# DISCUSSION ON PARKING MANAGEMENT PRINCIPLES

As outlined in the main report the working group has concluded a uniform approach to parking management methods is not required across member Councils. The group considers member Councils need flexibility in the adoption of parking management techniques that best suit local conditions.

The group felt a better approach was to propose a set of principles based on sustainability and the sucessive increase in the proportion of travel demand by sustainable transport modes to activity centres and other trip generators in the IMAP region.

The following principles were prepared following discussions by a sub-group and circulated to the members for comment. It is suggested the Steering Committee should endorse them

**i.    A User Pays approach be adopted to the Provision of Parking**

A key principle for managing parking in an inner city environment is that all visitors to our cities should contribute to the cost of providing and maintaining the parking infrastructure they use.

In addition to the revenue contribution there are other benefits such as vehicle turnover, ease of enforcement and an open and understandable process.

While there are some obvious locations that would benefit from the introduction of paid parking, this does not mean that all streets in the city should have ticket machines or meters.

Council's should consider the introduction of paid parking through the use of area-wide parking studies as well as stand-alone proposals for new paid parking. The area-wide parking study approach allows Council to assess parking restrictions across a large area and propose appropriate restrictions for that entire area.

This means that any proposals for paid parking can be assessed in terms of their impacts on the whole area. For example, if parking in an area is not tightly restricted; any expansion of paid parking will simply encourage vehicles into less restricted or un-restricted areas.

Key factors that need to be assessed when considering the introduction of paid parking are:
- Is demand sufficient to justify the cost of installation of ticket machines?
- Are restrictions in the surrounding areas sufficient to ensure ticket machines will be used?
- Will the introduction of paid parking stimulate greater parking turnover?

The positive effects of a paid paking approach from a parking management persepctive are :

- Allows the price mechanism and time restrictions to support one another. Medium stay parking (i.e. 2 hour parking and above is extremely diificult to effectively enforce with restrictions alone due to the shunting behaviour on motorists seeking longer term parking (shunting is the term given to pepole who park all day by moving their vehicle in order to remain within the restrictions displayed)
- It still allows for a margin of overtime parking or "grace period" – set by the Council based on local policy
- Clearly flags when a time limit has expired which encourages motorists to return to their vehicles at time of expiry
- Provides a greater chance of detection which may act as a deterrent to non-complaint parking behaviour

### ii. Sustainable Transport Framework

Roadsides are highly sought after public space in the inner city. It has traditionally been used for car parking, but competing demands increasingly mean that the use of this space is now shared.

The Sustainable Transport Framework, approved by the Committee in February 2009, provides Councils with five principles for sustainable transport, a hierarchy to help allocate on street parking as well as a frame work to consider transport modes and road users.

In situations where there are competing parking demands for the available space allocation, it is suggested the framework provides suitable guidance on the allocation of the spaces to prioritise sustainability outcomes.

### iii. The Parking generated by an Activity Centre, be contained within the Centre

If activity centres are going to continue to develop and expand, the infiltration of parking demand into the surrounding areas cannot continue. Many residential areas suffer intrusion from nearby activity centre parking, and many centres have been allowed to develop for years utilising available residential frontage kerb side parking nearby.

If centres are going to be sustainable long-term, the group suggests the parking they generate must be contained within the centres and not permitted to expand. A limit on the on-street parking supply available to the centre should be set to encourage development to either provide parking (at an appropriate rate) and utilise a greater proportion of sustainable transport modes for access.

The Advisory Committee report on Cl. 52.06 of the Planning Scheme has recommended that parking across resdential frontages, or in rail car parks, not be considered as part of the public parking supply, when assessing public parking available in development applications. It will be interesting to see if this remains in the final version approved by the Minister.

### iv. The Provision of Parking for new development be provided at below the empirical rate for parking at the Centre

Allied to principle iii above is the notion that if we want to encourage a greater proportion of sustainable travel long-term, we should not be providing parking at the current empirical rate or what the market currently demands. Rather it is suggested, the parking provision for new development should be provided at a rate commensurate with the proportion of sustainable travel we want to estabish. i.e. if we provide parking at current rates we will encourage current travel patterns, which the group agrees are not desirable long-term.

The group suggests the amount of parking rate reduction below empirical rates is matter for each individual Council to consider on a centre by centre basis. A number o local conditions, policies and structure plans in place may affect the dertermination of the actual rates chosen, but the group submits the principle is sound.

One argument against this approach is developers will not provide developments with less parking than they think the market requires. The group would argue this may be true of some at present and perhaps this may mean those sites shouldn't be developed until ownership changes, however there will be developers who see the opportunity and consider more novel approaches.

### v. That parking enforcement practices be consistent and transparent to the motorist

In probably all activity centres in member Councils, parking needs to be rationed by restrictions and/or fees, thus requiring enforcement.

In order for the enforcement to be effective and support the long-term sustainability of the centre, it should be :

- transparent - motorists should know when enforcement is occurring, what it looks like
- deemed fair - appropriate "grace periods" applied to time limits, where appropriate in prohibitive parking areas, motorists be given the opportunity to move if stopped momentarily, equipment faults acknowledged, allowance for unforseen circumstances made etc. (e.g.breakdowns)
- consistent – the same type of restriction should be enforced in the same way in the centre regardless of time of day or officer enforcing etc.

The group submits there is a necessity for community acceptance of the above for enforcement to most effective in contributing to managing activity centre parking supply.

**vi.  The proprtion of longer term or employee parking be successively reduced in favour of customer or service parking**

Maintaining the commercial competitiveness of Activity Centres a key objective of member Councils  and prioritising the use of kerbside space allocated for aprking in shopping strips for use by "customers" will help achieve this aim.

Parking restrictions should be designed to make these on-street spaces unattractive or unavailable for long-term parking. The use of time restrictions and/or pay parking combined with an active enforcement regime should ensure vehicle turnover and help to maintain the viability of the centre.

Where there is a shortage of parking to match demand, Councils should focus on reducing the proportion of employee parking rather than customer parking.

Council should actively promote sustainable transport modes to encourage local employees to walk, cycle or catch public transport as it is more likely to obtain mode shift to sustainable transport modes among employee travel.