

**ITEM 26. PARKING – PERIOD PARKING – AMELIA STREET AND MURRAY  
STREET WATERLOO**

**TRIM RECORD NO: 2015/255259**

**RECOMMENDATION**

It is recommended that the Committee endorse the following reallocation of parking:

- (A) On the eastern side of Amelia Street between the points 0 metres and 10 metres (two car spaces), north of Murray Street as “No Stopping”;
- (B) On the eastern side of Amelia Street between the points 10 metres and 31 metres (four car spaces), north of Murray Street as “2P 8am – 8pm”;
- (C) On the northern side of Murray Street between the points 0 metres and 10 metres (two car spaces), east of Amelia Street as “No Stopping”;
- (D) On the northern side of Murray Street between the points 10 metres and 24 metres (two car spaces), east of Amelia Street as “No Parking”; and
- (E) On the northern side of Murray Street between the points 24 metres and 39.8 metres (three car spaces), east of Amelia Street as “2P 8am – 8pm”.

**DECISION**

**BACKGROUND**

Development Consent Condition 22 of Development Application D/2013/648 requires the Developer of 2-14 Amelia Street, Waterloo to refer any kerbside parking changes to the Committee for consideration.

Parking arrangement plans are to be reviewed by the City before referral to the Committee for consideration.

**COMMENTS**

Parking along the frontages of 2-14 Amelia Street, Waterloo is currently unrestricted.

The proposed parking restrictions in Amelia and Murray Streets are consistent with the parking controls recommended in the Neighbourhood Parking Policy for urban renewal areas.

**CONSULTATION**

The City has consulted local residents and businesses in the area. There were 121 letters sent out with three responses opposing the proposal.

The main concern of the responses opposing the proposal is the loss of unrestricted parking.

The intensification of urban land use within the City has significant implications for the road and public transport network. In order to mitigate the increased demands for parking from new developments and support the viability of public transport service, the City's Neighbourhood Parking Policy recommends 2P parking in residential and mixed use streets. Two hour parking controls are preferred because they allow higher parking turnover rate and reasonable access for short visits to the area.

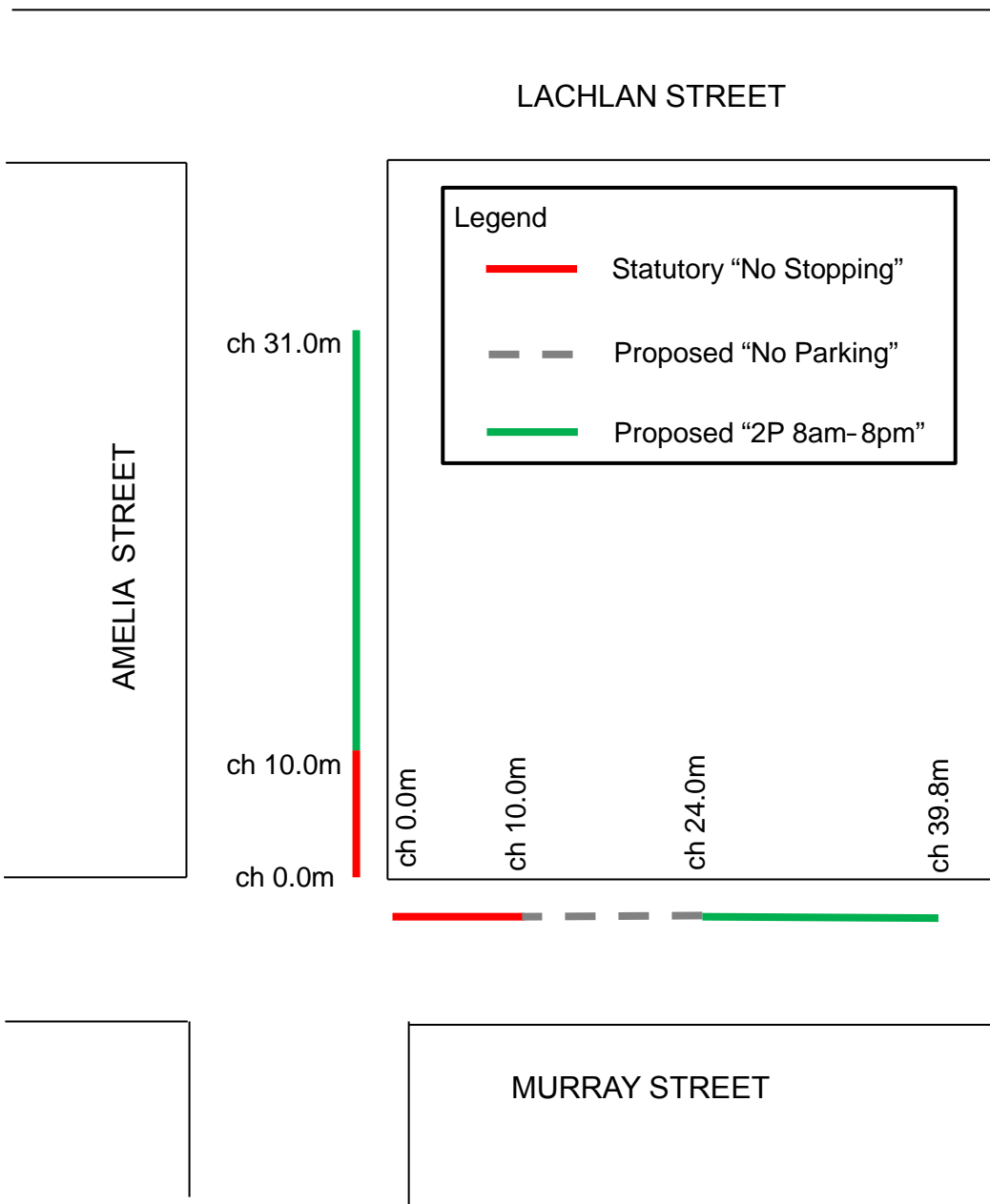
**FINANCIAL**

All cost associated with the proposal will be borne by the Developer.

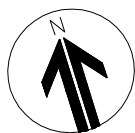
**ATTACHMENTS**

Parking – Period Parking – Amelia Street and Murray Street Waterloo

Clement Lim – Senior Traffic Engineer



Not to Scale



# PROPOSAL

AMELIA AND MURRAY STREETS  
WATERLOO  
PROPOSED PERIOD PARKING



