



# PARKING IN OUR NEIGHBOURHOODS

## 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 parking in our neighbourhoods. To see the detail and full scope of what is proposed, see section 2 of the draft Policy.

## A NEW HOLISTIC AND TAILORED APPROACH

The draft Parking Policy proposes that parking in our neighbourhoods will be managed in the following ways:

1. Parking reviewed in the whole neighbourhood, instead of street-by-street.

2. We will work with residents to develop a neighbourhood parking plan.

3. Depending on the location of the neighbourhood, restrictions may be applied.

**Please note: The draft Parking Policy does not propose substantial changes to existing day and time restrictions. If needed, the following pages outline how restrictions may be applied.**

## SUMMARY SHEET

### 1. PARKING REVIEWED IN THE WHOLE NEIGHBOURHOOD, INSTEAD OF STREET-BY-STREET

Traditionally parking changes have been explored as requested on a per-street basis. The draft Parking Policy proposes that this would be changed to a whole-neighbourhood approach, not just the street in question. This acknowledges the neighbourhood wide impacts on-street parking has. The boundary of the neighbourhood would be confirmed on a case-by-case basis and involve consultation with those within the neighbourhood. For more information on the consultation process, please refer to the *Engaging with residents on parking summary sheet*.

### 2. WE WILL WORK WITH RESIDENTS TO DEVELOP A NEIGHBOURHOOD PARKING PLAN

All Plans would include community engagement and would reflect the feedback received from residents. For more information on consultation arrangements for different parking plans in Glen Eira, see the *Engaging with residents on parking summary sheet*.

### 3. DEPENDING ON THE LOCATION OF THE NEIGHBOURHOOD, RESTRICTIONS MAY BE APPLIED.

The neighbourhood parking plan would consider the neighbourhoods' access to public transport and its planning zone, taking into account current and future population growth. Please see appendix 1 and 2 of this paper for planning zone and public transport precinct maps.

Proximity (within 400 metres where appropriate) to a major trip generator (a train station, school, hospital, university or similar) would also be considered. Around schools, proximity would equate to 200 metres. And to encourage public transport use, streets directly abutting stations would be unrestricted.

These aspects would inform the presence and/or location of parking restrictions, as below:

Precinct	Neighbourhood Residential Zone	General Residential Zone	Residential Growth Zone	Within 400m of a major trip generator
Bus only	No restrictions	No restrictions	N/A	2hr/unrestricted
Tram	No restrictions	2hr/ unrestricted	N/A	2hr/ unrestricted
Train	No restrictions	2hr/ unrestricted	4hr/2hr Unrestricted/2hr (6pm to midnight)	4hr/2hr Unrestricted/2hr (6pm to midnight)
Train and Tram	2hr/ unrestricted	4hr/2hr 4hr/ permit zone (6pm-midnight)	4hr/2hr 4hr/permit zone (6pm to midnight)	4hr/2hr 4hr/permit zone (6pm to midnight)

**The draft Parking Policy does not propose substantial changes to existing day and time restrictions.**

Mostly, restrictions within residential areas (if applicable at all) would operate from 8am to 6pm Monday to Friday.

The biggest proposed change applies to residential areas around train stations (including in areas within 400m of a ‘major trip generator’) where longer restriction hours would be applied, with 8am to midnight Monday to Friday restrictions proposed to protect residential amenity and access to on-street parking around these high demand areas.

Local streets that interface with Commercial Zone or Mixed Use Zones would also have 8am to 12pm (noon) Saturday restrictions applied.

<b>Precinct</b>	<b>Neighbourhood Residential Zone</b>	<b>General Residential Zone</b>	<b>Residential Growth Zone</b>	<b>Commercial Zone or Mixed Use Zone</b>	<b>Within 400m of a major trip generator</b>
Bus only	N/A	N/A	N/A	8am-8pm Mon-Fri  8am-6pm Sat	8am-6pm Mon-Fri
Tram	N/A	8am-6pm Mon-Fri	N/A	8am-8pm Mon-Fri  8am-6pm Sat	8am-6pm Mon-Fri
Train	N/A	8am-6pm Mon-Fri	8am-6pm	8am-8pm (permit zone 8pm-midnight) Mon-Fri 8am-6pm Sat	8am-6pm (permit zone 6pm- midnight) Mon-Fri
Train and Tram	8am-6pm Mon-Fri	8am-6pm Mon-Fri	8am-6pm	8am-8pm (permit zone 8pm-midnight) Mon-Fri  8am-12pm (noon) Sat	8am-6pm (permit zone 6pm- midnight) Mon-Fri

## SUMMARY SHEET

Overlaying these considerations, the draft Parking Policy proposes that all on-street parking arrangements in our local streets reference a hierarchy of users. Essentially, what that means is that in considering parking needs, we'd meet particular needs first, over others. Safety would come first, because ultimately, we want neighbourhoods to be safe places for everyone.

	Need
Highest	Safety and other conditions (like waste collection, cleaning)
	Infrastructure for active and independent travel
	Spaces for residents and their visitors
	Car sharing bays
	Space for public transport
	Customers
	Local employees
Lowest	Commuter parking

If on-street parking needs to be removed to meet this hierarchy, the draft Policy commits Council to seeking measures to make up the shortfall, where possible and appropriate.

These considerations would form the basis of Neighbourhood Plans but the draft Policy also allows for changes once a Plan has been developed, if the community demonstrates support for a particular change.

## HAVE YOUR SAY

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

# WANT TO KNOW MORE?

## WHAT DOES PARKING LOOK LIKE IN NEIGHBOURHOODS AT THE MOMENT?

Parking arrangements differ from street to street and across neighbourhoods. In some streets, most properties have private off-street parking, while in others residents rely on street spaces. In some local streets, competition for on-street parking has created the need for rules or parking restrictions that specify when and how street spaces can be used.

## WHY IS THERE A NEED FOR CHANGE?

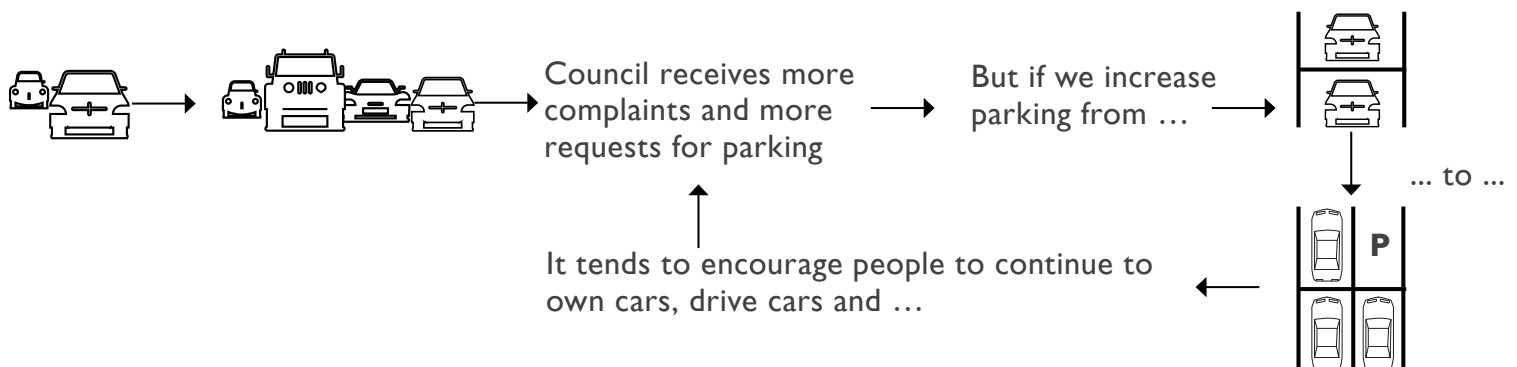
Our growing population and that of surrounding council areas and Melbourne generally is bringing more cars into Glen Eira neighbourhoods, from residents, visitors and commuters all of whom need access to on-street parking.

In some Glen Eira local streets these issues are less apparent, in others they contribute to a rising concern, with residents frustrated at lack of space and worried about safety for walkers and cyclists particularly around schools and community facilities..

*"... as the streets are filled with parked cars sometimes you have to wait some time to let others pass to get your turn. Maybe have parking free areas?...this problem is only going to get worse but I don't see any quick answer"* (Member of Council's Community Voice Panel living in Bentleigh East, response to survey June 2018)

*"With the rapid population increase being experienced, the number of cars being parked inappropriately is increasing. People are parking their cars too close to intersections and in narrow streets that have centre white lines indicating no parking...It has become extremely dangerous entering or exiting these narrow streets when cars are parked too close to the intersections ... "* (email to Council, from Caulfield South resident, October 2018)

In the context of these trends, Council is faced with a difficult challenge. With population growth:



This diagram shows how increasing parking is liable to make the problem worse, rather than better.

### WHAT WOULD BE THE IMPLICATIONS AND BENEFITS?

The draft Policy's proposed approach does not count increasing supply of parking spaces as the automatic, or only, solution to parking concerns in neighbourhoods. Instead, it seeks to introduce a more systematic, proactive and managed approach, which prioritises parking access on local streets for those who need it most.

Prioritisation puts a value on street space: it recognises this public space for the scarce resource it is and encourages those who are able to consider their travel by alternative modes including public transport, walking or cycling.

At the moment, parking arrangements differ from street to street and can be hard to follow. The draft Policy would put in place a predictable and clear set of criteria for determining on-street parking arrangements, so that community members would know exactly why arrangements on their street were a certain way.

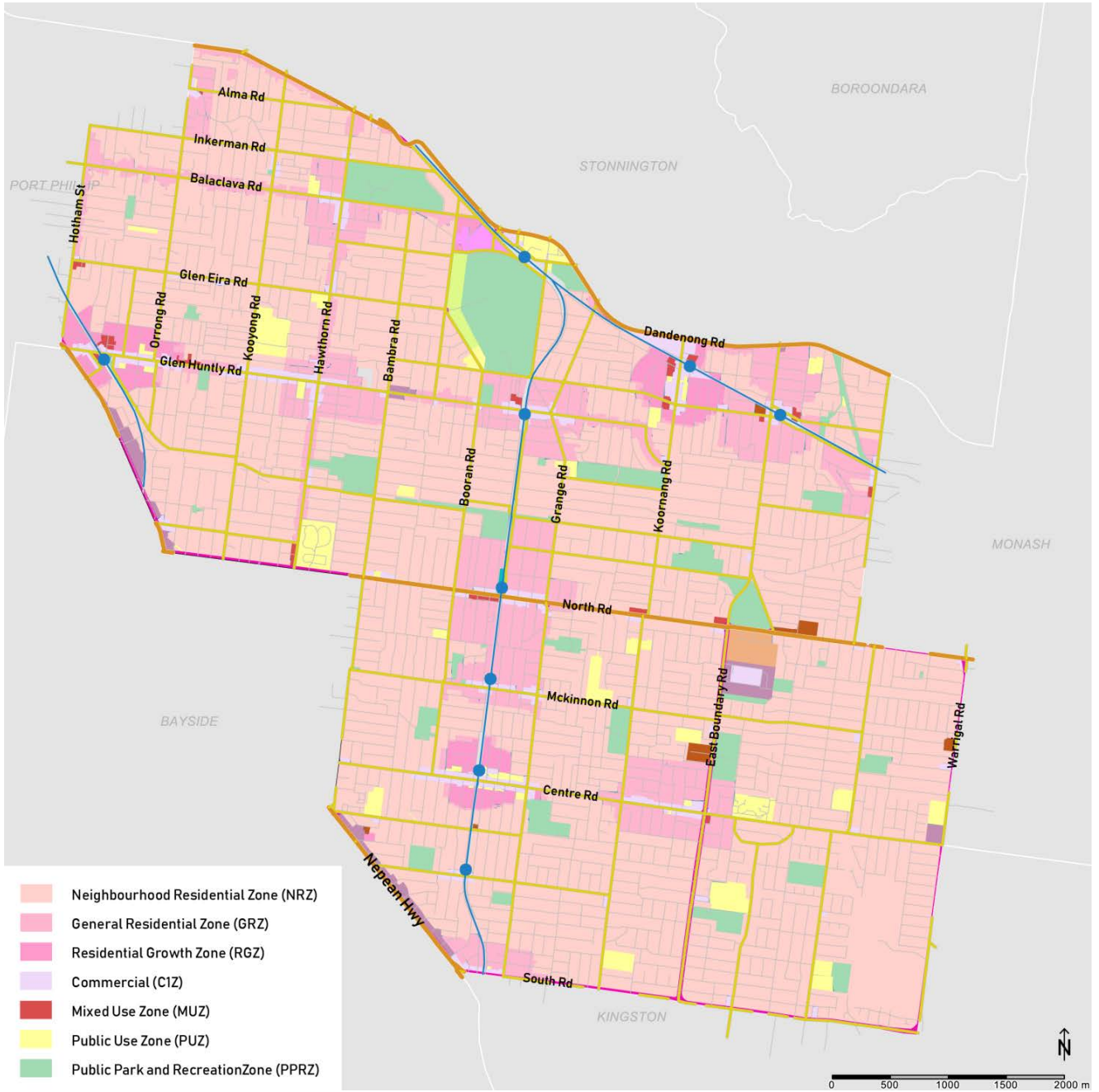
In applying these criteria to a whole area, instead of an individual street, there would be reduced complexity for the community (more consistent parking signs for example), as well as more capacity for Council to act strategically and to manage issues such as parking spillover from landmarks such as hospitals or schools.

The draft Policy's proposed approach for local streets should not be read in isolation. Council is working to meet our transport challenges across a range of fronts, which include making it easier to walk and cycle in Glen Eira, as well as access a parking space in key locations through constructions of off-street facilities.

### QUESTIONS?

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

# Appendix I — Map of planning zones in Glen Eira



Appendix 2 — Map of public transport access precincts in Glen Eira

