



PARKING ON OUR BUSY ROADS (TRANSPORT CORRIDORS)

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 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 roads. To see the detail and full scope of what is proposed, see section 4 of the draft Policy.

WORKING WITH YOU TO KEEP GLEN EIRA MOVING

The draft Parking Policy proposes that we work more closely with our community to get them where they need to be by:

1. Minimising any loss of on-street parking along these roads.

2. If any loss occurs, prioritising remaining parking for those directly affected.

3. Setting a process to manage any lost commercial parking for businesses on these roads.

Please refer to the following pages for further information on how parking could be managed on these roads.

I. MINIMISING ANY LOSS OF ON-STREET PARKING ALONG THESE ROADS

Implementing large-scale parking changes will only occur as part of a transit corridor upgrade on a case-by-case basis, after a rigorous corridor-wide community consultation process that engages with surrounding residents, businesses and community organisations to determine views on the proposed corridor purpose, and arrangements that would be acceptable to most.

The draft Parking Policy notes that this process would be guided by aims that include:

- > Minimisation of any loss of on-street parking fronting residential and commercial properties when determining the allocation of road space for safe cycling corridors.
- > Minimisation of any loss of on-street parking fronting residential and commercial properties when reviewing Yarra Trams decisions for accessible tram stops.
- > Prioritising remaining parking, if significant amounts are lost on any corridor, for directly affected residents. The prioritisation would be through a corridor parking condition (permit only parking).
- > Setting a process to manage any loss of commercial on-street parking, while recognising that the business type directly relates to how significant the on-street parking is. For example, five high customer turn over businesses (such as food and retail uses) in a row will rely more heavily on on-street car parking than five low customer turnover businesses (such as office-based uses).

2. IF ANY LOSS OCCURS, PRIORITISING REMAINING PARKING FOR THOSE DIRECTLY AFFECTED

If significant on-street parking is lost, the remaining on-street parking will be prioritised for surrounding residents through a corridor parking condition (such as 'permit only' parking), as well as exploring the reinstatement of lost parking in other areas.

This process, and the proposed parking conditions that could be implemented, would be part of the community consultation stage outlined in the *Engaging with residents on parking summary sheet*.

3. SETTING A PROCESS TO MANAGE ANY LOST COMMERCIAL PARKING FOR BUSINESSES ON THESE ROADS

Council will aim to retain parking for commercial areas where possible. But if parking is required to be removed (either due to Council projects or State Government projects such as the implementation of accessible tram stops), the following measures will be undertaken:

- > If restricted parking is lost, consideration will be given to applying those restrictions to the closest unrestricted parking.
- > Council officers will undertake a parking review and consult with residents living within the first 100m of a side-street off a corridor, to determine if parking restrictions are required.
- > Where significant parking is lost, angled parking or other measures to minimise the total number of parking loss will be explored within the surrounding network.

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 ALONG CORRIDORS AT THE MOMENT?

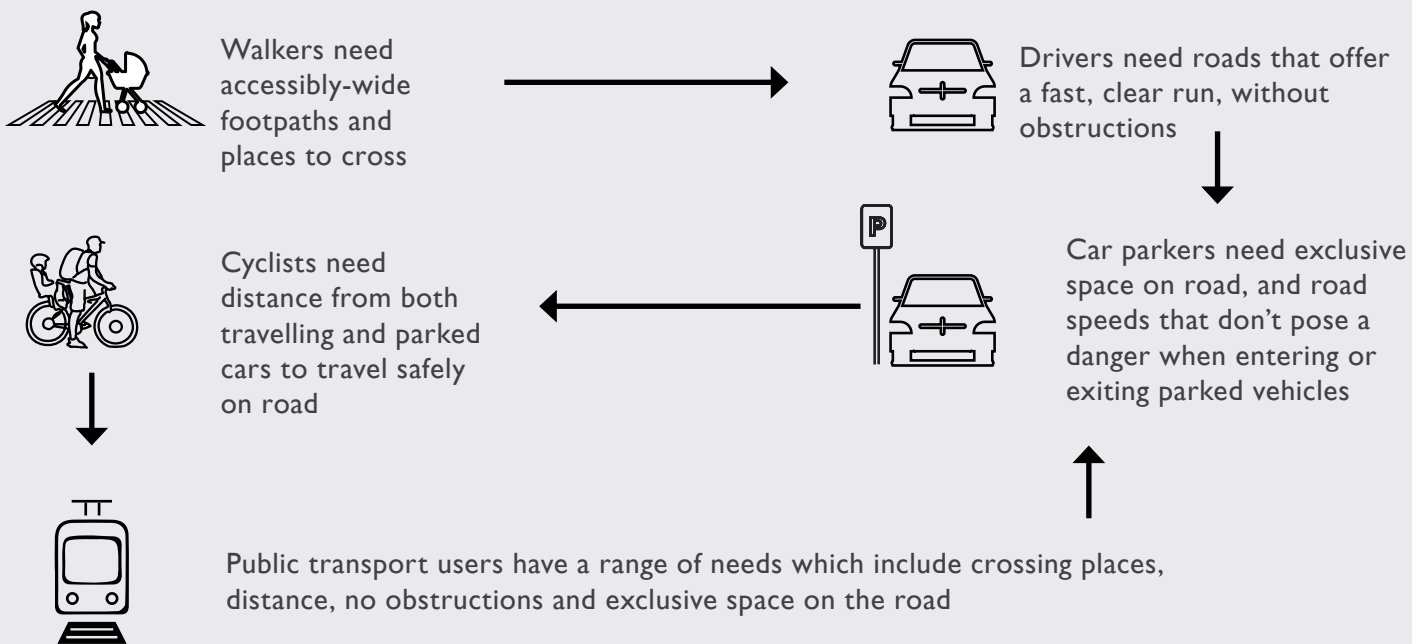
The *Integrated Transport Strategy* has identified corridors, but these routes have not been changed or treated to help them specifically accommodate a particular mode of travel.

Some corridors have higher amounts of on-street parking than others. Some corridors have higher amounts of off-street parking than others. Infrastructure that supports different types of transport differs between corridors.

WHY IS THERE A NEED FOR CHANGE?

Routes identified as corridors can play a strategic role in achieving more efficient movement around Glen Eira, both by channeling car traffic and/or by specifically supporting alternatives. In some areas the current allocation of road space to parking can conflict with this potential.

Corridors in Glen Eira currently cater in part for people who want to park their cars on-street as well as people who want to drive, ride or walk. But in some cases, by seeking to cater to all, road space is not maximised for any, because different uses have different needs for road space.



Different needs can be met on the same route, but much depends on the road itself (including its width) as to whether or not on-street parking spaces would need to be reallocated.

In some cases, we know this is likely. For example, the Victorian State Government is required to make all tram stops compliant with *Disability Discrimination Act* legislation, which has typically involved installation of accessible tram stops and the loss of on-street car parking along public transport corridors.

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

By determining and supporting the best and most efficient uses for our limited road space, we have opportunities to move more people, more often and more quickly, in the context of growing pressure on the road network. Corridors can also help to offer residents choices which include excellent alternatives to driving.

There are important implications for community members to consider with regards to corridors. Pending community consultation, it remains possible that to implement the range of corridors envisaged in Council's *Integrated Transport Strategy*, road space might need to be reallocated to other uses.

Council's draft Parking Policy puts forward a process for community members to consider. It embeds an aim to minimise parking loss (including commercial on-street parking) and sets out a process that builds community input into the resolution of road space allocation along corridors.

QUESTIONS?

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