

Inner Melbourne Action Plan

Progress Report

Action 3.3 - Regional Approach to Parking Management

Purpose

1. To update the IMAP Implementation Committee on progress of Action 3.3 Regional Approach to Parking Management.
2. To seek direction from the IMAP Implementation Committee to progress to Stage 2 of Action 3.3.

Background

3. The demand for travel in the Inner Melbourne Region will continue to grow as the wider metropolitan area grows and new development occurs across the region. Increased congestion will increase costs for Inner Melbourne businesses and residents and compromise the region's capital city, business, entertainment and cultural functions. Addressing the impacts of traffic congestion requires managing road space and traffic flows. A critical part of this objective is determining how car parking should be managed. This will mean investigating mechanisms designed to reduce car use at congested times.

IMAP Action 3.3 seeks a regional approach to parking management and aims to deliver a common and consistent approach to parking management across the Inner Melbourne Region based on the economic, environmental, streetscape, travel patterns and traffic impacts of different on and off-street car parking arrangements, aimed at:

- Encouraging alternatives to car travel and implementing appropriate car parking strategies.
 - Limiting car spaces in major new and re-use development.
 - Restricting the eligibility of new dwellings to on-street parking permits in areas of high demand
 - Charging for parking in high use areas
4. An audit undertaken by the working group identified policies managing on-street parking permits were already in place across the IMAP councils. It was agreed that no further work in this area was required.
 5. Given the broad scope of the brief, the working group determined to limit itself to three essential areas of activity, these being:
 - Parking measures to mitigate car travel
 - hierarchy of parking type to mitigate demand
 - integrated travel plans for new developments
 - car sharing
 - Provision of parking in new developments
 - parking rates and design standards for car parking
 - bicycle parking provisions
 - Management of existing parking supply
 - a common approach to pay parking
 - the use of residential parking zones,
 - the mix of long stay and short stay parking in activity centres
 - a hierarchy of parking to be catered for in both commercial and residential areas

Current Progress

6. The working group has collaborated to identify gaps and differences in approach between each Council, identify a set of agreed principles and plan to develop a resource document and an action plan for long term implementation of strategies for regional parking management.

7. **Parking measures to mitigate car travel**

Hierarchy of parking to mitigate parking demand

A draft IMAP sustainable transport framework has been prepared and is included in *Attachment A*. The transport framework outlines the priority order in which Councils should give consideration to transport modes applying the principles of sustainability, and then indicates an order of priority for the roadside use of kerb space.

Integrated Travel Plans

A sub group has been formed to review the approach to integrated travel plans. All IMAP councils are currently receiving development applications for sites where parking is sought to be reduced on the basis of an integrated travel plan (also known as green travel plans) being submitted, which indicates how the developer / development will encourage a greater proportion of travel to the site by sustainable transport modes.

Typically the integrated travel plan submitted is drafted by the traffic consultant for the applicant and primarily based on reducing the parking supply required. Members on the working group expressed concern that there is limited advice available on what the content of such integrated travel plans should be, what level of parking demand reduction could occur, what uses, types and scale of development integrated travel plans should be applied to (*Attachment B*).

The working group proposes the development and provision of useful tools beneficial to the assessment of planning applications. An externally focused Template would be developed to guide external traffic consultants and developers for Integrated Travel Plans submitted as part of a Planning application. A second complimentary Template would be developed to be used by internal statutory planners to guide decision making in the assessment of planning applications and Travel Plans. This work would require collaboration with statutory, strategic and transport planning representatives of the IMAP councils and positively influence the value and consistency of information being submitted and decisions made.

Car Sharing

Car sharing is a recent transport option in which residents and businesses are able to gain membership to a car sharing organisation and can then book the use of a shared car as they need. Car share offers the advantage of occasional car use without the costs and responsibilities of car ownership. It is more flexible and convenient than hire car systems. Expected benefits from car sharing for the individual are a significant reduction in transport cost, reduced environmental footprint, induced participation in active and public transport and for the parking authority, a reduced residential parking need as each car share vehicle is known to take a significant number of cars off the road. Further wider transport benefits are reduced car trips due to the need to "think before driving".

The City of Melbourne has been supporting car share schemes since 2005, and has strong policy support identified in moving people and freight (transport strategy 2006-2020). Both the Cities of Port Phillip and Yarra, do support car sharing. Stonnington has previously rejected a car sharing proposal, however the matter may be considered in the future.

The working group considered car sharing an important tool to assist in the mitigation of parking demand in inner suburban areas and as such is an area of activity for IMAP to seek consistency. The State Government is currently preparing guidelines for the introduction of car sharing schemes, and the City of Melbourne has prepared a draft guideline in relation to car sharing (*Attachment C*).

8. **Provision of parking in new developments**

The working group agrees there is merit for both Councils and the development community to have a common approach across the IMAP region to:

- Parking rates for both vehicles and bicycles
- Assessment of capacity required; and,
- Standards defining the provision of such spaces.

Note: It would be premature to progress this common approach until the State Government review of Clause 52.06 has been released (expected early 2009). This release has the potential to provide direction to IMAP councils to develop a common approach.

9. **Management of existing parking supply**

The working group has reviewed current Council approaches to pay parking and parking management principles. *Attachment D* outlines draft issues and aims in relation to methods to control parking. It is considered that this information now requires a broader approach by the working group incorporating the expertise of strategic and transport planners and potential external partners. An invitation will be extended to the relevant people to explore the way forward.

Conclusion

10. The working group has experienced many challenges progressing Action 3.3. It is recommended that Stage 2 of Action 3.3 now commences to include the following:

Parking measures to mitigate car travel

- Endorse the **IMAP sustainable transport framework** to guide future decision making across the inner Melbourne region.
- Develop useful Tools to assess planning applications including **integrated travel plans** in collaboration with statutory, strategic and transport planning representatives of the IMAP councils.
- Endorse the City of Melbourne's draft guideline in relation to **car sharing** and develop an IMAP regional guide to car sharing.

Provision of parking in new developments

- Upon the release of the State Government review of Clause 52.06, develop a common approach to the **provision of parking in new developments**. The outcome would be a resource document and long term action plan in consultation with external stakeholders e.g. development industry, public transport partners.

Management of existing parking supply

- The working group to engage representatives from the areas of strategic and transport planning to further understand the issues and aims identified in Attachment D in respect to **management of existing parking supply**.
11. The following outcomes will be presented to the IMAP Implementation Committee in August 2009:
- Conceptual Tools to assist the assessment of planning applications and integrated Travel Plans for parking in new developments
 - Draft IMAP regional car sharing guidelines
 - An increased understanding of how partnering councils manage existing parking – learning, sharing and 'where appropriate', adoption of a consistent approach.
 - Draft Resource Document and Action Plan to guide the provision of parking in new developments (dependent upon outcome of 52:06) will be presented in November 2009.

Recommendations

12. That the IMAP Implementation Committee resolves to:
- (a) **Note** the progress of Action 3.3 Regional Approach to Parking Management.
 - (b) **Endorse** the IMAP Sustainable Transport Framework for use by member Councils in determining the allocation of road-side kerb space, where Council has the relevant highway authority power.
 - (c) **Agree** to a joint approach for the development of tools to influence the consistency and value of Integrated Travel Plans submitted as part of Planning Applications
 - (d) **Endorse** car sharing as a valid parking mitigation initiative and **encourage** member councils to develop an IMAP regional car sharing guideline (consistent with the CoM draft guideline and any subsequent State Government guidelines released).
 - (d) **Approve** the development of a Resource Document and Action Plan based on the outcome of the State Government's Review of CL52.06.