 6pm Mon - Fri on one side of the street however.	Parking has been restricted to one side of the street as part of this proposal to increase safety for residents and other users. Parking implemented on Vine Street is proposed as five hour free (non-ticketed) parking, which is intended to deter all day parking however still allow for adequate resident and visitor parking.