



ENGAGING WITH RESIDENTS ON PARKING

A NEW DRAFT PARKING POLICY FOR GLEN EIRA

We have developed a draft Parking Policy which will set out a new approach to managing parking in our City. Balancing the needs of car owners and drivers with striving to ensure our public spaces are people-friendly and benefit the wider community is tricky. The new Parking Policy seeks a fair and reasonable approach to this, with key changes to permits, providing parking for those that need it most and the way we engage with you on parking.

A series of summary sheets has been developed to outline the key proposals of the draft Parking Policy.

- Engaging with residents on parking
- Parking in our busy centres
- Parking on our busy roads (transport corridors)
- Parking in our neighbourhoods
- Parking permits
- Parking for people with particular needs

THIS
SUMMARY
SHEET

This paper provides a summary of the draft Parking Policy as it relates to engaging with residents on parking. To see the detail and full scope of what is proposed, see section 2.7, section 3.7 and section 4.7 of the draft Policy.

WORKING WITH YOU ON NEW PARKING PLANS

The draft Parking Policy proposes that parking plans should be developed to solve parking issues, with involvement from our community.

The types of plans are:

1. Neighbourhood parking plans.

2. Activity centre parking plans.

3. Corridor improvement plans.

Please refer to the following pages to see how each plan will be developed. Note the steps are slightly different for each type of plan.

SUMMARY SHEET

1. NEIGHBOURHOOD PARKING PLAN

The proposed steps for a **neighbourhood parking plan** are illustrated below:

Council collects neighbourhood-wide data around existing parking restrictions, parking occupancy rates and extent, enforcement statistics, and any previous community feedback from the neighbourhood.

This data is considered together with the criteria for parking arrangements that the draft Policy proposes to apply (planning zone of the area, access to public transport, location of major landmarks).

Council writes to residents/occupiers of the neighbourhood (which includes community and sporting groups as appropriate) to seek views on a proposed draft parking plan for the area. All recipients would have a minimum of 20 business days from receipt of this letter to make a submission to Council in response.

The proposed parking plan is revised and updated based on what we hear from the community. The final parking plan would then be considered at a public meeting of the Council before implementation.

2. ACTIVITY CENTRE PARKING PLAN

The proposed steps for an **activity centre parking plan** are illustrated below:

Council's City Economy and Placemaking Team, who work closely with local businesses, requests a review of parking arrangements within an activity centre.

A review of the centre is conducted, involving consideration of parking data, local commercial needs, and the draft Policy's hierarchy of uses for the particular activity centre (see the discussion paper on Activity Centres).

Council will develop a draft plan and will write to all immediately affected traders within the designated area seeking feedback. Traders will have a minimum of 20 business days from receipt of notice, to make a submission to Council in response.

If the draft plan involves changes to more than five existing parking bays, the opportunity to have a say will also be advertised to the wider community.

The proposed parking plan is revised and updated based on what we hear from the community, then implemented where appropriate.

3. CORRIDOR IMPROVEMENT PLAN

The proposed steps for a **corridor improvement plan** are illustrated below:

For corridors, the proposed process is different and more in-depth. This is because of the nature of corridors, which are travel routes that Council has identified as having the potential to support particular travel modes including cycling. Implementing these corridors might involve significant changes to how a road is designed and how other issues such as parking are accommodated.

Therefore, the draft Policy notes that any significant parking arrangements for corridors would only be proposed as part of a process of corridor improvement, which would involve significant community consultation in itself.

The proposed steps for this process include:

Council collects all available data from an identified corridor; traffic volumes and speeds, parking occupancy rates and extent, cyclist volumes, vehicle turning movement and any other data that is relevant.

Council develops an Issues and Opportunities Report that presents data, identifies treatment options, develops a methodology for assessing these options and presents this assessment.

Council will seek broad community feedback including from residents and the wider community on this report. Council will seek expressions of interest from the community for establishing a Community Reference Group, which could include a mix of residents, traders, visitors, interest groups or other stakeholders.

Drawing on community feedback, and with the assistance of the Community Reference group, Council will develop a draft corridor plan.

Council will present the draft corridor plan to the community and seek feedback, including from members of the Community Reference Group.

The proposed corridor plan is revised and updated based on what we hear from the community. The final parking plan would then go to Council for endorsement before any implementation would occur. The Community Reference Group would be involved during implementation, and kept informed throughout the process.

HAVE YOUR SAY

For further information and to read the full draft Parking Policy, visit www.gleneira.vic.gov.au/keeping-glen-eira-moving

WANT TO KNOW MORE?

HOW DO WE ENGAGE WITH THE COMMUNITY ON PARKING AT THE MOMENT?

We engage with the community on parking when putting in place parking restrictions or modifications to increase capacity in local streets. This process generally follows a set of standard steps:

- > Council receives a complaint from residents, expressing concerns around parking.
- > Council may send a survey to all residents of the street in question, with residents asked to indicate a lack of parking availability within 'reasonable' distance (around 100 metres) of their home.
- > Depending on the outcomes of this survey, a Council officer parking occupancy investigation is triggered.
- > The investigation involves a minimum of three spot inspections during periods of high demand. Parking demand must be greater than 90 per cent to warrant an intervention.
- > If this condition is met, Council proposes an intervention and consults with residents via a survey.
- > If support of 60 per cent or more is received, the intervention proceeds.

Council also engages with the community on parking changes through broader consultations (such as discussions with residents around the future of activity centres or other place-based projects, such as the *Pedestrian Safe Neighbourhood* pilot project around Coatesville).

WHY IS THERE A NEED FOR CHANGE?

The current approach for changes to parking in local streets provides a direct means for residents to initiate and shape parking availability closest to their homes. This has obvious and important benefits.

However, involving just those residents who live in a street does not include the views of the wider neighbourhood, who also have a stake in the availability or otherwise, of parking. An example of this is the impact a parking restriction in one street may have by shifting parking to the surrounding local streets whose residents have not been consulted.

The process also doesn't directly consider factors such as growth in the area, the availability of transport alternatives, or the presence of key landmarks. These factors are not part of the parking intervention options presented to residents for their review. Nor are they a direct part of how Council decides on these options.

WHAT WOULD BE THE IMPLICATIONS AND BENEFITS OF THE NEW APPROACH?

There are a range of benefits of the draft Parking Policy's proposals around engaging with the community on parking. Importantly the capacity for residents to initiate changes to parking in their street will continue.

Parking plans will compliment these existing arrangements. Plans will provide a transparent process for informing how parking is organised in an area, and will ensure that important factors are taken into account. The process for developing a plan will ensure that community involvement in parking decisions reflects the scope of community interest in these decisions.

QUESTIONS?

We have developed answers to some key questions you may have on this topic. Visit: www.haveyoursaygleneira.com.au/keeping-glen-eira-moving