



PARKING IN OUR BUSY CENTRES

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 have 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 our busy centres. To see the detail and full scope of what is proposed, see section 3 of the draft Policy.

STRIKING A BALANCE TO SUPPORT YOU AND OUR LOCAL BUSINESSES

The draft Parking Policy proposes a better balance between, and better management of, both on and off-street parking. Specifically it proposes:

1. Using a hierarchy of needs to manage on-street parking.

2. Smarter systems for off-street parking.

3. New seniors and parents with prams parking.

4. Increase in disability accessible spaces.

5. The right parking in the right places.

Please refer to the following pages to see how we think both on and off-street parking can be better managed.

I. USING A HIERARCHY OF NEEDS TO MANAGE ON-STREET PARKING

As on-street parking is a limited resource, we need to make sure we are prioritising its use. For on-street parking, the draft Policy proposes a list of users for Activity Centres. These users are arranged from highest level of need to lowest level of need, to guide Council's actions (which parking needs we'd meet first) in allocating on-street parking. The hierarchies for on-street parking differ between Activity Centres, because of differences in who uses these Centres and how.

To read through the different hierarchies for on-street parking, please see Section 3 of the draft Parking Policy, on Activity Centres.

The draft Parking Policy acknowledges the importance of parking for local commerce. We would seek to supplement any loss of commercial on-street parking by measures such as angled parking in other places where possible and appropriate.

The draft Parking Policy proposes that all off-street parking (across all different Activity Centres) reference a common hierarchy of users.

Safety is our highest priority because we want our Activity Centres to be safe places for people to visit and enjoy. After safety and accessibility, we want our off-street parking spaces to be places for customers visiting Activity Centres for shopping, supporting local businesses and traders.

	Need
Highest	Space for safety and other conditions: emergency vehicles and waste collection
	Accessible parking, for people with a disability and other needs (such as for seniors and people with a pram)
	Spaces for medium stay customers (2 hours)
	Spaces for long stay customers (4 hours)
	Spaces for short stay customers (1 hour)
	Car sharing spaces
	Spaces for traders and local employees
	Morning loading zone spaces (before 7am)
	Spaces for residents
	Spaces for commuters
Lowest	

2. SMARTER SYSTEMS FOR OFF-STREET PARKING

The draft Policy notes that we need to get smarter about using off-street car parks. It includes an intention (see Section 9 of the draft Policy) for us to explore the use of parking sensors and guidance systems that will help people to find off-street park when they need to.

3. NEW SENIORS AND PARENTS WITH PRAMS PARKING

New 'empathetic' parking would help us to further prioritise parking in Activity Centres for people most in need: seniors and people with prams, as well as people with disability. So far as Council is aware, we would be the first local government in Victoria to provide these spaces in public parking, which would be marked out with signage and line marking. Spaces for seniors and people with prams would be provided at a rate of one per 50 spaces. While these bays would be marked, Council would not be able to enforce their use.

Parking bays for seniors and parents with prams would be provided in the most convenient parking spaces near main entrances or entrances of major retailers.

4. INCREASE IN DISABILITY ACCESSIBLE SPACES.

Disability-accessible spaces are typically provided at a rate of one per 50 spaces but the draft Policy proposes these be provided spaces at a rate of 1.5 per 50 to better meet the needs of the community.

For further information see our *Parking for people with particular needs summary sheet*.

5. THE RIGHT PARKING IN THE RIGHT PLACES

There are opportunities for parking to be more systematically organised in Activity Centres, to better *balance* the needs of the people and groups who use them. This will also ensure accessibility and work towards the overarching goal that we have for Activity Centres, as people-friendly areas that are safe, encourage positive interactions and can comfortably support walkers, cyclists and those taking public transport.



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?

WHAT DOES PARKING LOOK LIKE IN ACTIVITY CENTRES AT THE MOMENT?

Activity Centres have different amounts and types of parking, which includes, in some Centres, significant off-street public parking, as well as on-street spaces.

Over the last few years, Council has engaged extensively with the community on the current and future shape of our Activity Centres, to develop and put in place plans for these areas that best reflect community aspirations in the context of a growing and changing population. Through this process, we've heard that while people generally feel there is reasonable parking available for short-term visits, there is growing concern over the impact of increased demand for both short-term and residential parking in and around Activity Centres.

“There is too much traffic. I would like to see greater fees placed on car parking to deter drivers, the removal of on-street car parking spaces (so as to allow cycle lanes and slow down trams) and more shade trees planted.”

“Would be great if you could not park on Centre Road. This will help with traffic flow and allow clearer views of the shops and make it look a lot nicer.”

“... more residents means more visitors. All of this equates to more people in the area, but the parking hasn't increased. We need more parking ...”

(Residents responding to Council's survey on experiences of Activity Centres in November–December 2016)

WHY IS THERE A NEED FOR CHANGE?

As you can see from these comments, what defines our Activity Centres in terms of parking, are differences of need and opinion, and different views on solutions and the trade-offs that should be considered. For Council, this represents a challenge to find a balance that works for the greatest number of people who access our Activity Centres.

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

At the moment, we don't have a systematic approach to guide our review of parking in Activity Centres. The draft Policy proposes such an approach, and seeks to do so in a way that charts a course through the very different needs that are expressed by stakeholders in our Activity Centres.

Council receives requests for more parking, but we also receive requests for less and for more elements in our Activity Centres that cater to people first. The approach in the draft Policy seeks a balance between these needs, including by prioritising parking spaces for those who need them most such as those with a disability, the elderly and parents with prams.

QUESTIONS?

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

Appendix I – Map of Activity Centres in Glen Eira



Health, education and innovation precinct with urban renewal	■
Caulfield Station Precinct	□
Emerging health, education and innovation precinct	□
East Village	□
Major activity centre with urban renewal	▲
Carnegie	▲
Elsternwick	▲
Emerging major activity centre with urban renewal	▲
Moorabbin Junction	▲
Major activity centre	▲
Bentleigh	▲
Emerging major activity centre	▲
Glen Huntly	★
Large neighbourhood centre	★
Bentleigh East	★
Caulfield South	★
Neighbourhood centre	★
Caulfield Park	★
Alma Village	★
Hughesdale	★
McKinnon	★
Murrumbeena	★
Ormond	★
Patterson	★
Ripponlea	★
Gardenvale	★
Emerging neighbourhood centre	★
Oakleigh South	★

Please note: other local centres have been mapped that contain existing retail uses but are not currently identified under local policy.