

On-Street Parking Occupancy Review 2024

Kensington Precinct



City of
Norwood
Payneham
& St Peters

Social Equity | Cultural Vitality | Economic Prosperity | Environmental Sustainability

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EXECUTIVE SUMMARY

The City of Norwood Payneham & St Peters (the Council) experiences parking pressures from a wide range of users including residents, commercial activity, visitors to the City and people who park before commuting by bus to the CBD.

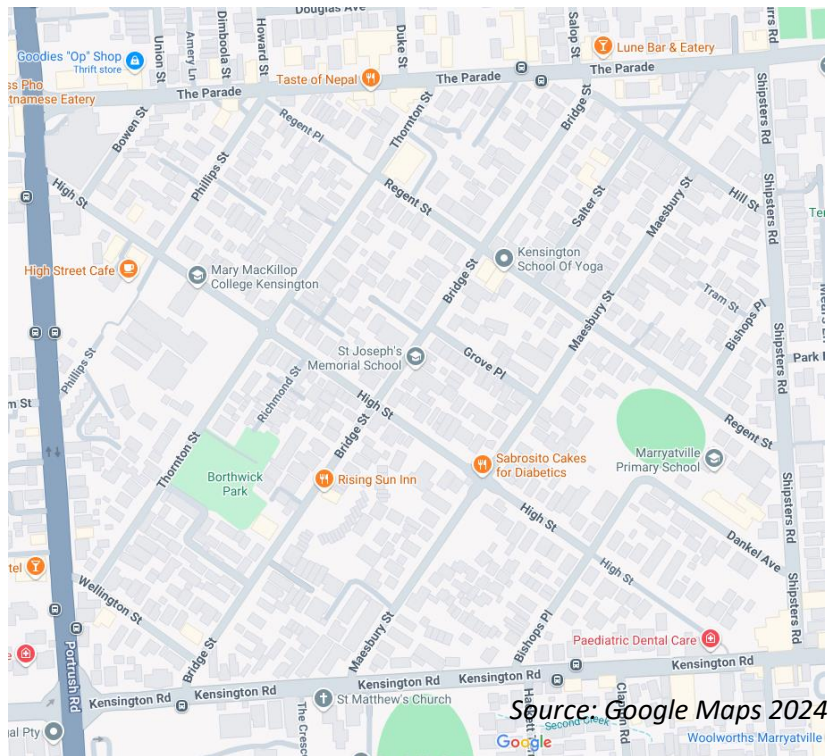
On-street parking is in high demand and is a limited resource that requires ongoing management to provide fair and equitable parking access while optimising the use of on-street parking to best meet the needs of users.

This report aligns with the Council's 'On-Street Parking Policy' (*the Parking Policy*), and summarises the data collection, investigations, citizen concerns raised, parking surveys and analysis that has been undertaken to develop the recommendations also set out in this report for the precinct of Kensington.

The Kensington precinct consists of a mixture of residential, educational, recreational and commercial uses. The commercial uses are predominantly along the arterial roads surrounding the precinct which are Portrush Road, The Parade and Kensington Road. Due to parking controls along these roads that are under the care and control of the State Government, the demand for parking often shifts to the adjacent local street network.

The existing supply of on-street parking on the local street network is largely unrestricted, with the majority of parking controls to facilitate the peaks of school drop off and pick up.

Data from the 2021 census indicates lower than average vehicle ownership in Kensington, and higher than average usage of bus and/or active travel options compared to the wider Council area and the greater Adelaide region.



On-street parking surveys were undertaken on a typical weekday at 7am, 10am, 1pm and 4pm. The surveys recorded the number, and location of vehicles parked on-street and the length of stay.

There were areas where on-street parking occupancy rates were above the optimum rate of between 65% and 85% (i.e. less than 1 in 8 parking spaces available), and as such modifications to parking controls are warranted. Analysis of the survey results and reports made to Council by local citizens, indicated that those staying for extended periods throughout the day are typically people who reside elsewhere and park all day in the precinct. These could comprise employees within the precinct (predominantly schools and including commercial properties along the surrounding arterial roads), or people who park and catch public transport to the CBD or elsewhere. It is understood that some local citizens also park on-street for extended periods i.e. multiple days or even weeks.

The *Parking Policy* identifies that in Kensington, the prioritisation of on-street parking is primarily for citizens residing in the precinct while also supporting local employment and providing for school drop off and pick up. Drivers parking on-street within the precinct then catching public transport or travelling (e.g. walking or scooter) to employment elsewhere is not supported.

There are currently 901 unrestricted parking bays within the precinct, and it is recommended that 219 of these bays be converted to a three (3)-hour time limit in key locations to encourage turnover and discourage all-day parking. This will result in some local employees needing to change their travel mode (catching a bus, car-pooling or riding a bike), however it is also acknowledged that some local employees will continue to park in the precinct and relocate their vehicles at least once during a typical working day. Commercial businesses are encouraged to fully utilise any off-street parking for both employees and visitors.

The transition to 3-hour parking in key locations is expected to benefit both businesses and local citizens by ensuring a more equitable distribution of parking resources throughout the day. It also aims to enhance accessibility and convenience for visitors who require short-term parking solutions. Ultimately, the shift reflects a proactive approach to managing urban on-street parking challenges, promoting turnover, supporting the vitality of local commerce and encouraging sustainable transport options without unduly burdening those who rely on longer-term parking solutions.

For Council, there will be a need to increase regulatory parking patrols and allow for an increase in applications and verification of parking permits so that eligible citizens who rely on on-street (both personally and for visitors) may continue to park on-street for longer than most signed parking controls.

Community consultation will be undertaken before implementing any changes to on-street parking and the recommendations will be refined where an evidence-based need is identified. A summary of the proposed parking control changes are summarised in **Table 1** below (also refer Figure 12 for map depicting proposed parking controls in each street).

Table 1: Existing and proposed on-street parking controls

PARKING CONTROL	EXISTING	PROPOSED
No restriction	901	656
Special purpose:		
Loading Zone	2	2
Pool Staff Only	2	2
Permit	4	3
Bus Zone	1	-
School Days only:		
No Parking 8-9am 3-4pm	47	47
P10 8am-9am 3-4pm	-	4
Bus Zone	-	1
10-minute parking		
P10 8-9am 3-4pm Mon-Fri	4	-
30-minute parking		
1/2P 9am-5pm Mon-Fri	1	1
1-hour parking		
1P 9am-5pm Mon-Fri	-	11
(1P 9am-3pm Mon-Sat)*	(4)	(4)
2-hour parking		
2P 9am-5pm Mon-Fri	15	15
3-hour parking		
3P 9am-5pm Mon-Fri	-	219
TOTAL	961	961

**spaces are within the No parking school days only and therefore already counted in 'School Days' parking totals*

It should be acknowledged the recommendations aim to improve parking management and there is no recommendation that will solve all of the parking issues in the precinct. Local citizens and visitors, need to recognise that there is a competing parking demand, consider their mode of travel and ensure compliance with the Australian Road Rules.

1. INTRODUCTION

In response to the increasing challenges of urban mobility and accessibility, the Council, has undertaken comprehensive *On-Street Parking Surveys* to assess current parking conditions, understand the parking needs and preferences of citizens and visitors, and guide the proposed recommendations for improvement. These comprehensive surveys aim to provide valuable insights into the parking landscape throughout the City, addressing issues such as demand, availability and convenience.

The demand for on-street parking spaces has become a critical issue affecting citizens and businesses. Efficient and well-managed on-street parking plays a pivotal role in enhancing local economic activity, reducing traffic congestion, and improving overall quality of life. Therefore, understanding the dynamics of on-street parking in the City is essential for developing sustainable solutions that meet the needs of all stakeholders.

By balancing the needs of various users, on-street parking contributes to vibrant, liveable communities.

This report presents the findings and analysis derived from a combination of quantitative data, qualitative observations, and community feedback gathered through reports about on-street parking to Council and field assessments. It explores key aspects such as the distribution of on-street parking across the precinct, percentage occupation, and the impact of current policies and regulations on parking behaviour.

By examining these factors in detail, this report aims to provide actionable recommendations to optimise the utilisation of existing on-street parking, enhance the efficiency of on-street parking management strategies, and propose measures to address existing and emerging challenges. Ultimately, the goal is to contribute to a more sustainable, accessible, and liveable environment for all residents of, and visitors to, Kensington.

However, the recommendations presented in this report will not resolve all of the parking issues and it is important that citizens recognise that parking is a limited resource and consider the suitability and use of off-street parking where available, their mode of travel and compliance with the relevant Australian Road Rules.

2. SCOPE

The on-street parking demand along all streets within the Kensington precinct were surveyed on a typical weekday at 7am, 10am, 1pm and 4pm. The survey included the number and location of vehicles parked on-street and the approximate length of stay of each vehicle.

The surveys did not include the main roads that surround Kensington which include Portrush Road, The Parade, Shipsters Road and Kensington Road.

This report cross-references the analysis of the parking surveys with the concerns raised by citizens to provide fair and equitable parking controls that optimise the use of on-street parking to best meet the needs of users.

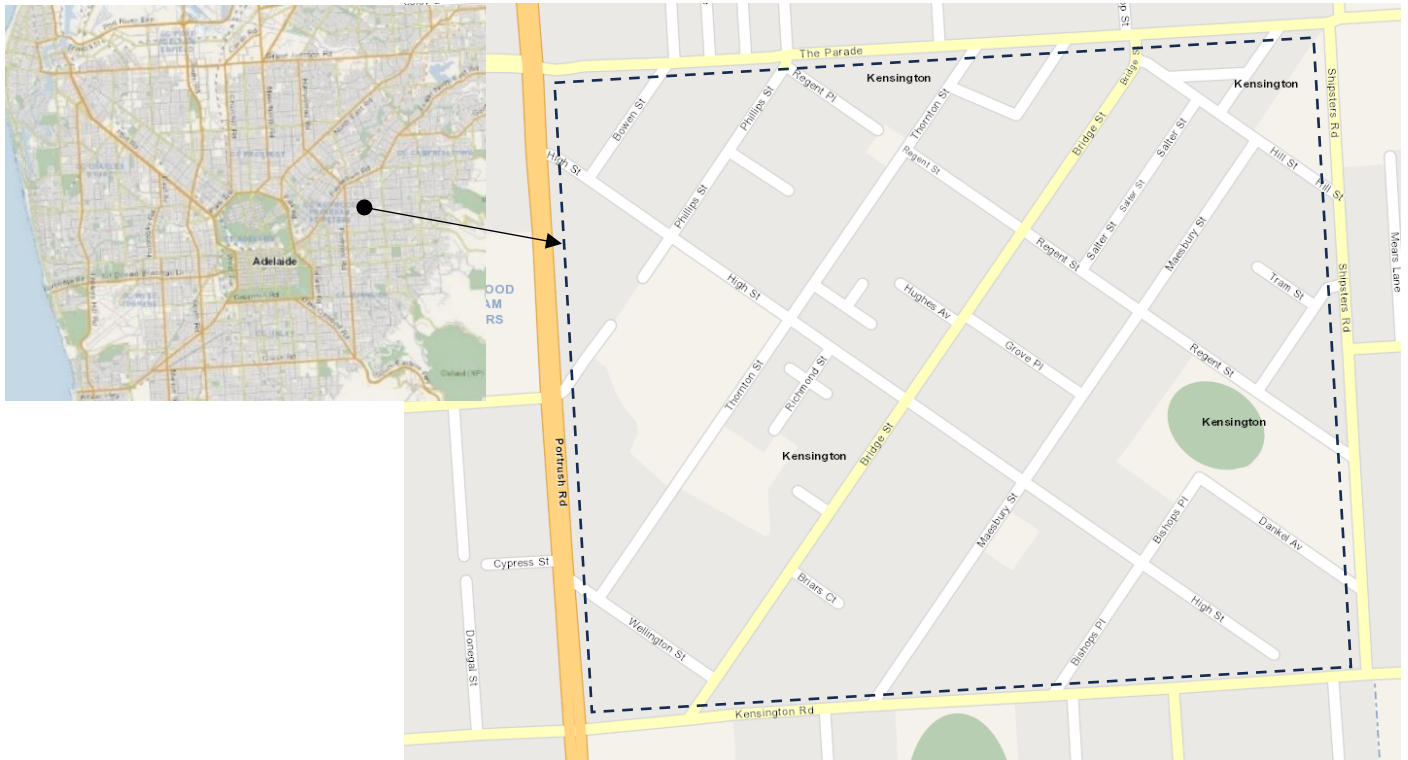


Figure 1: Precinct Roads and Survey Boundary

Source: SAPPA

3. PRECINCT PROFILE

The Kensington precinct is bounded by Portrush Road, The Parade, Shipsters Road and Kensington Road and measures over half a kilometre in size or 0.52km². The majority of land use within the precinct is residential or educational, with some commercial land uses predominantly along the bounding main roads. Parking restrictions along these arterial roads are generally in effect during peak hours but are full time along Portrush Road (in the form of a full-time bicycle lane), and can result in employees and visitors parking in the local street network.

2021 Census data provides an insight into the citizens, car ownership and travel preferences as set out below.

	Number of people	1,808
	Number of private dwellings	1,011
	Average number of motor vehicles per dwelling	1.3

The average number of motor vehicles per dwelling is broken down further into the number of registered vehicles per occupied dwelling. Ownership of unregistered vehicles however is not recorded. It should be noted that unregistered vehicles cannot legally be 'stored' on-street. The number of citizens in Kensington who *do not* own a registered vehicle is higher than the average across the Council area and the Greater Adelaide region, as depicted in the graph below.

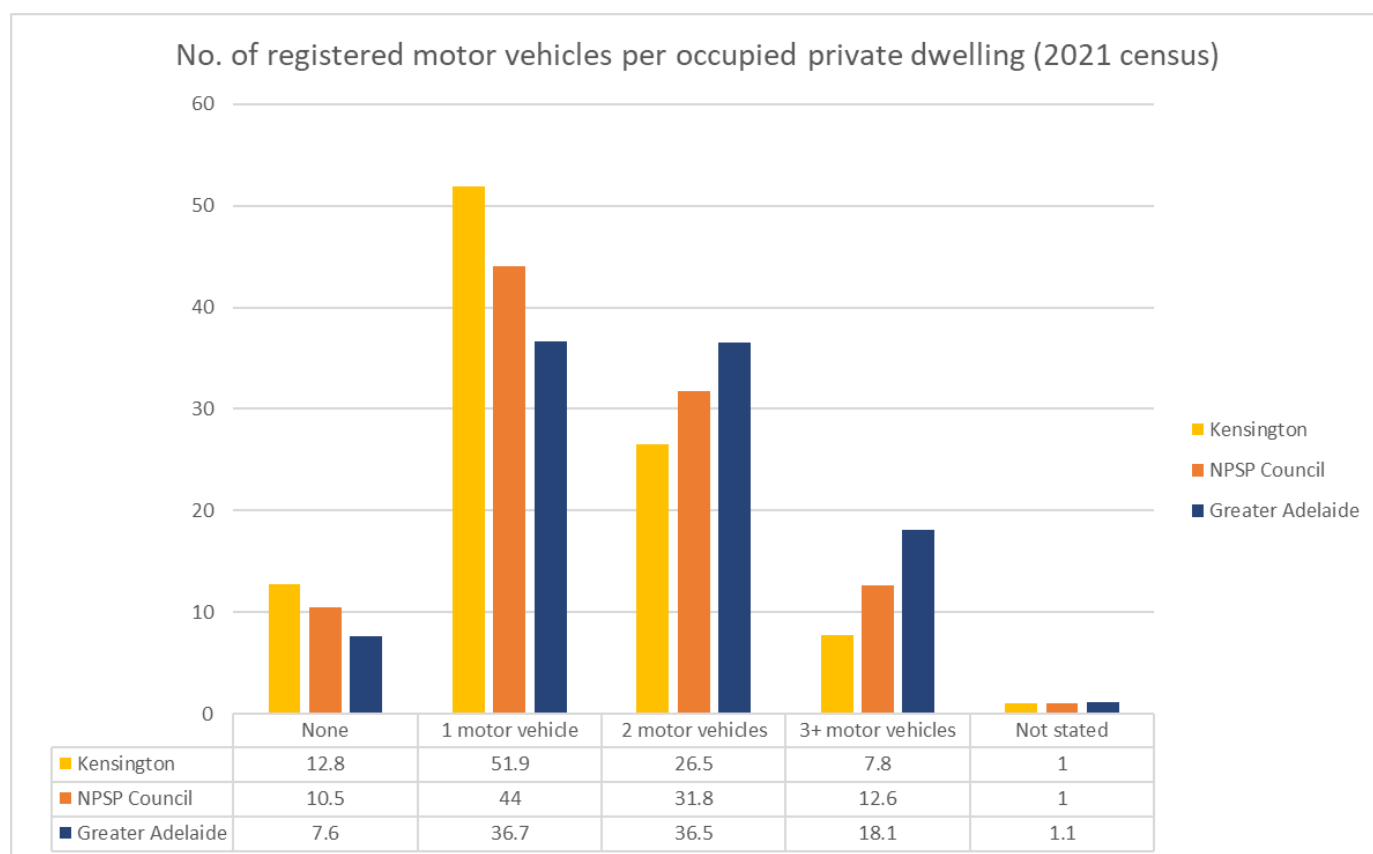


Figure 2: No. of registered motor vehicles per occupied private dwelling (2021 census)

The majority of private dwellings within the precinct have off-street parking however there are some with no off-street parking and/or own multiple vehicles resulting in increased demand for on-street parking in front of, or within close proximity to, the dwelling.

There are also multiple higher density residential properties e.g. blocks of units, where typically one (1) off-street parking space is provided resulting in a reliance on on-street parking if the occupiers own more than one vehicle.

The 2021 Census included questions on how people travelled to work on the day of the census. It should be noted that there were active restrictions on densities, lock downs and home schooling active due to COVID on the day of the census.

Method of travel to work on the day of the Census, top responses

	Car, as driver	481
	Bus	65
	Walked only	42
	Car, as passenger	33
	Bicycle	27
	(Worked at home	137) ¹

While many worked at home or did not go to work on the day of the census, the proportion that used public transport (bus) or active transport (walked or bicycle) was higher than average for the council area and greater Adelaide, as depicted in the graph below.

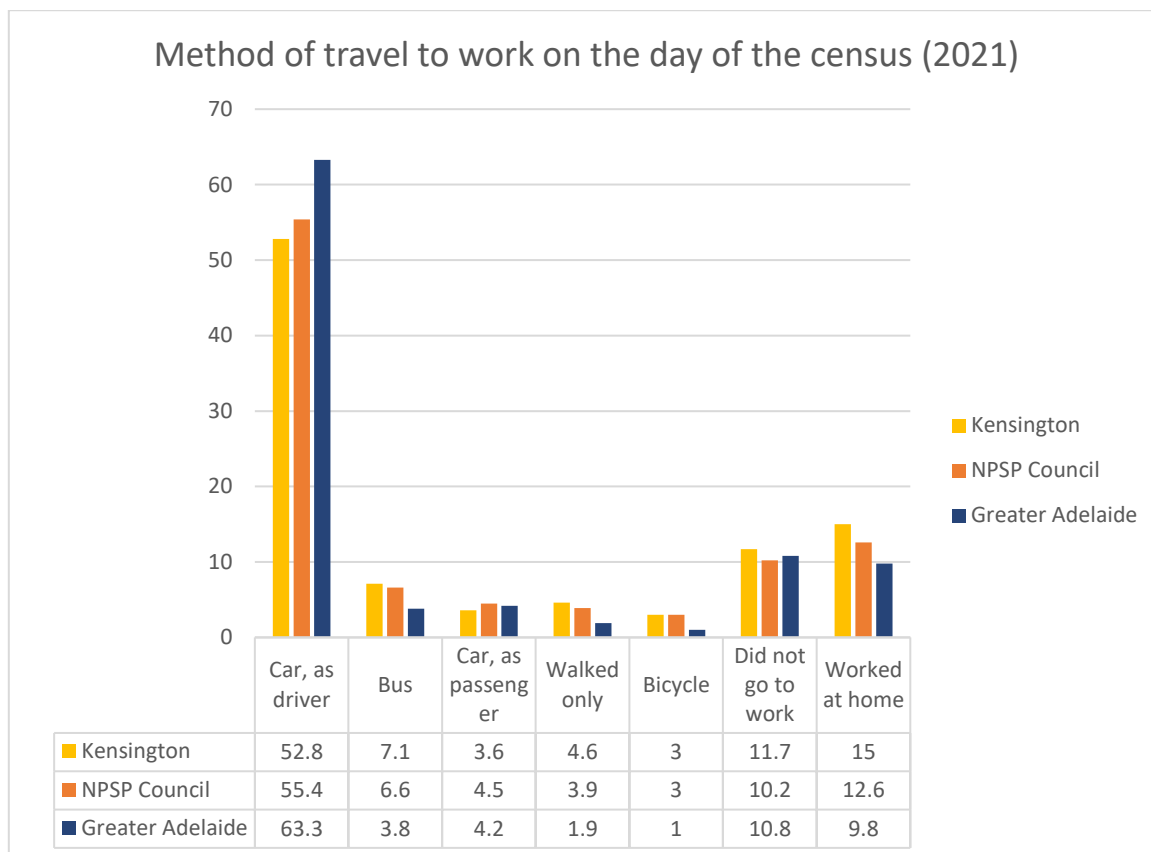


Figure 3: Method of travel to work on the day of the census (2021)

¹ The 2021 Census was conducted during COVID when workplaces and work areas had occupancy restrictions resulting in more people working from home than might typically be expected.

3.1 LAND USE

Land uses that can generate traffic and subsequently parking demand beyond typical work commutes include retail, commercial, recreational and educational uses which are all present within the Kensington precinct. These include:

Schools / Education

- Marryatville Primary School
- Mary MacKillop College
- Saint Joseph's Memorial School
- Mckellar Stewart Kindergarten
- Pembroke College

Recreation

- Borthwick Park
- Norwood Swimming Centre

Commercial / Retail / Industry

- Telstra exchange
- Real Estate services
- Accounting services
- Medical & health services
- Cafe & restaurant businesses
- Hotels
- Convenience stores
- Fuel supply
- Offices

Each of these land uses contributes uniquely to traffic patterns, and on-street parking within the Kensington precinct. Many of these land uses front onto the surrounding arterial roads with the associated parking demand spilling onto the local road network, especially when parking restrictions in the form of clear ways and/or bicycle lanes restrict on-street parking.

Educational institutions (schools) generate a substantial on-street parking demand from teachers parking all day, and during drop-off and pick-up times, with parents and students commuting to and from the site by car.

The most recent available information for land use is available from South Australian Government's PlanSA Portal with the relevant layer *Land Use Generalised 2022* in **Figure 4**.

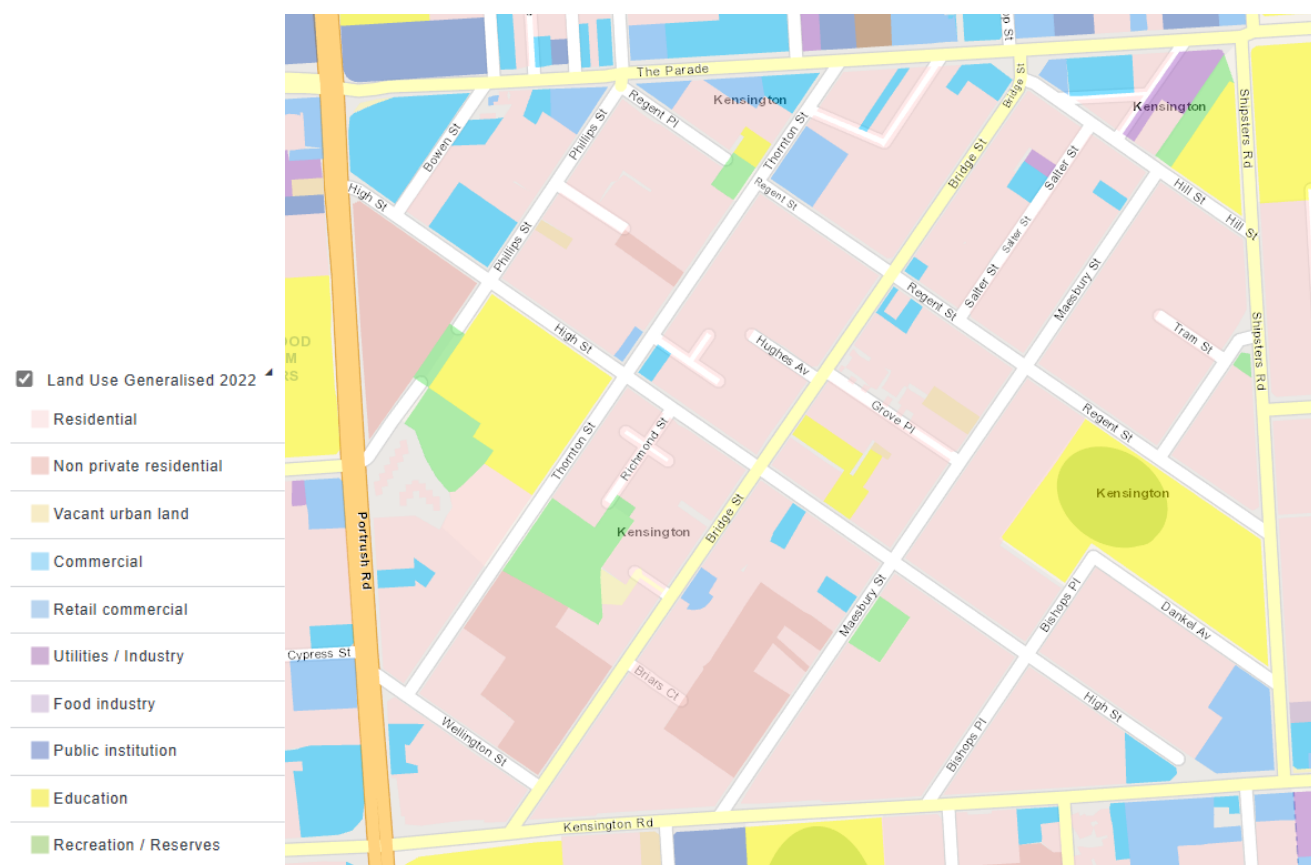


Figure 4: Generalised Land Use

Source: SAPPA

3.2 ALTERNATIVE TRANSPORT OPTIONS

Most streets within the Kensington precinct have footpaths on one or both sides and public transport is available along Kensington Road, Portrush Road and the Parade. Laneways do not have footpaths which result in motorists, pedestrians and cyclists needing to share the street space.

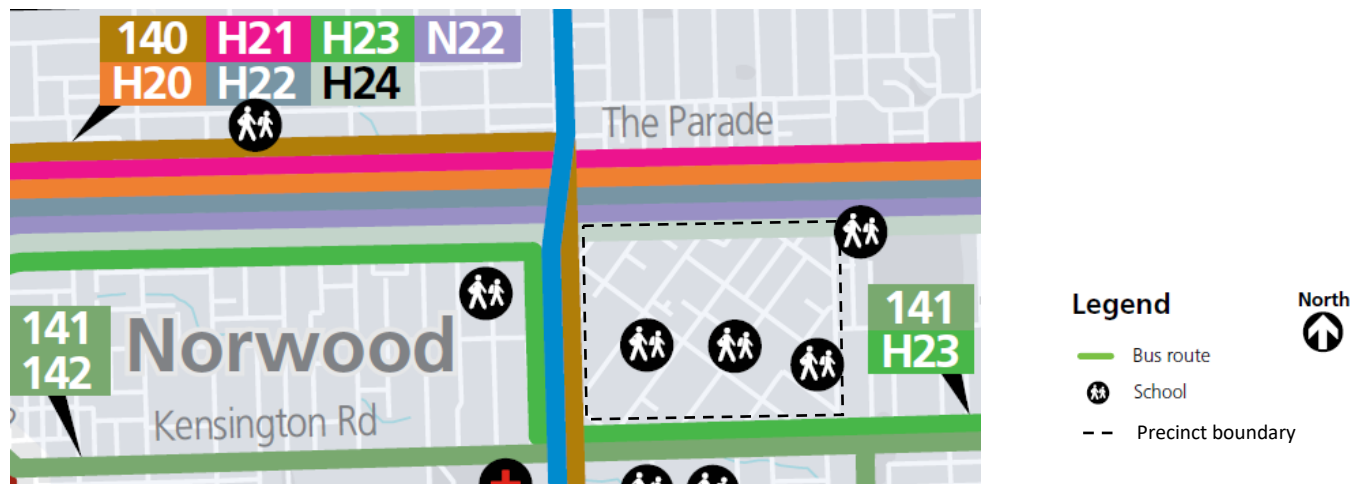


Figure 5: Bus network adjacent to the Kensington precinct

Source: AdelaideMetro

The State Government *Bikedirect* Network travels through Kensington along Philips Street, High Street, Maesbury Street and Regent Street, refer to Figure 6 below. The surrounding arterial roads are also included in the *Bikedirect* Network with full time bicycle lanes along Portrush Road and part of The Parade.

The census data identifies that the proportion of citizens residing in Kensington that utilise public or active transport options is higher than average compared to other precincts in the City and the greater Adelaide region.

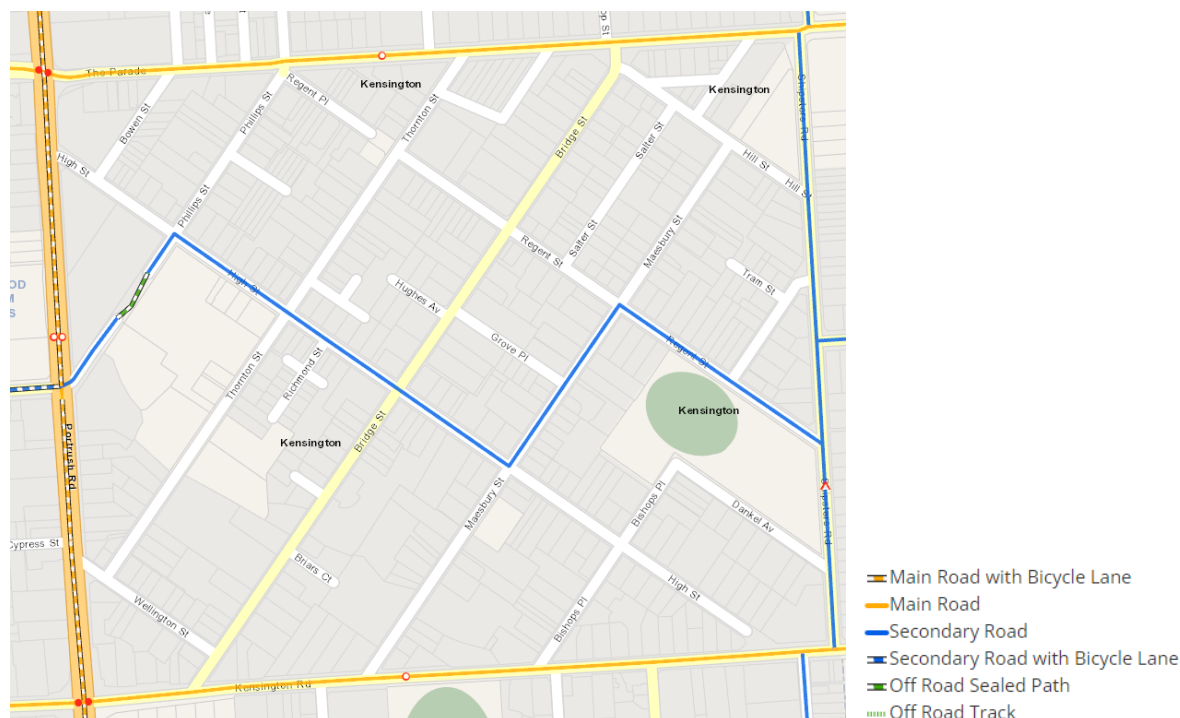


Figure 6: Bikedirect Network.

Source: Cycle Instead.

3.3 HIERARCHY OF PARKING CONTROLS

One of the key challenges in meeting the on-street parking expectations in a precinct is suitably balancing the mixture of parking controls to optimise parking demand. This is particularly challenging in a precinct with a mixture of residential and commercial uses.

The guide to applying various parking controls to prioritise a particular land use is contained in the On-Street Parking Policy ('parking policy'), refer to the extract for the Kensington precinct in **Table 2**.

The prioritisation of parking users in Kensington is *Mixed Use Residential* on local streets and *Arterial Roads* along The Parade, Portrush Road and Kensington Road.

Table 2: Guide to Parking Controls

Source: Extract from Draft On-Street Parking Policy, June 2024

Prioritisation of Parking Users	Mixed Use Residential	Arterial Roads and Fringes
Residential includes parking for residents and visitors	High	Medium
Disability permits	Medium	Low
Short Term Shopping < 2 hours	Low	Medium
Loading Zones	Medium	Medium
Long term commuter / public transport working outside of the immediate area or the Council area	Low	Low
Long Term Employee working within the precinct and generally staying within Council	Medium	High
School Parking parking for employees and short term drop-off and pick-up activities	Medium	Low
Ride Share including shared hire vehicle schemes	Medium	Low
Taxi includes other short term Commercial drop-off and pick-up areas	Low	Low

3.4 EXISTING PARKING SUPPLY

The existing parking supply and controls in Kensington are summarised in **Table 3**, below and their locations relating to landuse are depicted in Figure 7, overleaf.

There are 961 parking spaces in total, and 901 of these spaces do not have any parking control or timed restriction.

Table 3: Existing On-Street Parking Controls and number of spaces

Road Name	Kiss & drop 8-9am & 3-4pm Mon-Fri	Loadin g Zone	10min 8-9am & 3- 4pm Mon- Fri	1/2P 9am- 5pm Mon- Fri	1P 9am- 3pm Mon- Fri	2P 9am- 5pm Mon- Fri	Pool staff only	Permit	No restriction	Total Parking spaces to Aust. Standar ds
Bishop Place (NE)									21	21
Bishop Place (SW)									44	44
Bowen Street									26	26
Bridge Street	5			1					122	128
Dankel Avenue	14								37	51
High Street	14	2			4*				136	152
Hill Street									35	35
Hughes Avenue									6	6
Maesbury Street									109	109
Marchant Street								4	3	7
Phillips Street (NE)									40	40
Phillips Street (SW)						15	2			17
Regent Place									23	23
Regent Street	14								90	104
Richmond Street									5	5
Salter Street									32	32
Thornton Street			4						123	127
Tram Street									11	11
Wellington Street									23	23
TOTALS	47	2	4	1	-*	15	2	4	901	961

* Kiss & drop during school peaks so number of spaces already included in totals



☒ Land Use Generalised 2022

- Residential
- Non private residential
- Vacant urban land
- Commercial
- Retail commercial
- Utilities / Industry
- Food industry
- Public institution
- Education
- Recreation / Reserves

LEGEND

- No Restrictions
- Special Purpose
 - Permit Zone
 - Loading Zone 10 mins
 - Pool Staff Only
 - Bus Zone
- School Parking
 - 8-9am 3-4pm School Days
- 10 Minute Parking
 - P10 8am-9am 3pm-4pm Mon-Fri
- 30 Minute Parking
 - 1/2P 9am-5pm Mon-Fri
- 1 hour parking
 - 1P 9am-3pm Mon-Sat
- 2 hour parking
 - 2P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

Figure 7: Generalised Land Use as of 2022 overlaid with existing parking supply

3.5 WHAT WE HEARD

The parking issues, requests and concerns that were raised by citizens (phone calls, letters or emails) for the 5-year period from June 2019 to June 2024 were reviewed, and the key concerns are summarised below.

- Requests for timed and/or permit only parking (small street sections to large areas);
- drivers parking on yellow no stopping lines which partially or fully blocked driveways;
- staff from local businesses / educational facilities and bus commuters parking all day and prohibiting turnover of spaces;
- poor parking behaviour that restricted waste collection vehicles; and
- citizens being verbally abused for confronting drivers who had parked poorly or overstayed parking controls.

It is acknowledged that the 5-year period includes times when the state of South Australia was under COVID restrictions including lockdowns which may have impacted on-street parking demand.

4. OCCUPANCY SURVEY RESULTS

The results of the on-street parking occupancy survey have been shown spatially in Figure 8 to Figure 11 and in **Table 4**.

using heat mapping. The colours used are based on a 'traffic light' system as set out below.

1. **Green** indicates that parking occupancy is low and the recommendation is that either no changes are required, or any existing parking controls could be reduced or removed;
2. **Orange** indicates that the area is approaching or at optimum parking occupancy (65% to 85%); and
3. **Red** indicates that the parking occupancy is high and intervention is likely to be required.

It should be noted that the minimum length of stay recorded is three (3) hours or less. Drivers who may have visited the precinct between the survey times i.e. less than 3 hours, were not recorded

4.1 KEY OBSERVATIONS

The following key observations were noted when the survey data was being collected.

1. On-street parking, particularly within 50-100m of arterial roads exhibited high demand typically at the 10am and 1pm survey times;
2. Parking turnover varied with some areas exhibiting high occupancy and high turnover, but in other areas there was high occupancy (all-day) with low turnover;
3. Driver behaviour varied with some illegal parking noted e.g. parking over no stopping yellow line, and other locations where drivers parked thoughtfully to maximise the number of vehicles that could fit between parking controls; and
4. Bins had been left out on the road on some streets reducing the availability of on-street parking.

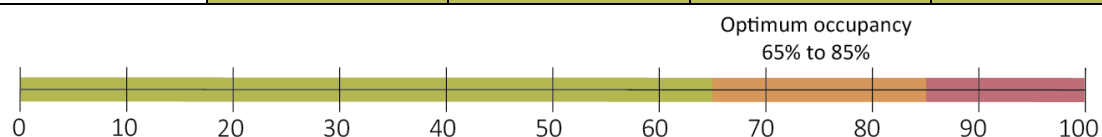
4.3 PERCENTAGE OCCUPANCY

Table 4 overleaf shows the parking occupancy percentages at each survey time period which indicates where parking controls may be in suitable.

These occupancies are broken down further into *Parking Sub-Areas* in Figure 8 to Figure 11 on the following pages to determine if parking demand along a particular length and/or side of a street should be investigated further. This assists in identifying if parking demand is, for example, higher at one end of the street even though the percentage occupancy for the whole street is within acceptable levels. This ensures parking controls are only applied to the locations where they are required.

Table 4: Percentage occupancy by street and survey time

Road Name	7am	10am	1pm	4pm
Bishop Place (NE)	43%	33%	33%	33%
Bishop Place (SW)	30%	39%	32%	36%
Bowen Street	50%	92%	88%	69%
Bridge Street	41%	53%	57%	48%
Dankel Avenue	8%	25%	25%	18%
High Street	48%	72%	71%	59%
Hill Street	57%	77%	74%	29%
Hughes Avenue	0%	33%	50%	17%
Maesbury Street	53%	55%	50%	40%
Marchant Street	43%	57%	43%	43%
Phillips Street (NE)	58%	88%	85%	70%
Phillips Street (SW)	59%	59%	41%	88%
Regent Place	17%	70%	83%	70%
Regent Street	19%	41%	37%	45%
Richmond Street	80%	80%	100%	100%
Salter Street	31%	31%	22%	25%
Thornton Street	33%	67%	69%	57%
Tram Street	18%	18%	18%	18%
Wellington Street	22%	39%	39%	48%
TOTALS	38%	57%	56%	48%

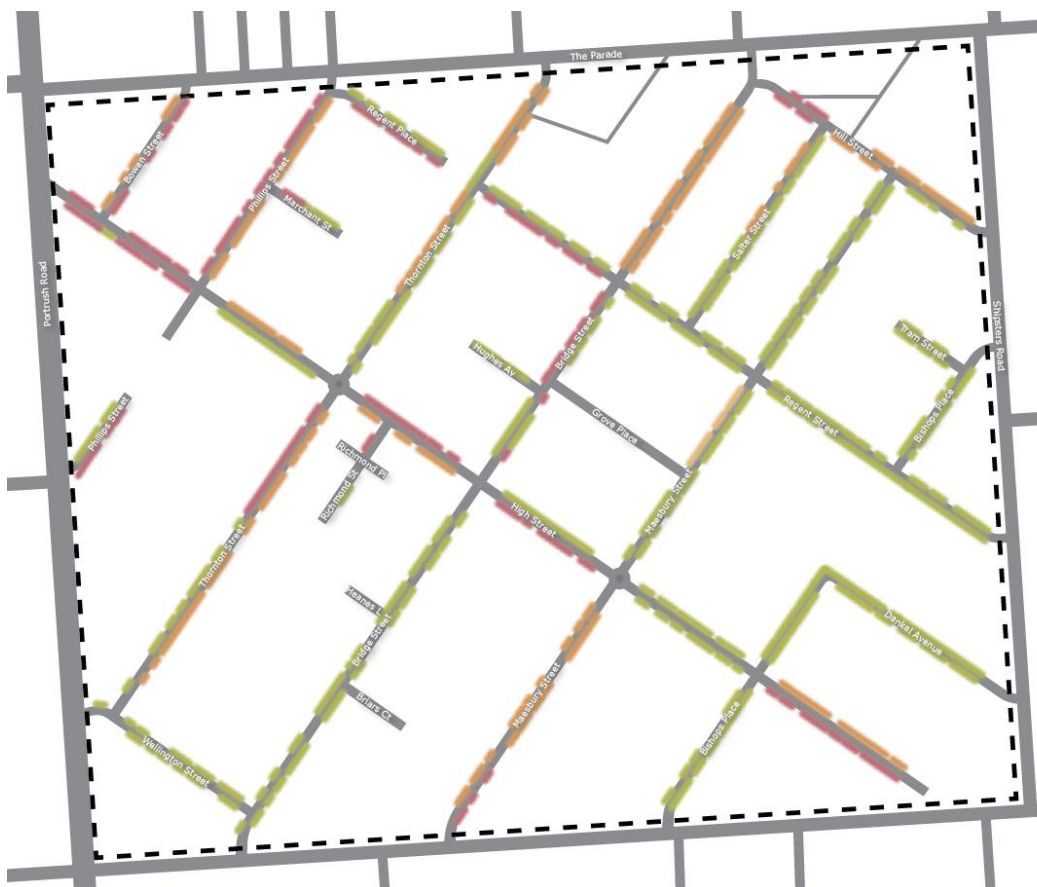




7am occupancy summary

- Small area of Bridge Street above optimum occupancy
- Areas within or above optimum occupancy have spare capacity on the opposite side of the street
- Precinct occupancy at 38%

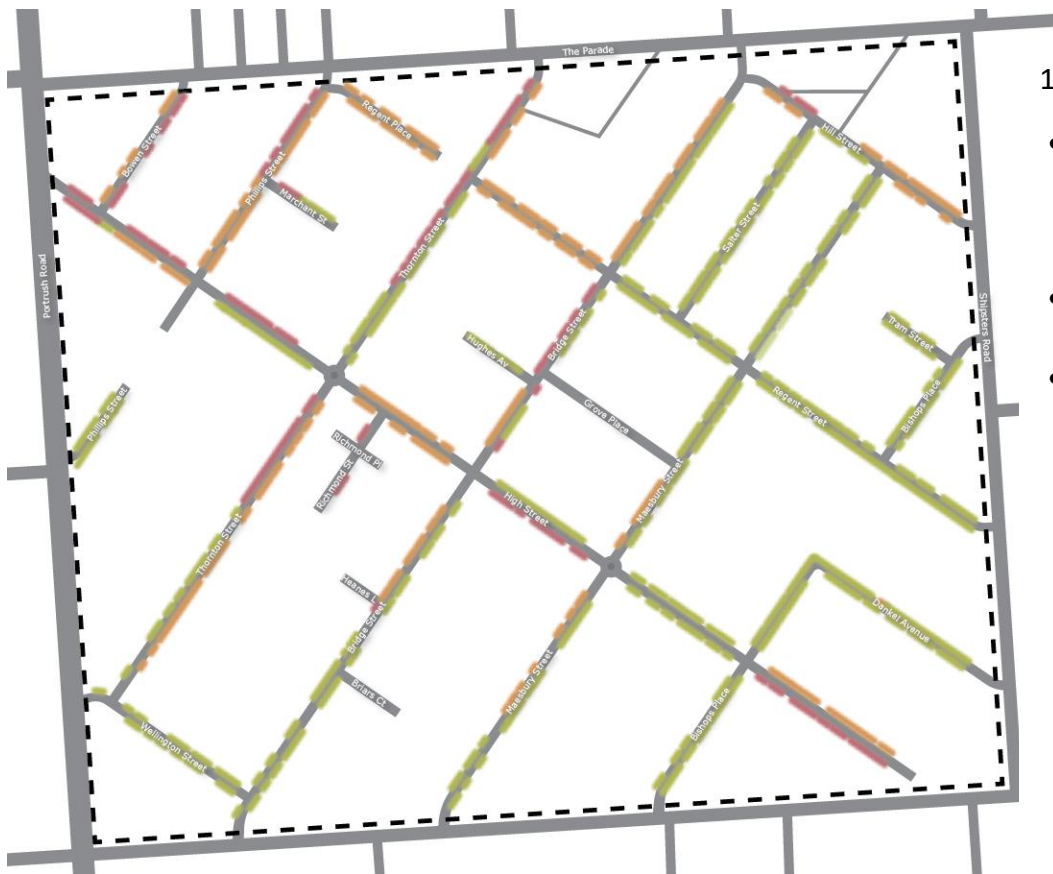
Figure 8: 7am occupancy



10am occupancy summary

- Precinct occupancy increases from 38% to 57%
- Increases in occupancy above optimum in several areas, particularly along High Street and near arterial roads
- Some areas have spare capacity adjacent or opposite the high occupancy areas but most are at or above optimum occupancy both sides of the street

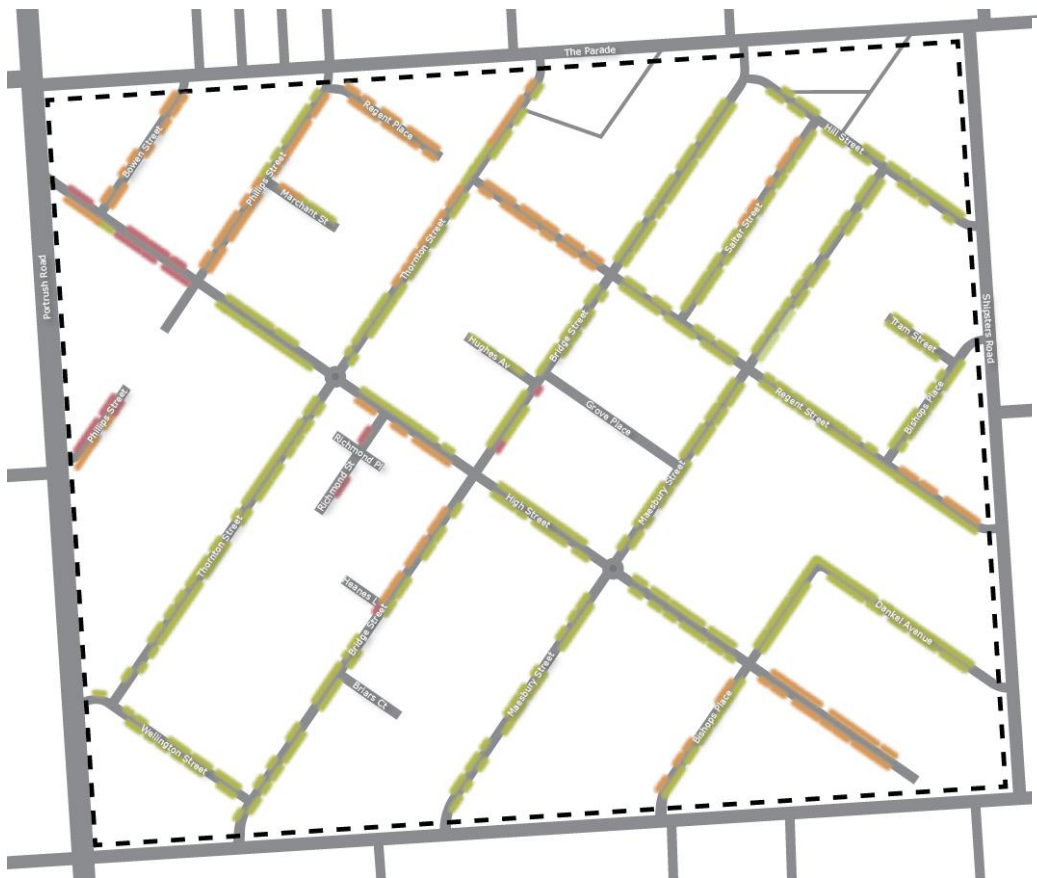
Figure 9: 10am occupancy



1pm occupancy summary

- Slight decrease in precinct occupancy from 57% to 56% (or approx. 10 less vehicles)
- Most areas similar to 10am occupancy
- Slight shift in highest occupancies i.e. opposite side of Regent Place higher than in 10am survey and shift in the streets in the vicinity of the Kensington Hotel

Figure 10: 1pm occupancy



4pm occupancy summary

- Precinct occupancy decreases to 48%
- Most areas at or below optimum occupancy with the exception of the northwestern end of High Street, Richmond Street and vehicles parked all day in a section of Bridge Street

Figure 11: 4pm occupancy

5. PRECINCT RECOMMENDATIONS

The proposed recommendations for changes to parking controls are illustrated on Figure 12. These have been determined by assessing the parking occupancy surveys, the concerns raised by citizens and align with the Council's Parking Policy.

The key recommendations are as follow:

- Parking controls relating to schools:
 - Modify parking controls so that they operate only on school days (i.e. 10- minute parking on Thornton Street); and
 - No change to existing “kiss n drop” zones except as agreed with school communities.
- Install 3-hour time limit (Monday to Friday), where parking occupancy is typically above the optimum rate of 85%, and extend to streets within close proximity to reduce the problem from simply shifting along the street.
- No changes to streets where parking occupancy is within or above the optimum occupancy on one side of the street but 65% or below on the opposite side of the street (unless otherwise noted for specific reasons as detailed in Section 6).
- Continue to monitor the streets where occupancy was recorded within or above the optimum occupancy (65% to 85%), on both sides of the street but vehicle turnover indicated drivers typically stayed for six (6) hours or less.
- A small number of localised changes to parking controls are also recommended. Refer to the individual streets in Attachment A for further details.

Local citizens who rely on on-street parking may be eligible for a parking permit. A permit will allow users to park longer than the specified time limit on their local street.

Retaining some areas of un-restricted on-street parking is aimed at supporting local business. Historically, off-street parking requirements may not have been sufficient to support the land use. As land use changes and for new developments, compliance with the *SA Planning and Design Code* is required noting that some reliance on on-street parking may still be permitted.

The recommendation to change unrestricted parking to 3-hour parking stems from a persistent issue of misuse and overstaying by commuters and long-term parkers. Originally intended to provide convenient parking for short-term visits or daily activities, unrestricted on-street parking has increasingly been occupied for extended durations, sometimes days or even weeks at a time. This misuse has frustrated local businesses and citizens who rely on these spaces for their daily needs, exacerbating congestion and limiting turnover of available spots. By shifting to 3-hour parking, Council aims to discourage prolonged stays while still accommodating short-term visitors and local employment effectively.



Figure 12: Recommended changes to parking controls

ATTACHMENT A: RECOMMENDATIONS BY STREET

A1: BISHOPS PLACE (NORTHEAST)

Length	130m
Width	9.1m
Narrow Street	No
AADT	No data
Existing parking	21 spaces (8 west side, 13 east side) No restrictions

What we heard

- Request for no stopping line

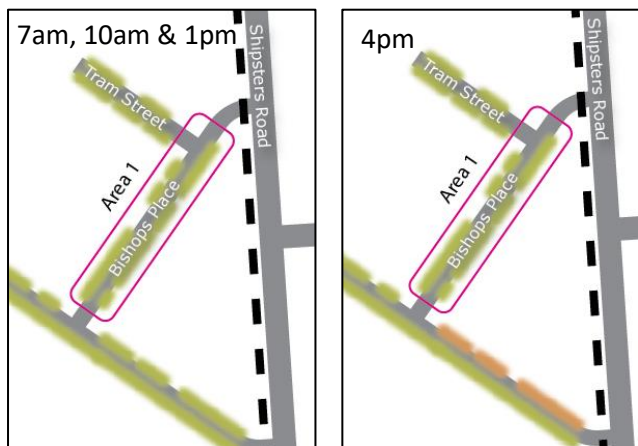
Occupancy Results

Occupancy by Parking Area

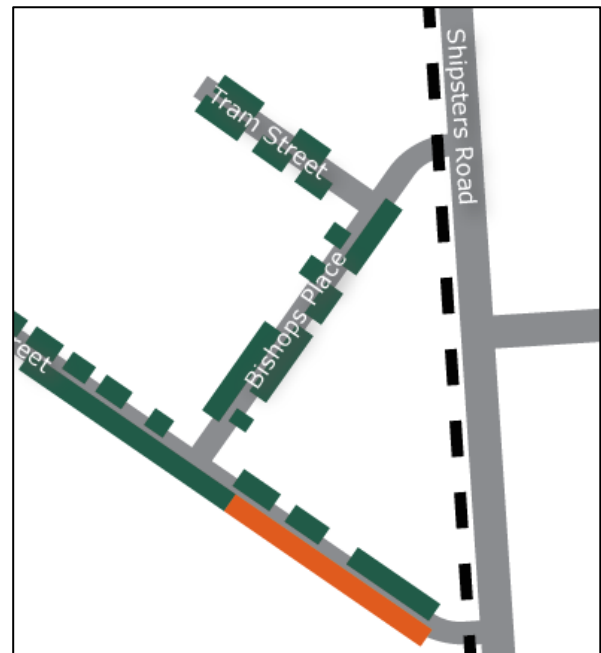
Note: due to the short length of Bishops Place (NE), there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	43%	33%	33%	33%

Occupancy by Parking Sub-Area



Existing parking

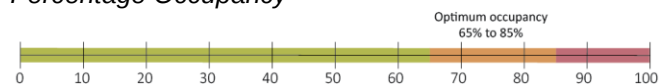


Proposed parking controls

Nil changes

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- School Parking
- 8-9am 3-4pm School Days
- Survey Boundary

NOTES

- Permitted parking locations are approximate only.
- All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A2: BISHOPS PLACE (SOUTHWEST)

Length	260m
Width	9.7m
Narrow Street	No
AADT (2022 data)	691 (Kensington Rd to High St)
(2023 data)	416 (High St to Dankel Ave)
Existing parking	44 spaces (21 west side, 23 east side) No restrictions

What we heard

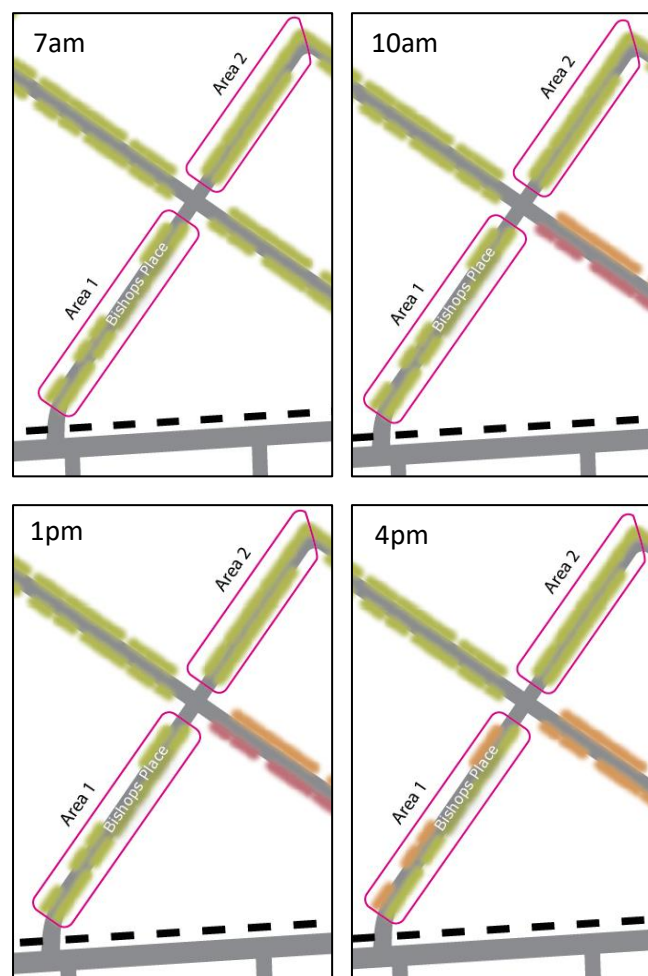
- Illegally reserving on-street parking

Occupancy Results

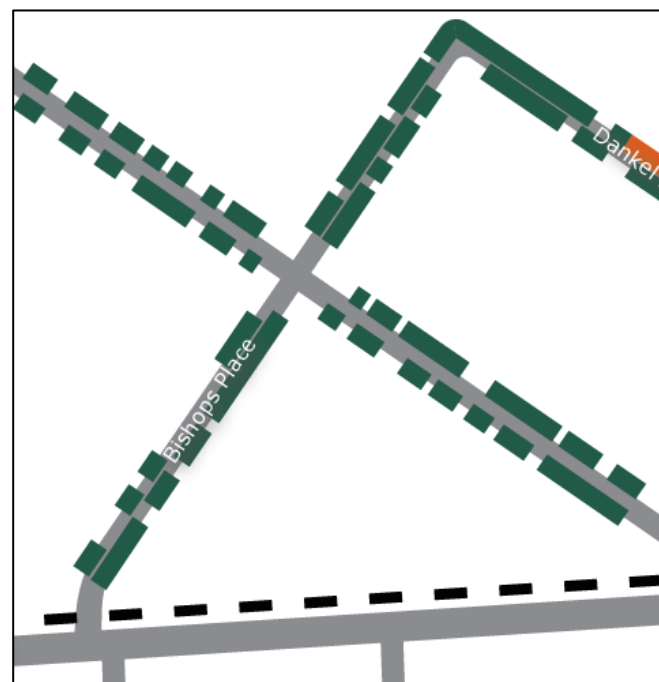
Occupancy by Parking Area.

	7am	10am	1pm	4pm
Area 1	22%	35%	9%	30%
Area 2	38%	43%	57%	43%
TOTAL	30%	39%	32%	36%

Occupancy by Parking Sub-Area



Existing Parking

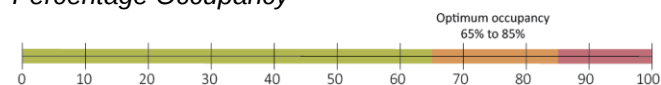


Proposed parking controls

Nil changes

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- School Parking
- 8-9am 3-4pm School Days
- Survey Boundary

NOTES

- Permitted parking locations are approximate only.
- All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A3: BOWEN STREET

Length	125m
Width	7.2m
Narrow Street	No
AADT	No data
Existing parking	26 spaces (12 west side, 14 east side) No restrictions

What we heard

- Vehicles parked on yellow no stopping line
- Parked vehicle blocking driveway/access
- Poor parking behaviour
- Parked vehicle facing the wrong way

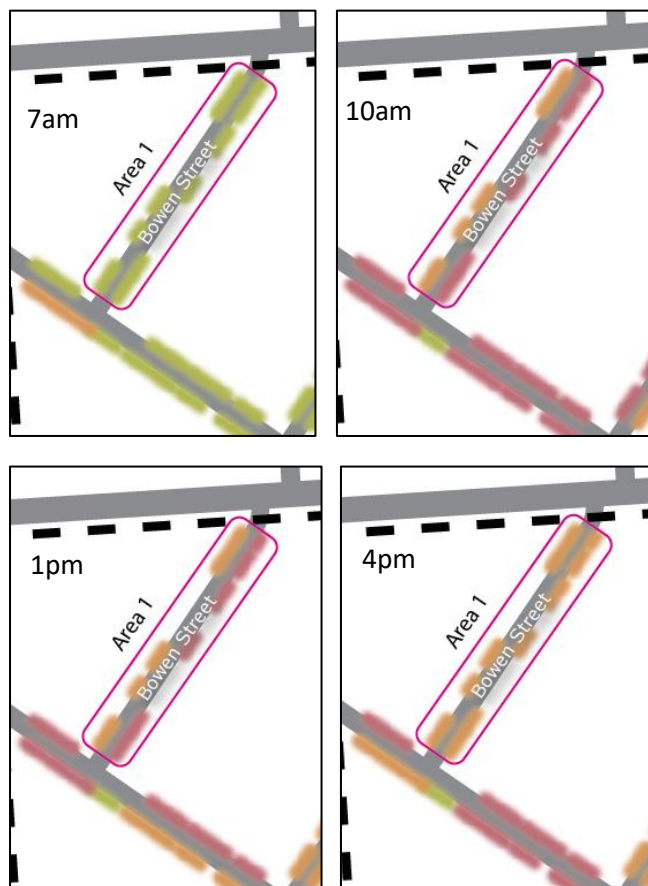
Occupancy Results

Occupancy by Parking Area

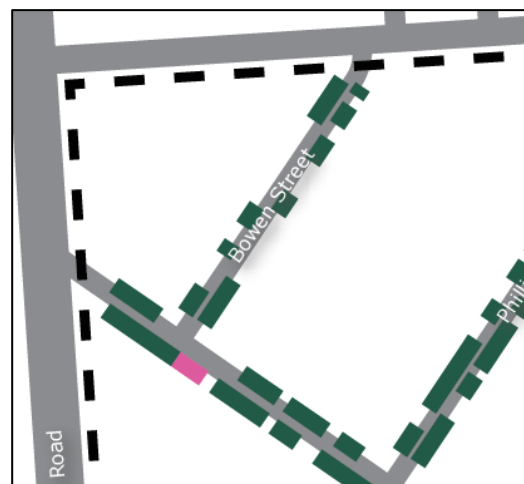
Note: due to the short length of Bowen Street, there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	50%	92%	88%	69%

Occupancy by Parking Sub-Area

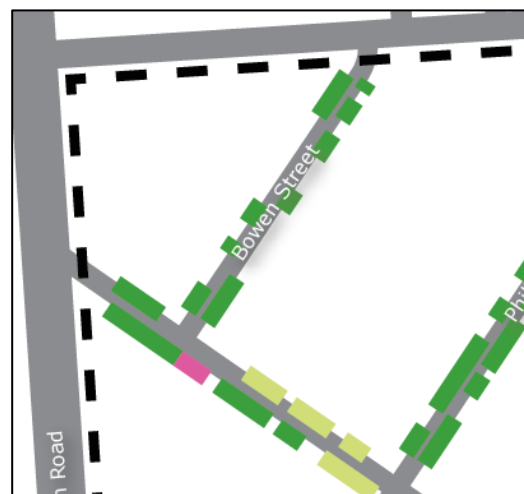


Existing Parking



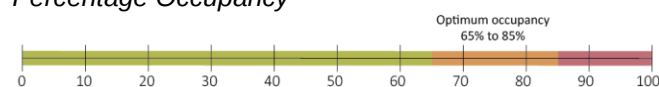
Proposed parking controls

It is proposed that the parking with no restriction be changed to 3-hour parking to encourage turnover and provide for shorter term visitors. Changes to surrounding streets are also proposed so that the all-day parking is not relocated to nearby streets.



Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- Loading Zone 10 mins
- 1P 9am-5pm Mon-Fri
- 3P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A4: BRIDGE STREET

Length	195m
Width	9.2-9.5m
Narrow Street	No
AADT	No data
Existing parking	128 spaces (65 west side, 63 east side) 5 x Kiss n drop parking 1 x 30 min 9am-5pm Mon-Fri 122 x no restrictions

What we heard

- Abandoned vehicles
- Vehicle parked longer than permitted time
- Vehicles parking or stopping on yellow line particularly outside the school
- Parked vehicle blocking driveway/access
- Request for timed parking controls
- Poor parking behaviour
- Road safety concerns

Occupancy Results

Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	45%	32%	39%	26%
Area 2a 1/2P	0%	0%	100%	100%
Area 2b No restriction	41%	55%	59%	55%
Area 3a No restriction	100%	58%	75%	67%
Area 3b NP School days	0%	20%	0%	20%
Area 4	47%	60%	67%	40%
Area 5	26%	69%	67%	60%
TOTAL	41%	53%	57%	48%

Some areas where demand was within optimum occupancy or above were resurveyed (results not included in this summary). Overall, there was a marginal increase in occupancy along the length of the street indicating that drivers may park in a different location as parking occupancy increases.

Generally however, if one side of the street was within or above optimum occupancy, the opposite side had spare capacity i.e. below 65% occupied. For example, Sub-Areas in Area 4 at both 10am and 1pm showed occupation above optimum on the northwest side but overall Area 4, which is all unrestricted parking, is within acceptable occupancy.

Occupancy by Parking Sub-Area

See next page.

Existing Parking

See Page 21.

Proposed parking controls

See Page 21.

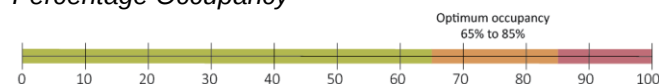
Nil at this time but may need to be reassessed if the proposed 3-hour parking controls nearby lead to occupancies greater than 85% for extended periods.

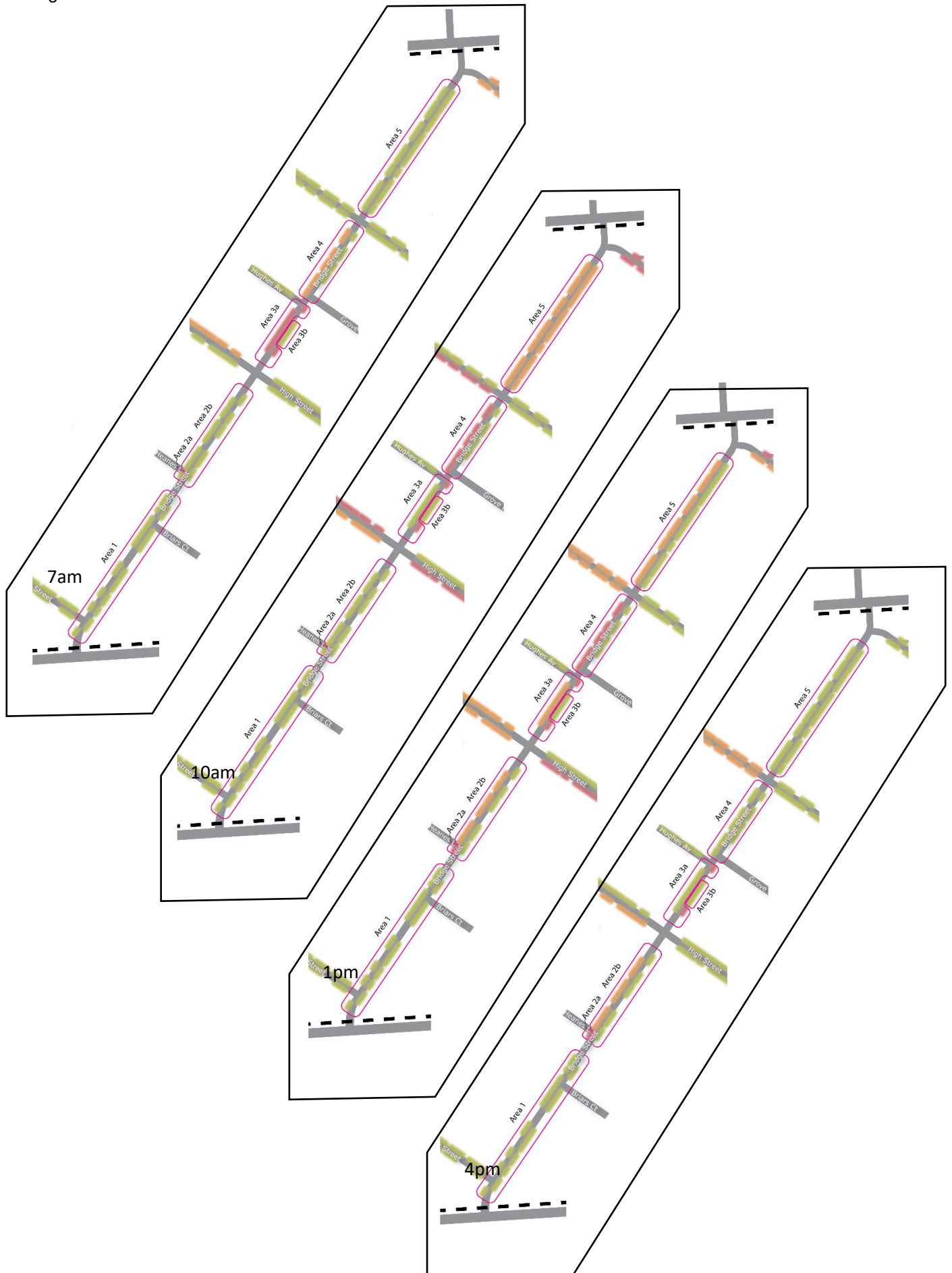
The higher occupancy in Area 3a has been noted however the adjacent land use consists of higher density housing. Little would be gained by introducing parking controls as those eligible for a parking permit (to overstay a parking control) would largely come from the adjacent dwellings. The 'Kiss n drop' parking control in opposite Area 3b can be utilised by visitors or locals outside of the 2 x 1-hour periods of no parking applicable on school days only which has spare capacity.

Other concerns noted in 'What we heard' were generally isolated incidents or centred around the school. Parking issues around schools are assessed separately and in conjunction with the school community.

Reference information

Percentage Occupancy







A5: DANKEL AVENUE

Length	195m
Width	7.8m
Narrow Street	No
AADT	No data
Existing parking	51 spaces (28 north side, 23 south side) 14 x kiss and drop parking 37 x no restrictions

What we heard

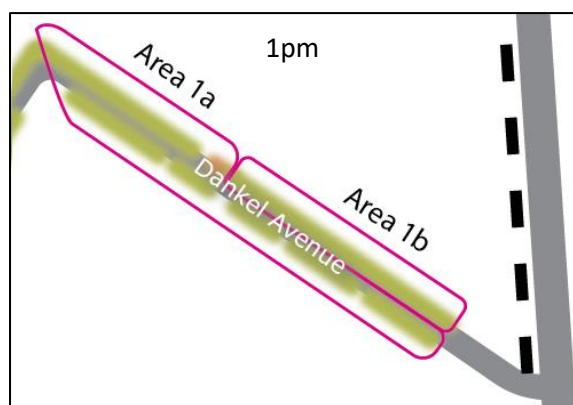
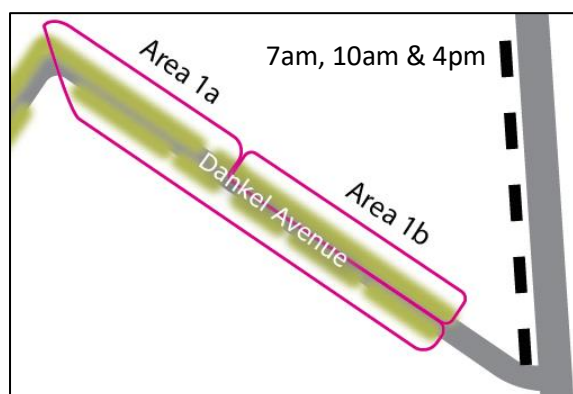
- Vehicles parked on yellow no stopping line
- Reported as a congestion and road safety concern during school peaks, the two (2) on-street parking spaces nearest Shipsters Road cause queuing and forces drivers onto the incorrect side of the road.

Occupancy Results

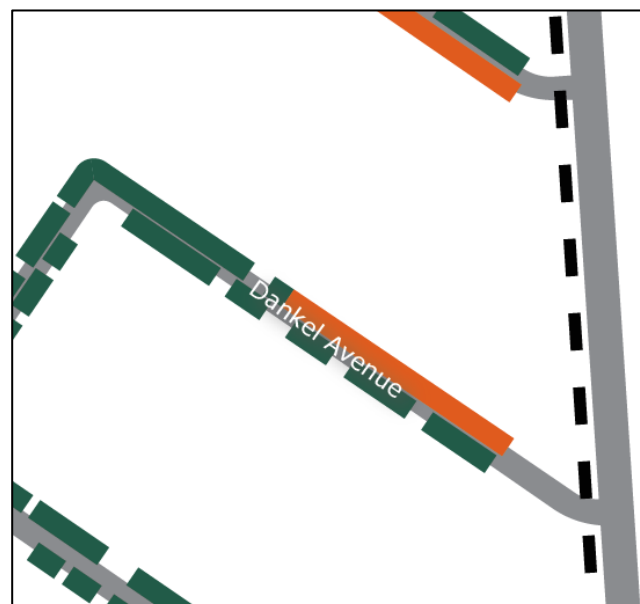
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1a No restriction	0%	14%	21%	11%
Area 1b NP School Days	8%	29%	31%	20%
TOTAL	8%	25%	25%	18%

Occupancy by Parking Sub-Area



Existing Parking



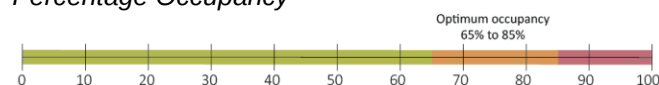
Proposed parking controls

To address the congestion reported during school peaks, the two (2) parking spaces nearest Shipsters Road intersection have already been removed.

No other changes are proposed at this time.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- School Days only
- No Parking 8-9am 3-4pm
- Survey Boundary

NOTES

- Permitted parking locations are approximate only.
- All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A6: HIGH STREET

Length	915m
Width	9.4-10.1m
Narrow Street	No
AADT (2020 data)	1924 (Phillips St to Bishops Pl)
(2020 data)	614 (Bishops Pl to end)
Existing parking	152 spaces (73 north side, 79 south side) 136 x no restrictions 14 x kiss n drop parking 2 x Loading Zone

What we heard

- Abandoned vehicles (parked greater than 2 weeks)
- Vehicle parked longer than permitted time on signs
- Vehicles parking or stopping on yellow line particularly outside the school
- Parked vehicle blocking driveway/access
- Request for timed parking controls
- Poor parking behaviour (including verbal abuse from drivers)
- Road safety concerns

Occupancy Results

	7am	10am	1pm	4pm
Area 1a No restriction	50%	92%	92%	85%
Area 1b Loading zone	0%	50%	0%	50%
Area 2a No restriction	50%	70%	90%	60%
Area 2b Bus Zone	100%	0%	0%	0%
Area 2c NP School Days + 1P 9am-3pm Mon-Sat	25%	25%	25%	0%
Area 2d NP School Days	22%	44%	33%	33%
Area 3	71%	92%	83%	63%
Area 4	58%	77%	73%	38%
Area 5	43%	33%	43%	43%
Area 6	34%	83%	79%	79%
TOTAL	48%	72%	71%	59%

Occupancy by Parking Sub-Area

See next page.

Existing Parking

See page 25.

Proposed parking controls

See page 25.

No changes to the number of on-street parking spaces is proposed. The following shows the comparison between the existing on-street parking and proposed controls.

Parking Control	Existing	Proposed
No restrictions	132	72
Kiss n drop	14	14
3 hours	0	49
1 hour	0	11
Loading Zone	2	2

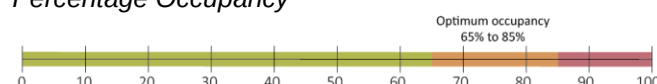
The detail in the results indicated that 69 drivers were recorded as being in the same location for 2 or more consecutive surveys. With 79 spaces with no restrictions proposed to be retained, drivers needing to stay for longer than 3 hours will still be able to do so but will likely need to walk further to the destination.

Alternatively, drivers can relocate their vehicle as required or consider alternative travel modes.

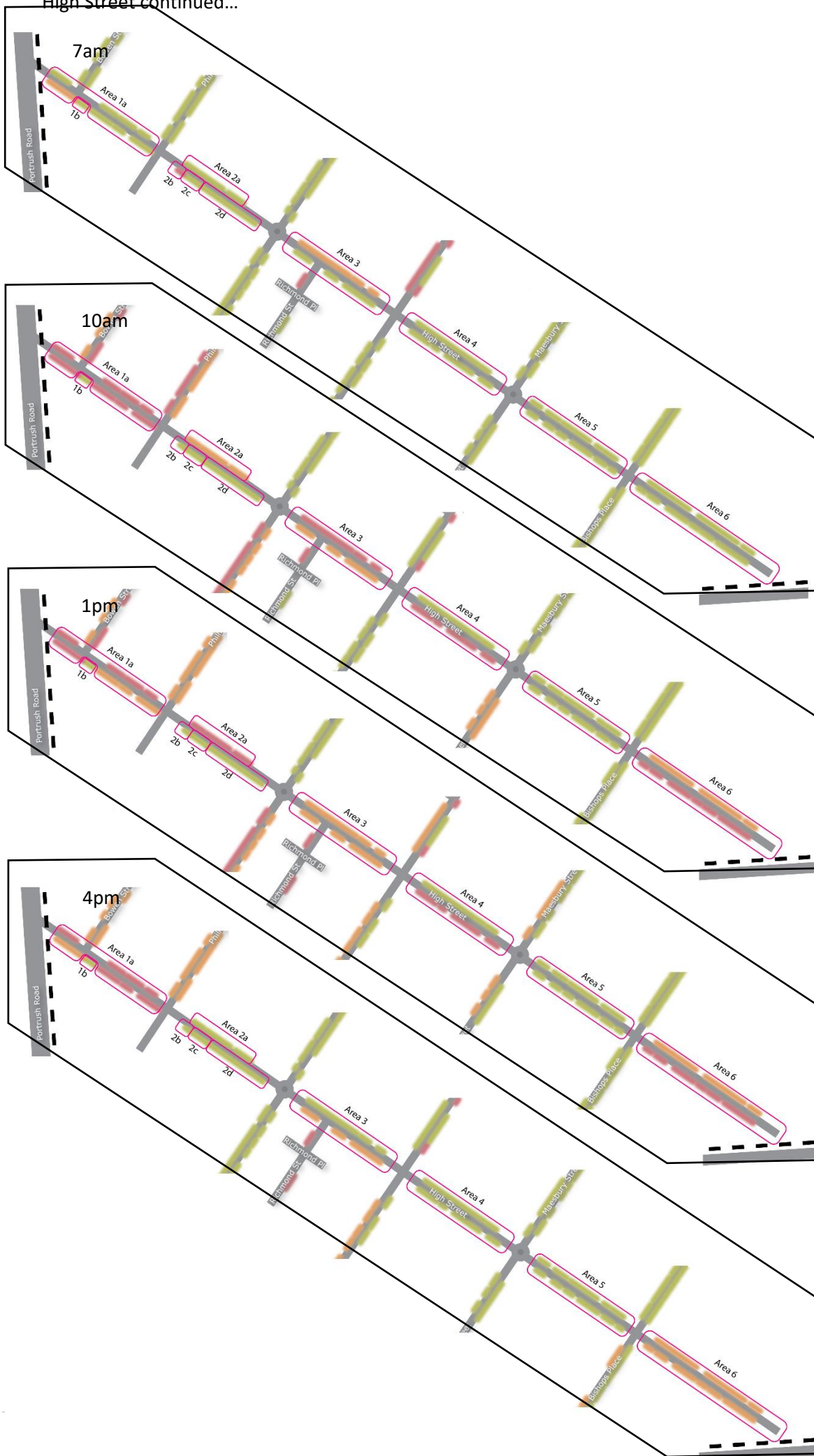
Adjustments to on-street parking around schools to assist with the safe and efficient flow of traffic during school peaks will be managed separately.

Reference information

Percentage Occupancy



High Street continued...



Existing Parking



Proposed parking controls



LEGEND

- No Restrictions
- Special Purpose
 - Permit Zone
 - Loading Zone
- School Days only
 - No Parking 8-9am 3-4pm
 - Bus Zone
 - 1P 9am-3pm Mon-Sat
 - 1P 9am-5pm Mon-Fri
 - 3P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

- Permitted parking locations are approximate only.
- All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A7: HILL STREET

Length	240m
Width	9.9m
Narrow Street	No
AADT	No data
Existing parking	35 spaces (19 north side, 16 south side) No restrictions

What we heard

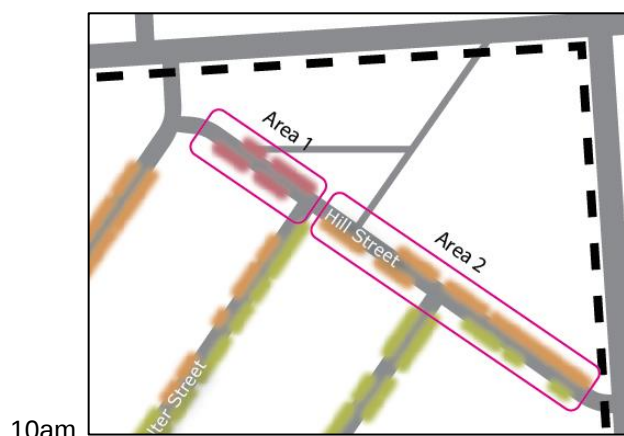
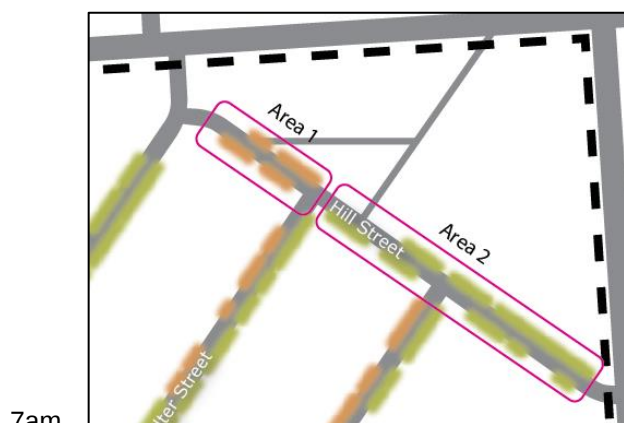
- Request for Permit Zone (residents only)
- Request for timed parking controls
- Illegally reserving on-street parking
- All-day parking by non-resident

Occupancy Results

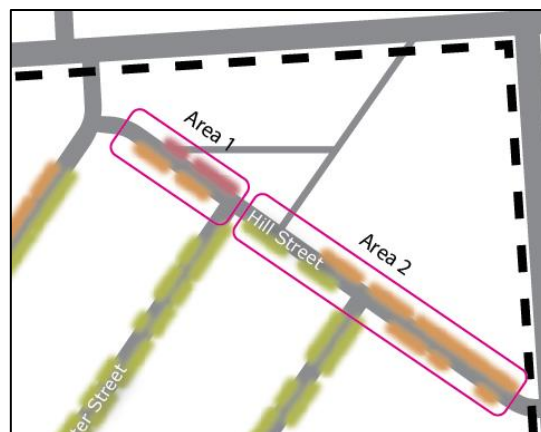
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	78%	100%	89%	22%
Area 2	50%	69%	69%	31%
TOTAL	57%	77%	74%	29%

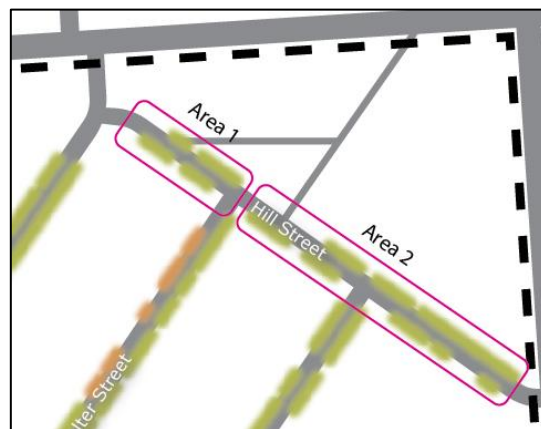
Occupancy by Parking Sub-Area



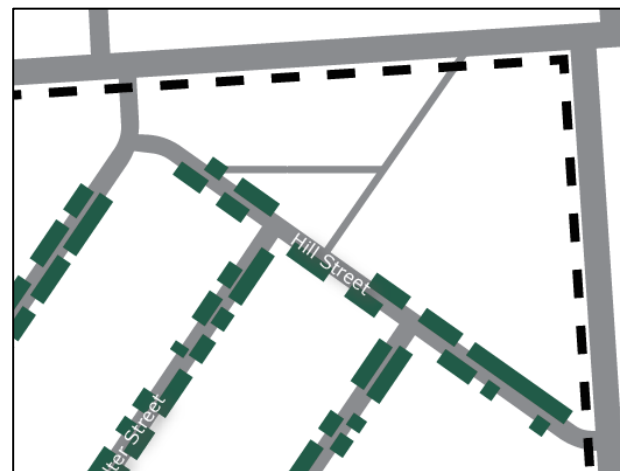
1pm



4pm



Existing Parking



Proposed parking changes

No changes are considered necessary at this time.

It is acknowledged that isolated locations are above optimum occupancy however, the street is relatively short and there is spare capacity in adjacent side roads i.e. within walking distance.

A future on-street parking survey along Shipsters Road and a resurvey of the precinct once the other proposed parking changes are in place may provide the information necessary to confirm if parking controls may be needed in the near future.

A8: HUGHES AVENUE

Length	63m
Width	5.6m
Narrow Street	Yes
AADT	No data
Existing parking	6 spaces, north side only No restrictions

What we heard

- Parked vehicles blocking footpath / verge
- Request for no stopping line (new or extend existing)

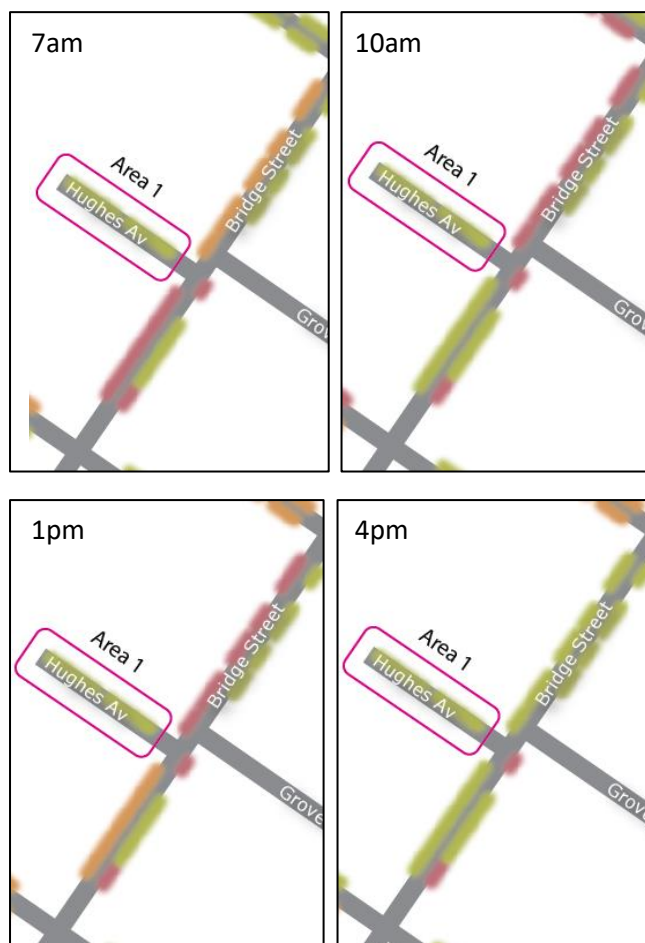
Occupancy Results

Occupancy by Parking Area

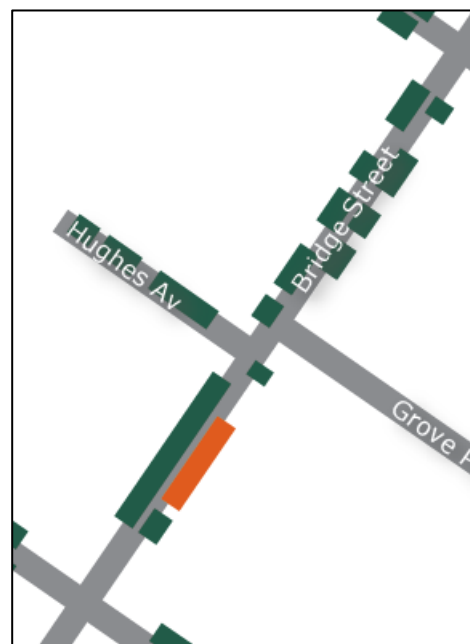
Note: due to the short length of Hughes Avenue there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	0%	33%	50%	17%

Occupancy by Parking Sub-Area



Existing Parking

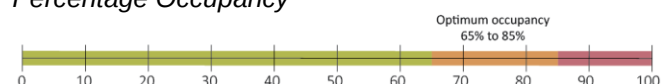


Proposed parking controls

Nil

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- School Days only
 - No Parking 8-9am 3-4pm
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A9: MAESBURY AVENUE

Length	675m
Width	7m (indented parking) to 9.5m
Narrow Street	No
AADT (2020 data)	796 (southwest end) 438 (northeast end)
Existing parking	109 spaces (51 west side, 58 east side) No restrictions

What we heard

- Abandoned vehicle (greater than 2 weeks)
- Vehicles parked on yellow no stopping line
- Parked vehicle blocking driveway/access
- Illegally reserving on-street parking

Occupancy Results

Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	70%	57%	61%	43%
Area 2	60%	47%	40%	33%
Area 3	30%	30%	26%	22%
Area 4	60%	53%	67%	53%
Area 5	42%	71%	58%	54%
Area 6	78%	89%	56%	33%
TOTAL	53%	55%	50%	40%

Occupancy by Parking Sub-Area

See next page

Existing Parking

See adjacent

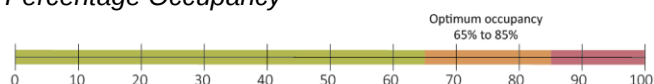
Proposed parking controls

No changes are proposed at this time.

It is acknowledged that area 6 was above optimum capacity at 10am however the results from the sub-areas show spare capacity adjacent and opposite.

Reference information

Percentage Occupancy



Parking Controls

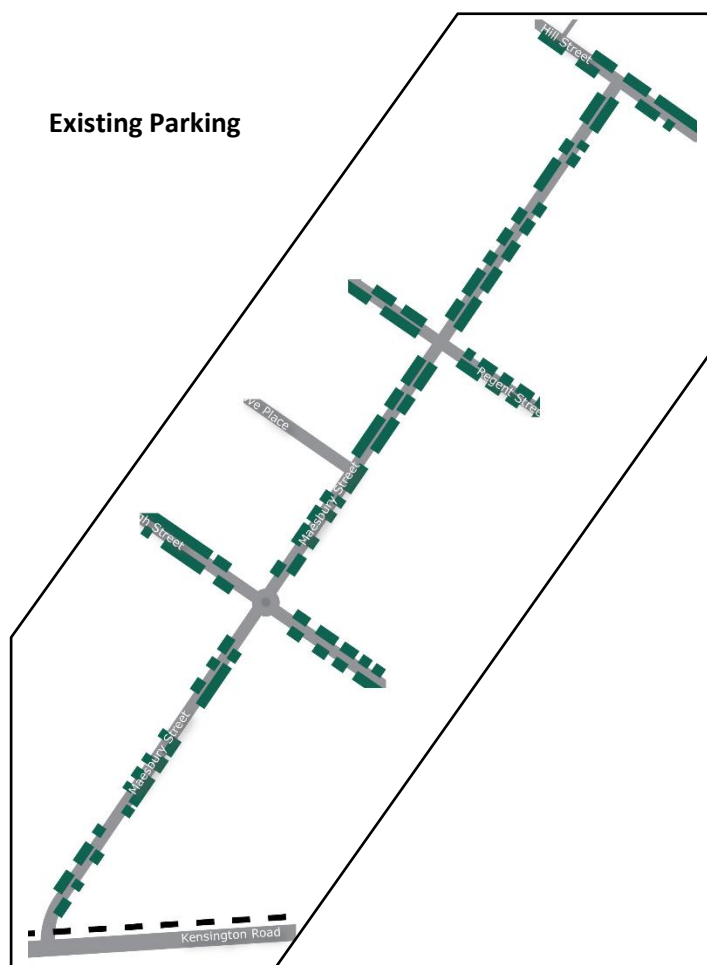
LEGEND

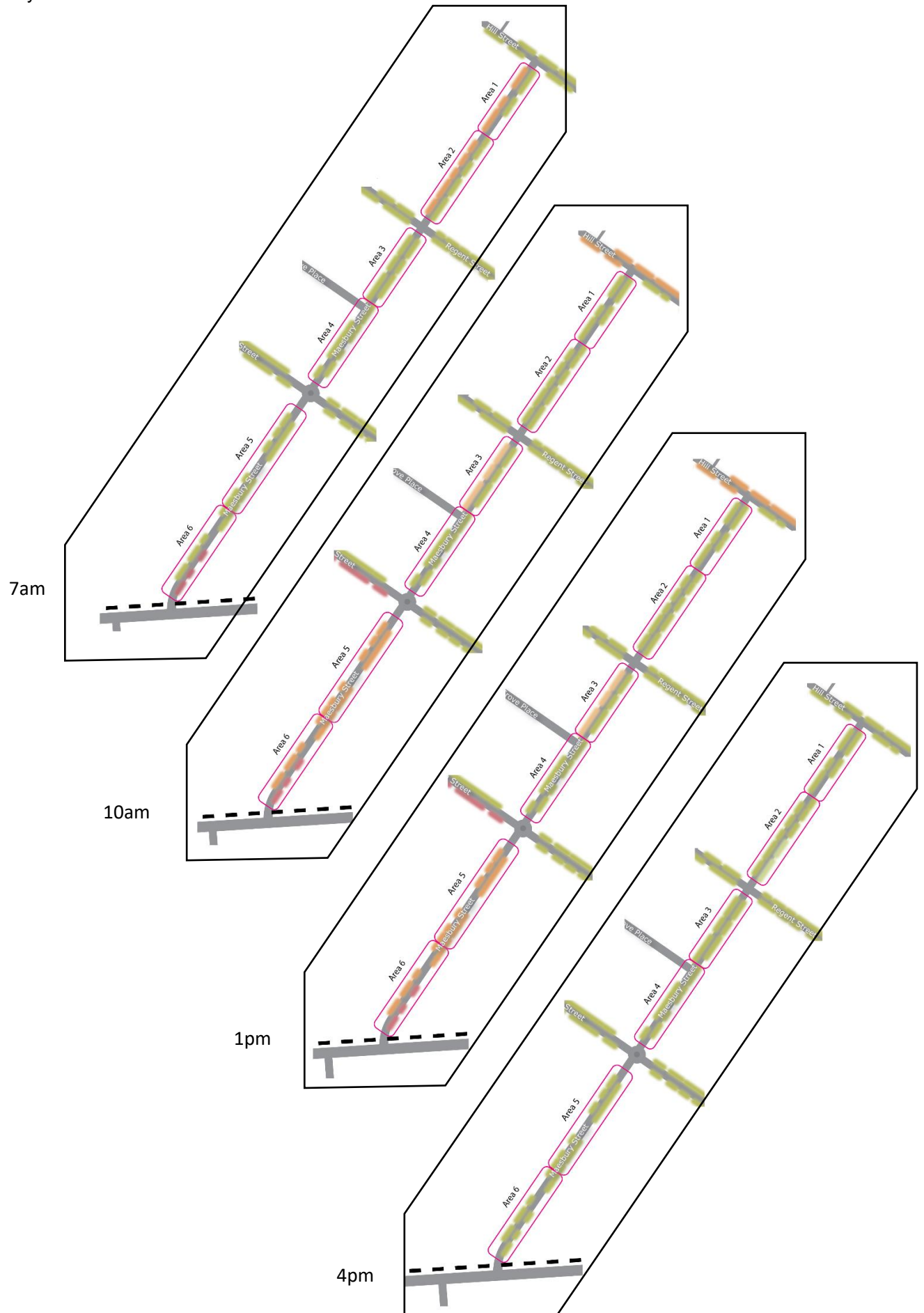
- No Restrictions
- School Days only
- No Parking 8-9am 3-4pm
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

Existing Parking





A10: MARCHANT STREET

Length	65m
Width	5.4m
Narrow Street	Yes
AADT	No data
Existing parking	7 spaces (3 no restriction, 4 permit)

What we heard

- Request for more parking spaces (reduce length of no stopping at Phillips Street)
- Poor parking behaviour
- Parked in permit zone without a permit
- Vehicle parking on yellow no stopping line
- Rubbish collection issues due to parked vehicles

Occupancy Results

Occupancy by Parking Area

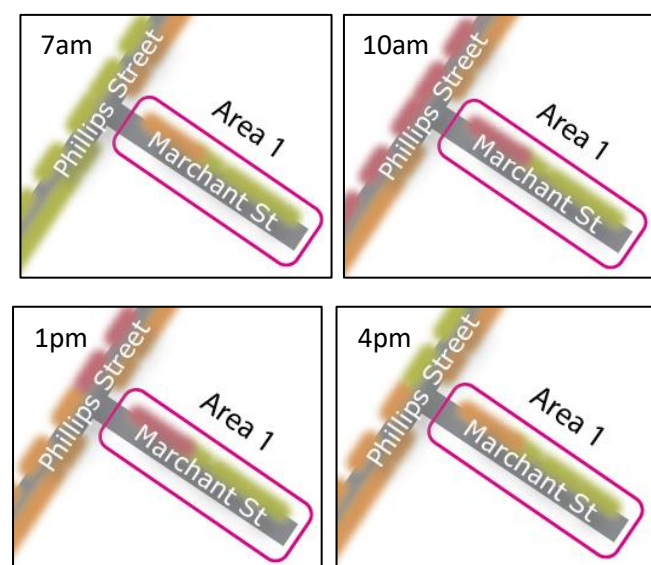
Note: due to the short length of Marchant Street, there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	43%	57%	43%	43%

Occupancy by Parking Controls

The Area is broken down into permit parking and parking with no restriction.

	7am	10am	1pm	4pm
Unrestricted	67%	100%	100%	67%
Permit Zone	25%	25%	0%	25%

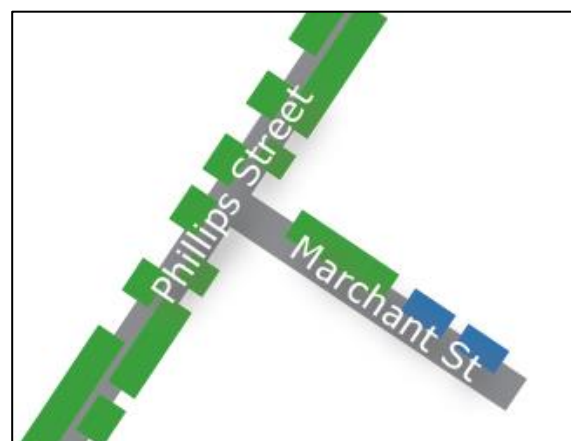


Existing Parking



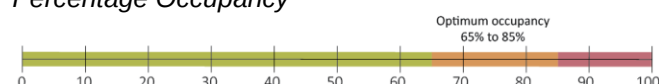
Proposed parking controls

All spaces except for the permit zone, will be included in the proposed area with 3-hour parking controls. Due to the spare capacity in the permit zone, 2 spaces will become available for general users.



Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- Special Purpose
- Permit Zone
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A11: PHILLIPS STREET (NORTHEAST)

Length	200m
Width	9.9m
Narrow Street	No
AADT	No recent data
Existing parking	40 spaces (19 west side, 21 east side)

What we heard

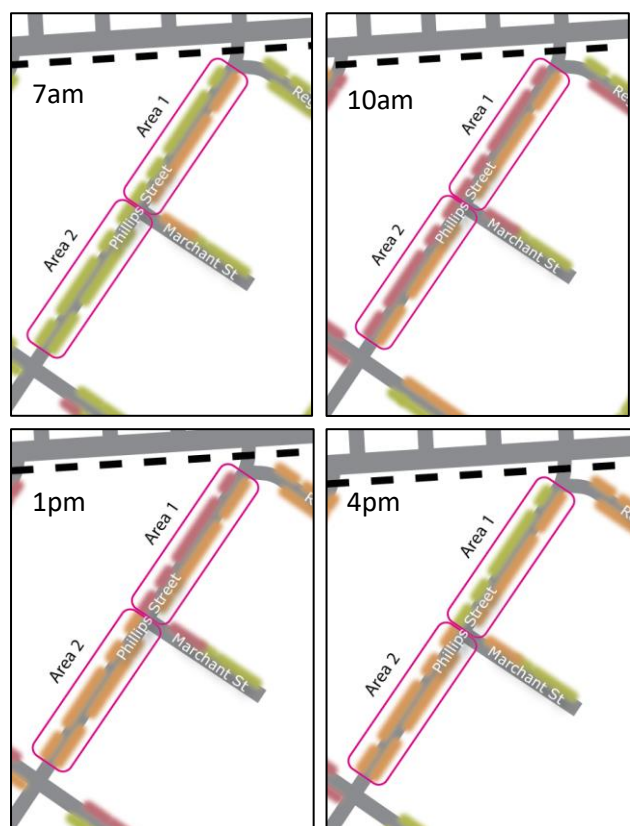
- Request for permit zone
- Vehicle parked on yellow line
- Vehicle parked blocking footpath
- Request for timed parking controls
- Request to modify existing controls
- Request for new no stopping line
- Poor parking of construction vehicles
- Illegally reserving on-street parking

Occupancy Results

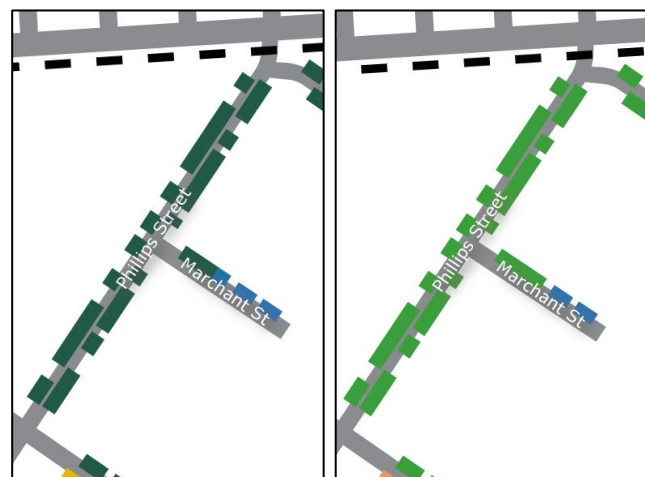
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	55%	90%	90%	65%
Area 2	60%	85%	80%	75%
TOTAL	58%	88%	85%	70%

Occupancy by Parking Sub-Area



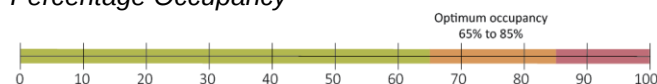
Existing and proposed parking



Due to low turnover and the occupancy above optimum for extended periods, it is proposed 3-hour parking controls be introduced.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- Special Purpose
- Permit Zone
- 3 Hour Parking
- 3P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A12: PHILLIPS STREET (SOUTHWEST)

Length	80m
Width	11.5m
Narrow Street	No
AADT	No recent data
Existing parking	17 spaces (7 west side, 10 east side)

What we heard

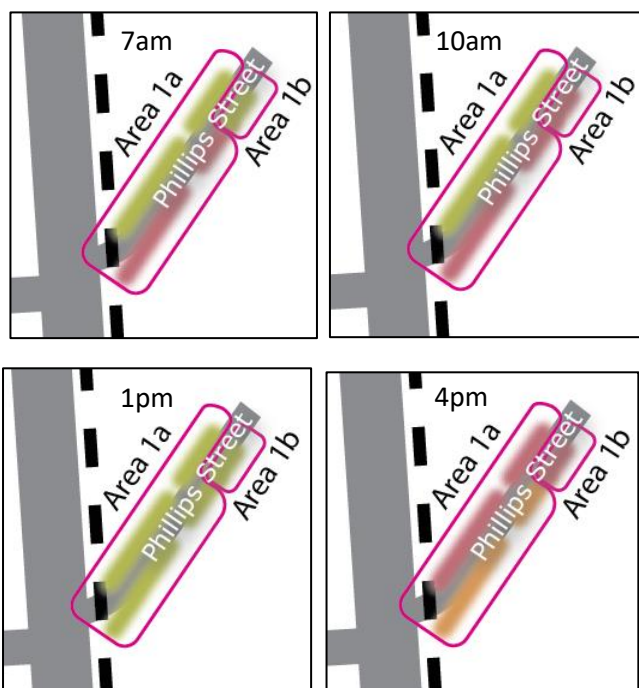
- Request for timed parking controls

Occupancy Results

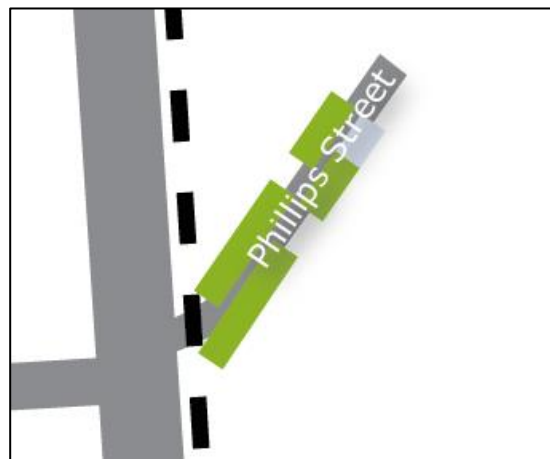
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1a 2P 9am-5pm M-F	60%	47%	40%	80%
Area 1b Pool staff only	50%	100%	50%	100%
TOTAL	59%	59%	41%	88%

Occupancy by Parking Sub-Area



Existing Parking



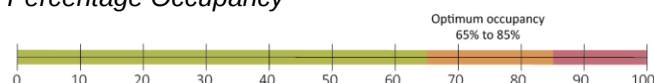
Proposed parking controls

Nil

Timed parking has recently been introduced along this section of Phillips Street to address the concerns already raised to Council.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- Pool Staff Only
- 2 Hour Parking
- 2P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

- Permitted parking locations are approximate only.
- All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A13: REGENT PLACE

Length	95m
Width	9.1m
Narrow Street	No
AADT	no data
Existing parking	23 spaces (13 north side, 10 south side)

What we heard

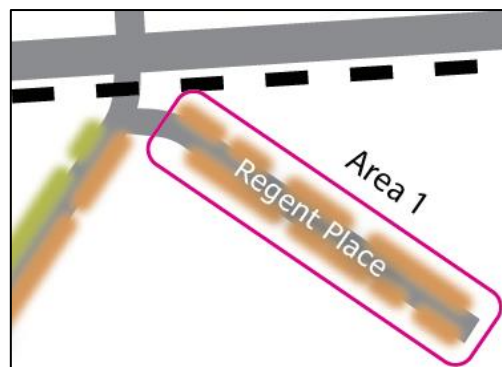
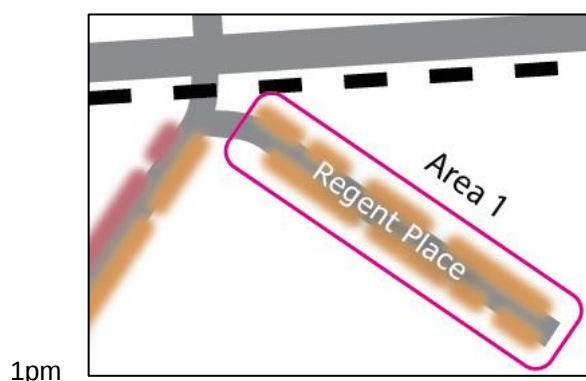
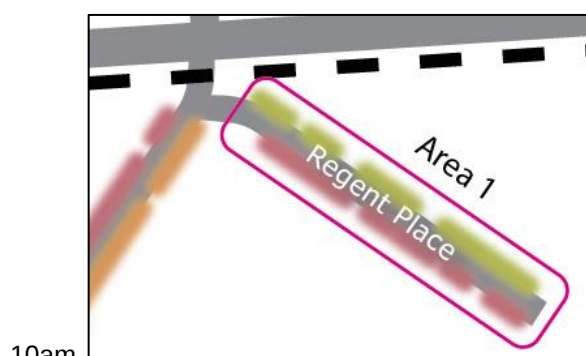
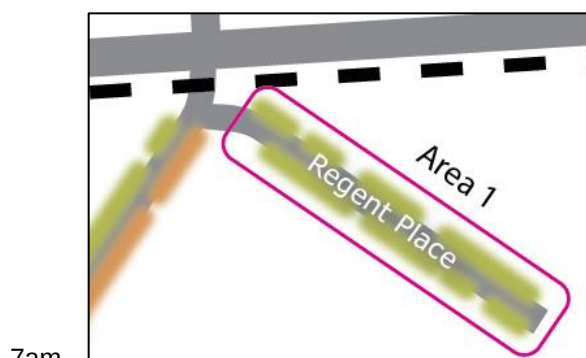
- Requests for timed parking
- Requests for permit zone
- Drivers parking on yellow line and/or blocking driveways
- Parking on-street when off-street is available

Occupancy Results

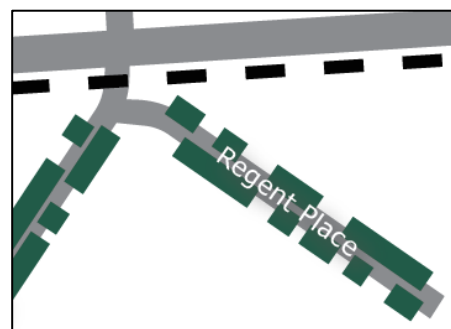
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	17%	70%	83%	70%

Occupancy by Parking Sub-Area

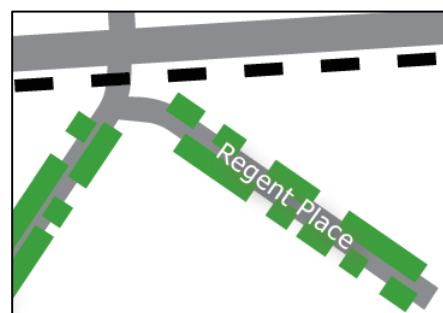


Existing Parking



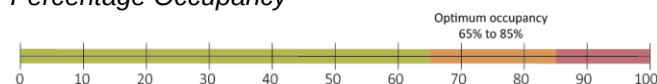
Proposed parking controls

Due to the proximity to the 3-hour parking controls proposed for Phillips Street, there may be some shift to Regent Place which is already close to being above optimum occupancy. Therefore, it is recommended the 3-hour parking control include Regent Place.



Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- 3 Hour Parking
- 3P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A14: REGENT STREET

Length	530m
Width	9.1m
Narrow Street	No
AADT (2020 data)	884 eastern end 725 western end
Existing parking	104 spaces (45 north side, 59 south side)

What we heard

- Parked vehicle blocking driveway/ access
- Parked vehicle blocking footpath/verge
- Road safety concerns

Occupancy Results

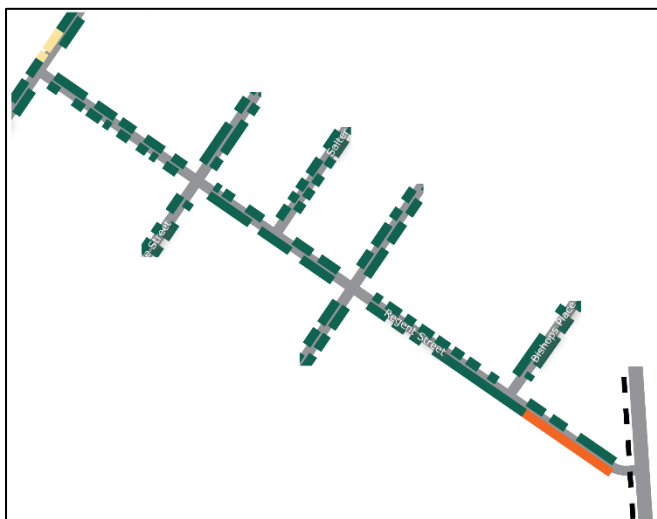
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1a <i>No restriction</i>	20%	50%	50%	80%
Area 1b <i>NP School Days</i>	0%	0%	0%	7%
Area 2	26%	19%	23%	29%
Area 3	26%	59%	37%	48%
Area 4	14%	73%	73%	73%
TOTAL	19%	41%	37%	45%

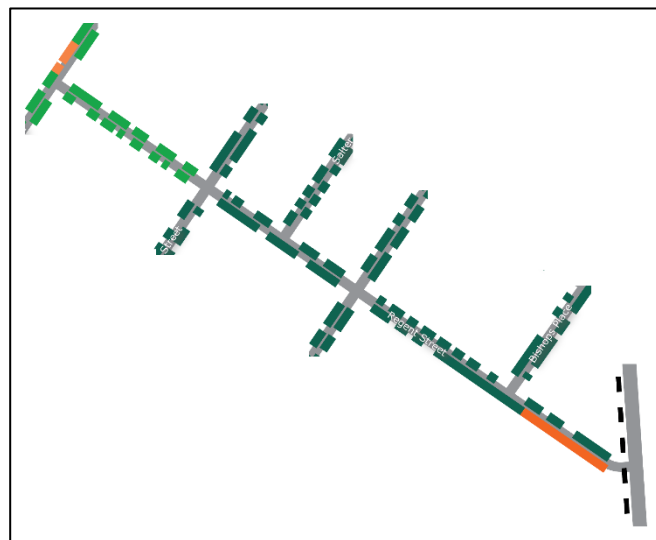
Occupancy by Parking Sub-Area

See next page

Existing Parking



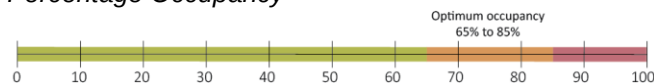
Proposed parking controls



The results indicate there is spare capacity along the majority of Regent Street, however, it is anticipated that the proposed 3-hour parking along selected lengths of Phillips Street, High Street and Thornton Street will shift demand to the northeastern section of Regent Street. The 3-hour parking is therefore recommended to continue in Area 4 on Regent Street.

Reference information

Percentage Occupancy



Parking Controls

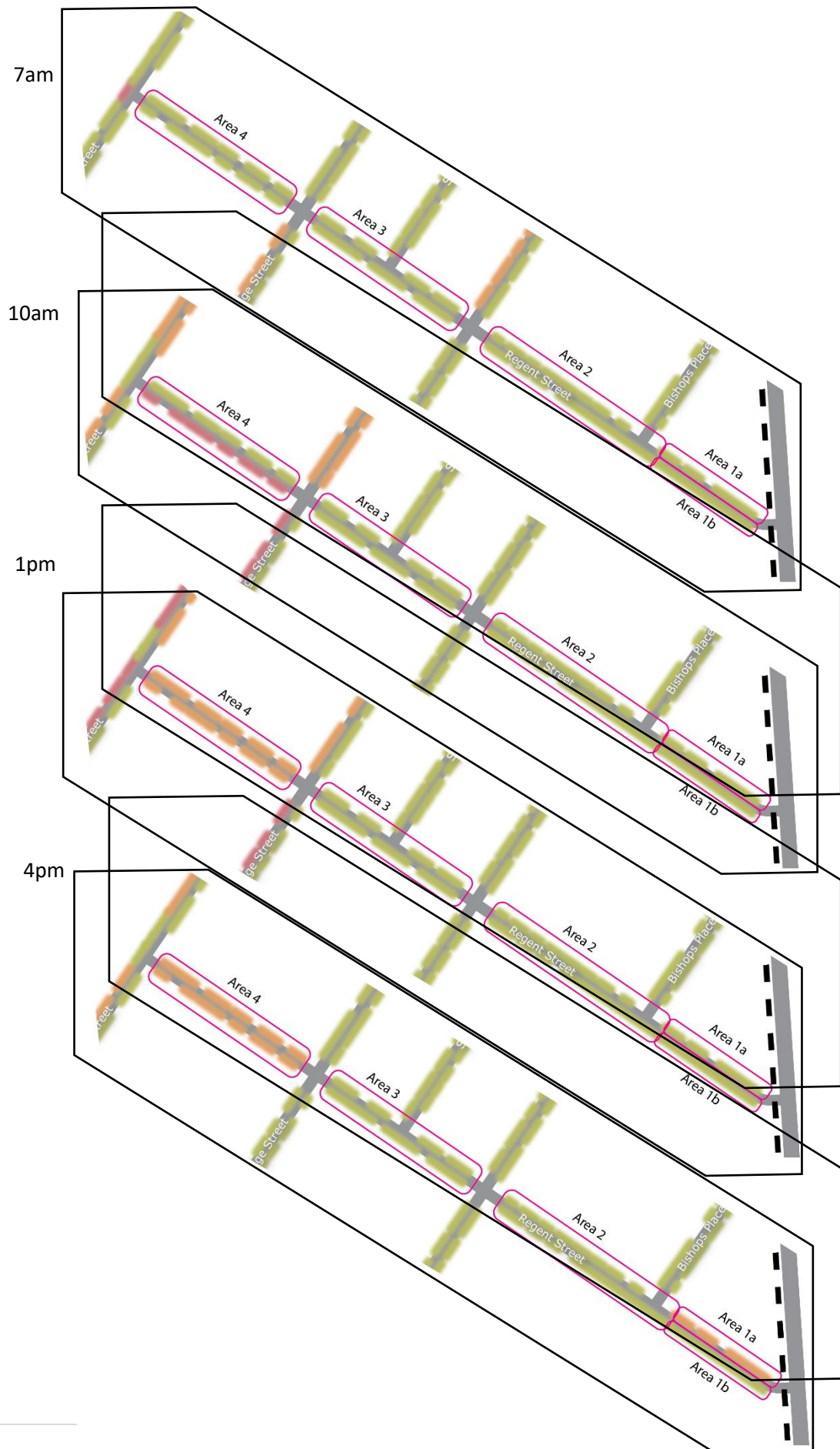
LEGEND

- No Restrictions
- 10 Minute Parking
P10 8am-9am 3pm-4pm Mon-Fri
- School Days only
No Parking 8-9am 3-4pm
P10 8am-9am 3pm-4pm Mon-Fri
- 3 Hour Parking
3P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

Regent Street continued



A15: RICHMOND STREET

Length	90m
Width	4.0-6.0m
Narrow Street	Yes
AADT	No data
Existing parking	5 spaces (2 west side, 3 east side)

What we heard

- Parked vehicle blocking driveway/ access
- Parked vehicle blocking Richmond Place

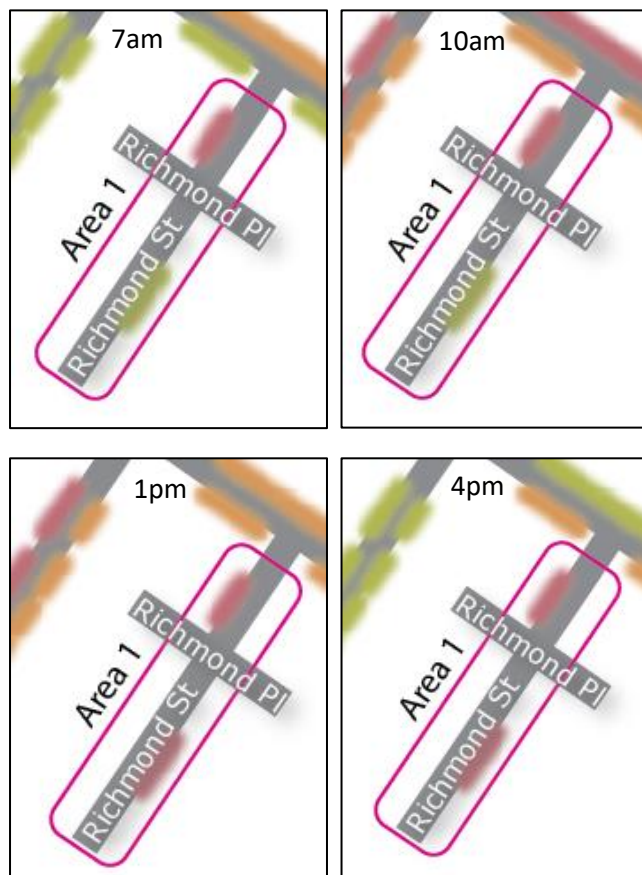
Occupancy Results

Occupancy by Parking Area

Note: due to the short length of Richmond Street, there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	80%	80%	100%	100%

Occupancy by Parking Sub-Area



Existing Parking



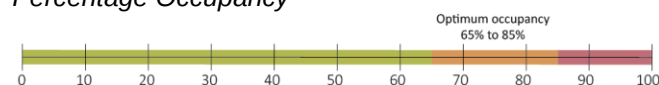
Proposed parking controls



Due to the low turnover and proximity to proposed 3-hour parking along High Street, there may be some shift to Richmond Street which is already within or optimum occupancy. Therefore, it is recommended the 3-hour parking control include Richmond Street.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- 3 Hour Parking
- 3P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A16: SALTER STREET

Length	195m
Width	6.9m
Narrow Street	Yes
AADT	No data
Existing parking	32 spaces (14 west side, 18 east side)

What we heard

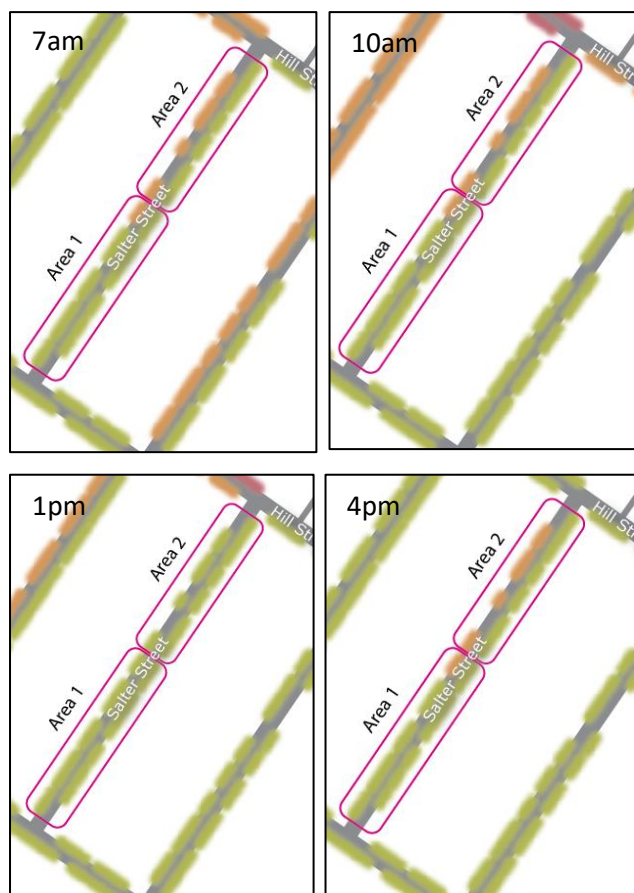
- Request for permit parking
- Vehicle parked on yellow line
- Rubbish collection issues due to parked vehicles
- Parked vehicle facing the wrong way

Occupancy Results

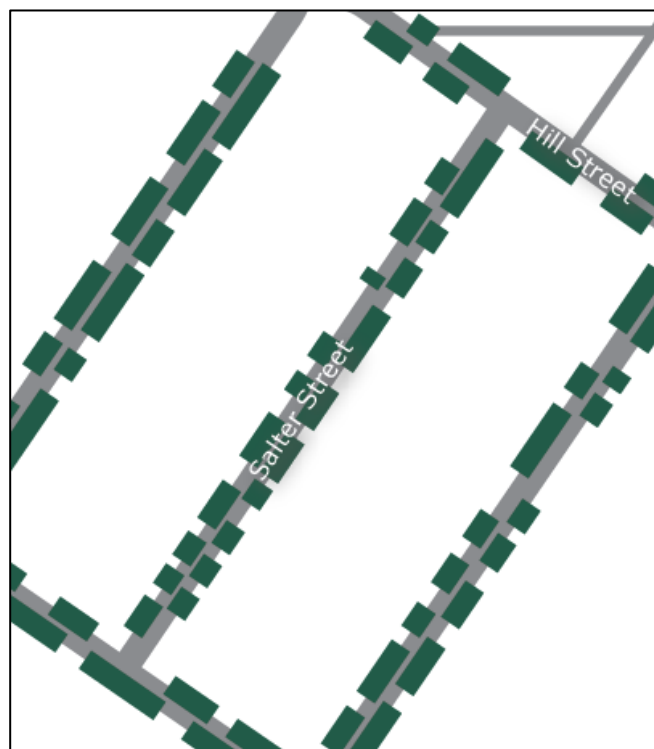
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	24%	18%	18%	24%
Area 2	40%	47%	27%	27%
TOTAL	31%	31%	22%	25%

Occupancy by Parking Sub-Area



Existing Parking



Proposed parking controls

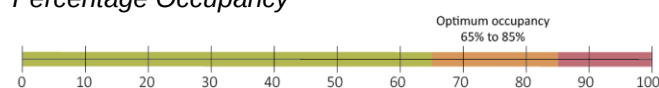
Nil

It is acknowledged that Salter Street is a narrow street and according to Council's parking policy, the parking should be reduced to one side only (which may include alternating which side the parking is retained or reducing parking to a single side of the whole road).

However, due to the low demand, restrictions are not considered necessary at this time. This allows drivers to park where it is most convenient, which may require crossing the road, instead of parking where there is an available space.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- - - Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A17: THORNTON STREET

Length	680m
Width	10.1-10.5m
Narrow Street	No
AADT (2020 data)	700 (Wellington to High Street) 1260 (High Street to The Parade)
Existing parking	127 spaces (68 west side, 59 east side)

What we heard

- Request for permit zone
- Abandoned vehicle (greater than 2 weeks)
- Parked vehicle blocking driveway/access
- Parked vehicle blocking footpath/verge
- Concerns with distance between available parking and destination
- Request for timed parking controls
- All-day parking by non-resident
- Road safety concerns
- Rubbish not collected due to parked vehicles
- Bins not collected as drivers relocate them to park – request for timed parking on bin day

Occupancy Results

Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1a <i>No restriction</i>	29%	67%	86%	62%
Area 1b <i>P10 8-9am 3-4pm M-F</i>	25%	0%	25%	25%
Area 2	38%	67%	76%	71%
Area 3	39%	61%	50%	56%
Area 4	25%	85%	81%	59%
Area 5	36%	64%	58%	50%
TOTAL	31%	31%	22%	25%

Occupancy by Parking Sub-Area

See next page

Existing Parking

See page 40

Proposed parking controls

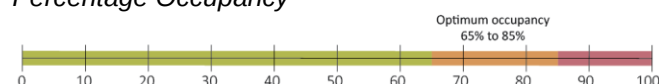
The results indicate there is spare capacity along the majority of Thornton Street, however, it is anticipated that the proposed 3-hour parking along selected lengths of Phillips Street and High Street will shift demand to Thornton Street. The 3-hour parking is therefore recommended to continue in Areas 1a, 2 and 3 along Thornton Street.

To be consistent with other school related parking in the precinct, the 10 minute parking adjacent Mckeller Stuart Kindergarten will be changed to School Days only.

It is acknowledged that Area 4 is also within or above optimum occupancy at 10am and 1pm. Parking demand is likely associated with Mary MacKillop College and therefore not all year round. However, should the 3-hour parking shift more demand into Area 4, then traffic controls may need to be considered.

Reference information

Percentage Occupancy



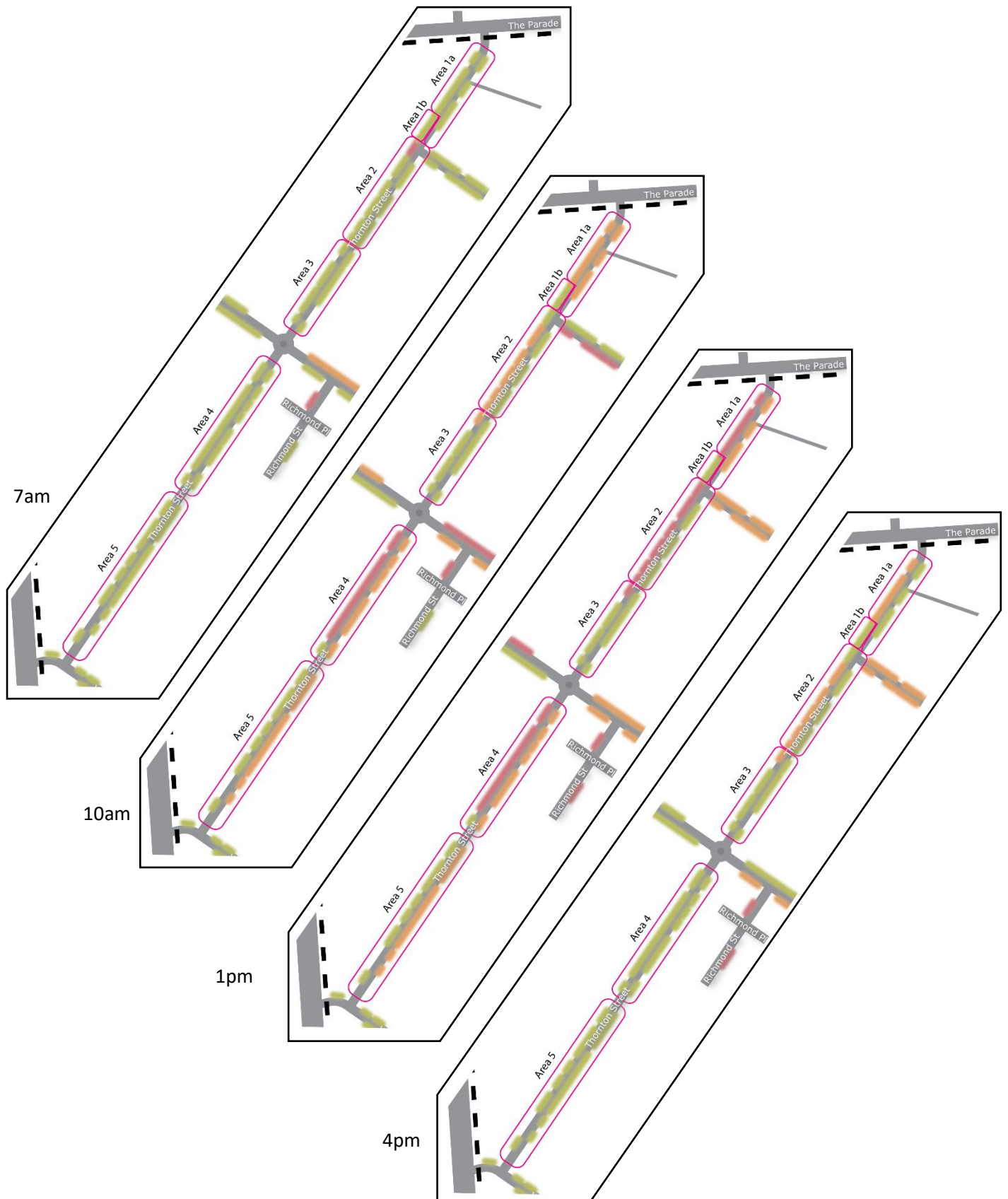
Parking Controls

LEGEND

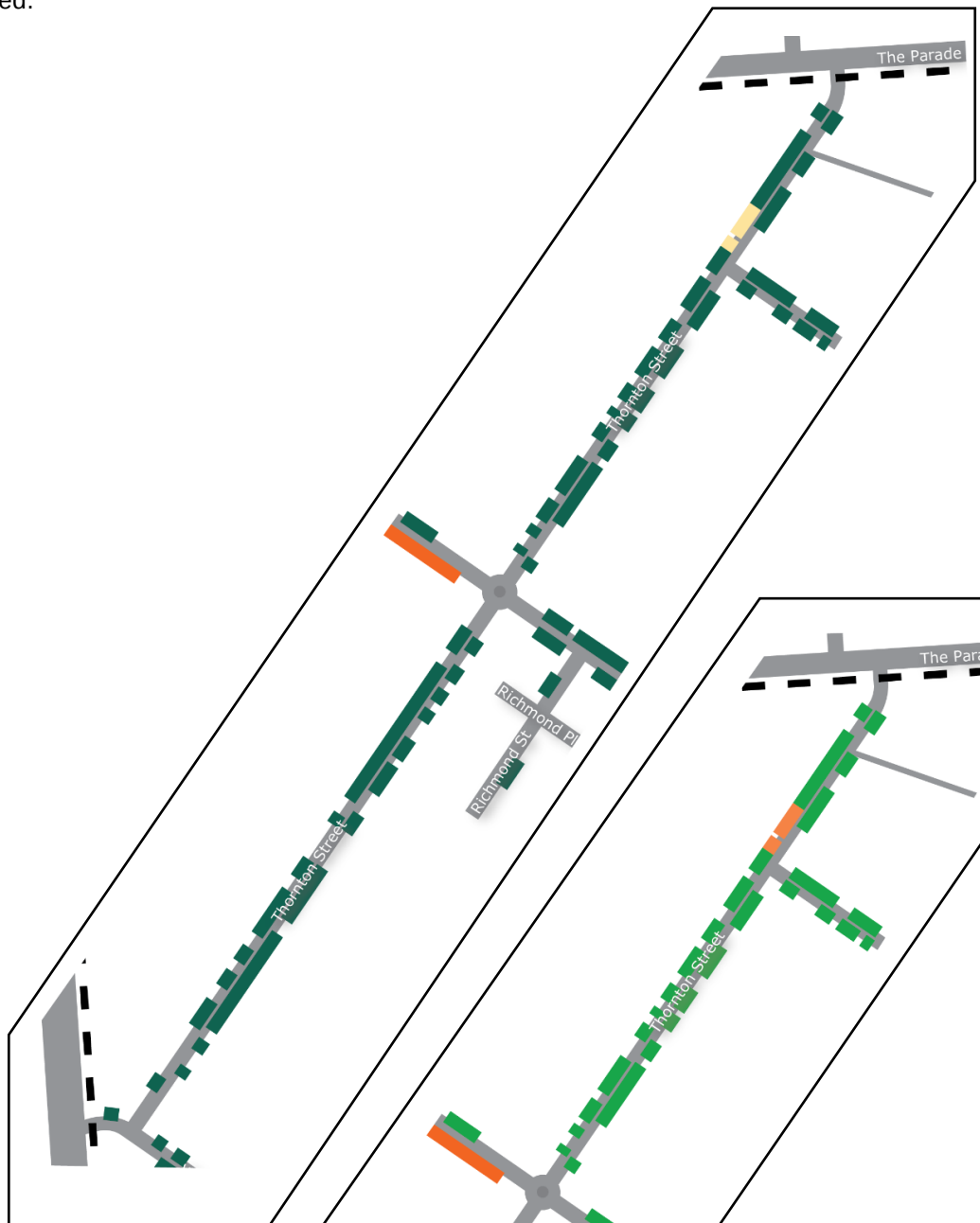
- No Restrictions
- 10 Minute Parking
 - P10 8am-9am 3pm-4pm Mon-Fri
- School Days only
 - No Parking 8-9am 3-4pm
 - P10 8am-9am 3pm-4pm Mon-Fri
- 3 Hour Parking
 - 3P 9am-5pm Mon-Fri
- — — Survey Boundary

NOTES

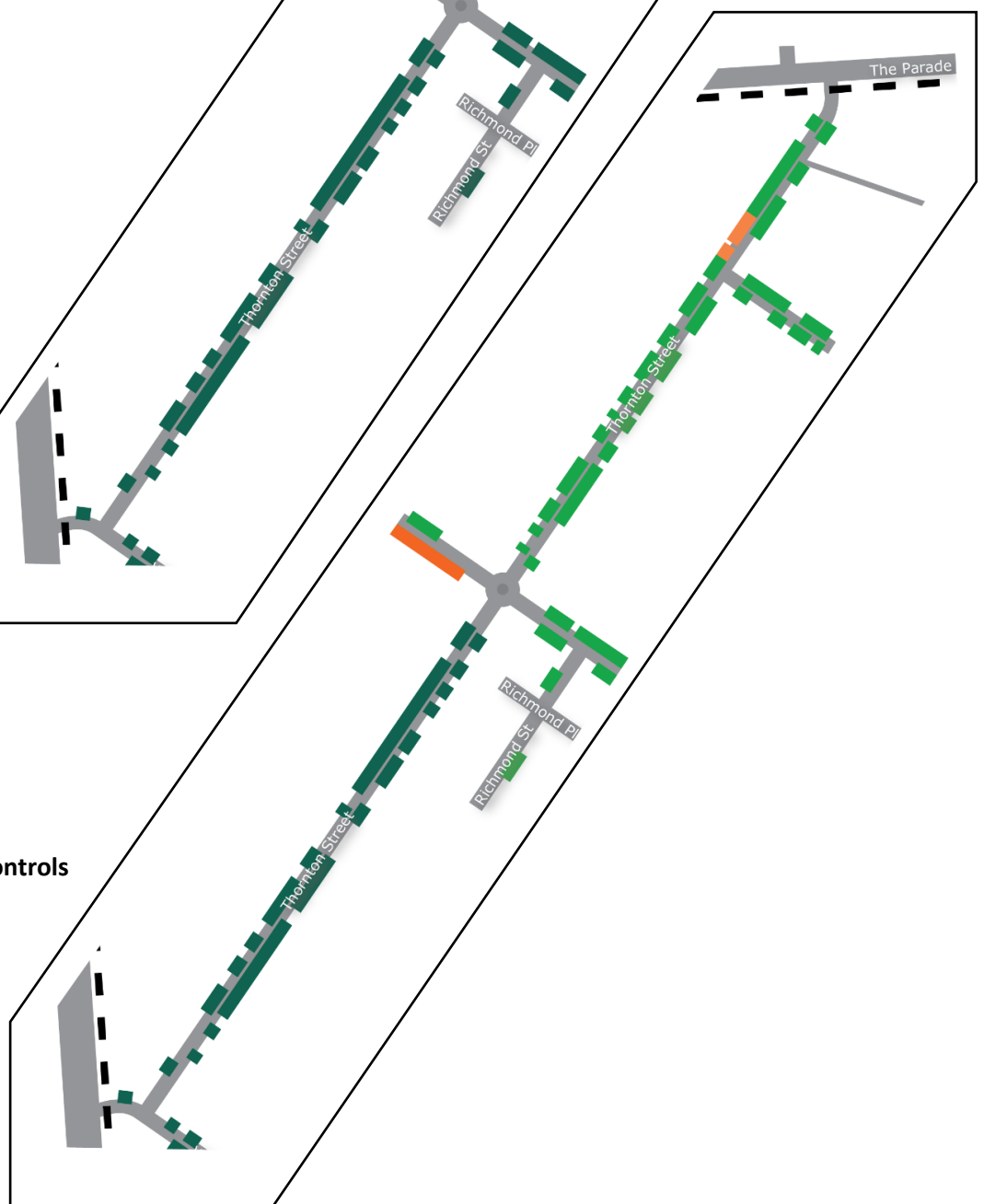
1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.



Existing Parking



Proposed parking controls



A18: TRAM STREET

Length	65m
Width	5.8m
Narrow Street	Yes
AADT	No data
Existing parking	11 spaces (4 north side, 7 south side)

What we heard

- Request for yellow no stopping line

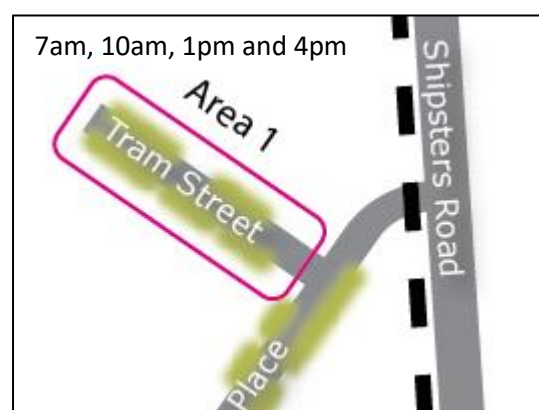
Occupancy Results

Occupancy by Parking Area

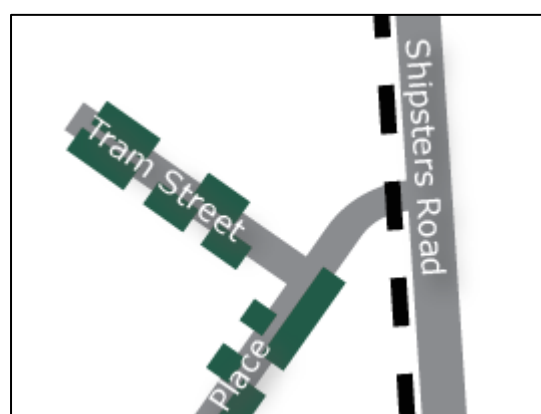
Note: due to the short length of Tram Street, there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	18%	18%	18%	18%

Occupancy by Parking Sub-Area



Existing Parking



Proposed parking controls

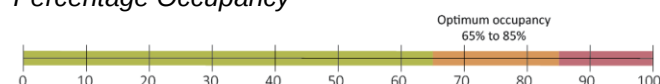
Nil

It is acknowledged that Tram Street is a narrow street and according to Council's parking policy, the parking should be reduced to one side only (which may include alternating which side the parking is retained or reduced to a single side of the whole road).

However, due to the low demand, restrictions are not considered necessary at this time. This allows drivers to park where it is most convenient instead of parking where there is an available space.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- Survey Boundary

NOTES

- Permitted parking locations are approximate only.
- All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A19: WELLINGTON STREET

Length	160m
Width	8.2m
Narrow Street	No
AADT	No data
Existing parking	23 spaces (12 north side, 11 south side)

What we heard

- Abandoned vehicles
- Vehicles parked on yellow line
- Parked vehicle blocking driveway/access
- Parking on-street when off-street parking is available
- Add-day parking by non-resident

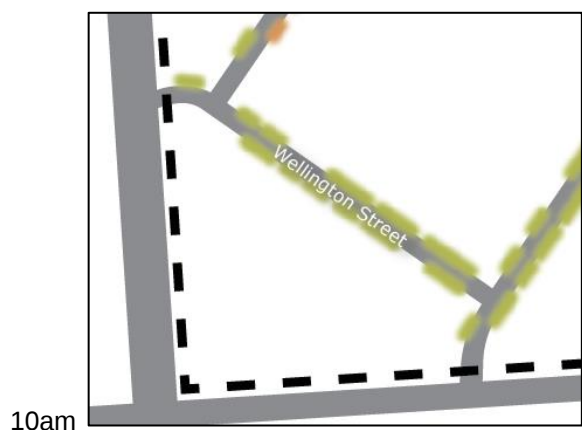
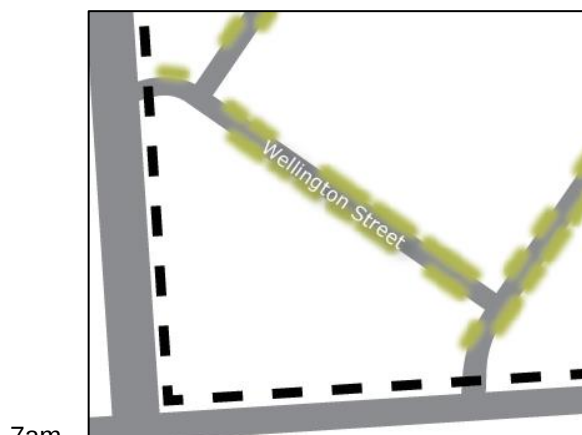
Occupancy Results

Occupancy by Parking Area

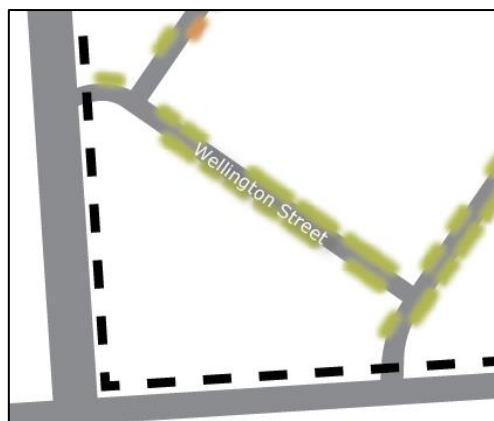
Note: due to the short length of Wellington Street, there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	22%	39%	29%	48%

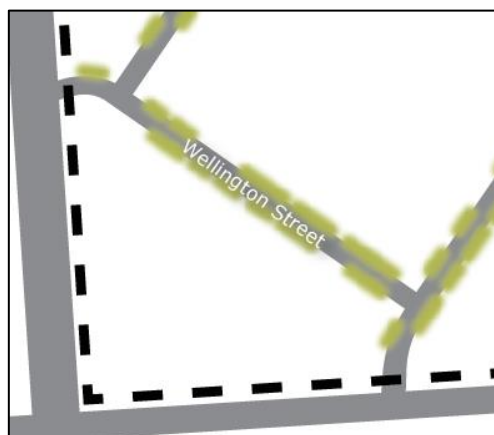
Occupancy by Parking Sub-Area



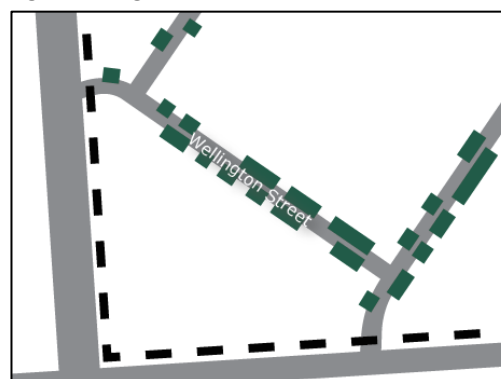
1pm



4pm



Existing Parking

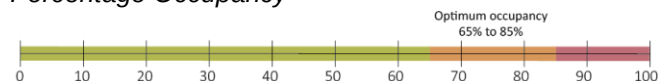


Proposed parking controls

Nil

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- - - Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.