

Deep Water Point Information Session Q&A

Question	Response
<p>1. Why was the Dome not required to supply extra parking before being allowed to build there?</p>	<p>Recent significant upgrades to Deep Water Point, including a new jetty, boat ramp, café, play equipment and picnic area have led to an increase in visitors and subsequent increase in demand for parking at the area. The success of the improvements has exceeded the City's expectations for parking demand</p> <p>In response to this increased demand, the City instigated short-term changes to parking arrangements to increase availability of car parking at the site, and as directed by Council has contracted an independent consultant to conduct more comprehensive research and engagement to inform a long-term Parking Management Plan for the area.</p> <p>It's important to remember that parking is a complex problem and generally can't be resolved by installing more car bays. The strategies in the Deep Water Point Parking Management Plan will focus on achieving optimal use of the existing available parking in the area through contemporary, best-practice parking management approaches.</p>
<p>2. I believe the number of people who use the facility to commute to work or in other words as a de facto park and ride are a lot more than they would admit in a survey the question is have you actually done a physical check To validate the survey data especially with regards to the percentage of use of the facility as a de facto park-and-ride. My own observation as an engineer and long-term resident of the area is that the ratio would be actually alarming</p>	<p>That may be correct, though without some type of parking management for example paid parking, or time limited parking (to discourage this activity), then it will continue to occur.</p>
<p>3. Free all day parking is the problem. Survey shows most visits are up to two hours. That could be formalised with two hour free parking ONLY in car bays. That way one car bay could accommodate six or more cars every day.</p>	<p>The provision of free all-day parking in the Deep Water Point car park maximises the opportunities for different groups to use these spaces. However, the use of the car park by long-stay users reduces the availability of parking for others.</p> <p>An efficient parking system which promotes turnover, and maximises the availability of parking near to the visitor's destination, is one of the key objectives of the PMP.</p>
<p>4. Given the survey data that shows most people use the parking facility for more for no more than two hours then it seems a good</p>	<p>There are many different potential management opportunities that are being considered for the Deep Water Point car park, and the surrounding on-street environment. These include various</p>

<p>idea to consider all out paid parking with the first two hours free</p>	<p>duration restrictions, paid parking (with and without a free period), and others.</p>
<p>5. We have seen from the survey results that parking is an issue in the DWP carpark. The Network is not so busy but it is also not that close if you have to walk children, older family members and your picnic gear down to the DWP grassed area/beach. So how do you propose to increase parking for an area with a growing population?</p>	<p>The improvements to Deep Water Point, including the recreational facilities, the construction of the café and the upgrades to the boat launch have all contributed to an increase in visitation to the area. Deep Water Point attracts visitors from a large catchment, and this can be expected to continue into the future.</p> <p>One potential solution is to provide better set-down areas – making space for families to drop off children, older visitors, picnic gear etc. close to their destination, even when parking is at a premium.</p>
<p>6. Has any engineering been done get examine the possibility of increasing the capacity of the real estate?</p>	<p>The City has undertaken several iterations of design to investigate the potential of increasing the parking supply at Deep Water Point. These options have been reviewed in the context of their benefits in terms of additional capacity, as well as the ecological impact, cost of construction, effects on existing facilities and other design constraints.</p>
<p>7. Given that parking is at a premium most of the times have you looked at increasing the car parking footprint? One simple solution would be to extend the car park further to the west which would facilitate greater options for parking. What do you think?</p>	<p>A discussion of these opportunities including extending the car park to the west and south will be included in the draft Parking Management Plan.</p>
<p>8. Why can't you expand the car parking bays to the south?</p>	
<p>9. Why was a parking plan not considering the grass area to the south of the sewer pump station which has been used previously on an ad hoc basis?</p>	
<p>10. Not a question but an observation. I think you are over confusing the issue. In my view the solution is to provide timed parking on the non-trailer area similar to say South Perth one hour free with you having to register your vehicle number and after that paid parking (or 2 hours). As for the trailer parking area continue with paid parking from say 11.00am. The configuration of the trailer parking area may need to change so more than one vehicle can use each parking bay and get access to leave.</p>	<p>One of the considerations for the PMP is the intersection between parking management decisions and the requirements for monitoring and enforcement by City Rangers. Some options, such as duration restrictions, require substantial resourcing to support compliance. Other management strategies, including ticketed parking (fully paid or with a free period), require much less intervention – but with a trade-off in terms of capital costs.</p> <p>The City has developed options for reconfiguration of the Deep Water Point car park to improve operational efficiency. A discussion of these opportunities will be included in the PMP.</p>

<p>11. Was the survey result for boaties reflective of the number who responded or have the results been weighted to balance the numbers</p>	<p>All survey information was considered only in the context of the individual's groups stated use and needs. The response rate from these groups is not considered to be representative of demand. As such, no weighting of responses has been undertaken.</p>
<p>12. How do I prevent people from parking on my driveway it has caused multiple damages to water and electrical unit causing leakage</p>	<p>People cannot park on the verge abutting your property without your consent; please call the Rangers if this occurs.</p>
<p>13. I have put up a 'no stopping' sign by Melville but still people park there called rangers but different people different time so I would not be able to keep up calling rangers every time</p>	<p>The Rangers do proactively patrol and monitor the parking in the area. You can also call the Ranger when it is happening and if it's an ongoing issue like you describe they can increase patrols.</p>
<p>14. City of south Perth foreshore at Mend Street is all paid parking with no free period</p>	<p>Due to the location of these bays, close to retail and commercial development (plus construction vehicles) there is a high demand for employee parking. Paid parking is used in this area to ensure those bays are available for visitors to Mend Street and the Foreshore.</p> <p>This situation is very different to that at Deep Water Point. While there is some all-day visitation by users including 'boaties', there are fewer competing uses nearby and less demand for commuter 'park and ride'. However, a wide variety of parking management options will be considered in the PMP, including duration restrictions and paid parking (with or without a free period).</p>
<p>15. Can you give us an idea about the time frame for a final resolution?</p>	<p>A draft Parking Management Plan will be presented to an Elected Members information Session in February 2021 for comment. The draft plan will then be uploaded to the City's website for comment by the community. Subject to the incorporation of comments from the Elected Members and the community the Parking Management Plan should be implemented by April 2021.</p>