

Agenda



Monday, 9 April 2018

Ordinary Meeting of Council

Council Chambers, Ivanhoe Service Centre
275 Upper Heidelberg Road, Ivanhoe

- **Council Meeting commencing at 7.00pm**
- **Public Question Time commencing at the conclusion of the Council Meeting**

5.1 *ADDITIONAL PAID PARKING LOCATIONS*

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EXECUTIVE SUMMARY

Council acknowledges car parking as a valued and finite commodity, and calls for the use of different tools to manage its demand and supply, including paid parking systems.

An investigation into the introduction of additional paid parking systems across Banyule has been undertaken. The analysis focused on areas of high parking demand with a review of locations where all-day parking is currently available.

The introduction of paid parking systems to cover approximately 290 car parking spaces in Montmorency, Macleod, Ivanhoe, Rosanna, and Greensborough is recommended. The introduction of a trial for a “pay-by-phone” system is also considered appropriate in order to reveal if there are any challenges that need to be addressed prior to a larger roll-out of the technology throughout the municipality.

The notification and consultation process for the installation of paid parking in new locations is expected to be undertaken through a period of two months. The process will vary in accordance to the expected scale of the impact in each suburb.

The estimated total cost to install the proposed paid parking systems is \$220,000.

RECOMMENDATION

That Council:

1. Prior to the installation of paid parking systems in Montmorency, organises a meeting with traders and affected residents to discuss the installation of paid parking systems in Binns Street, between Wellington Street and Mountain View Road.
2. Prior to the installation and extension of paid parking systems in Macleod, organises a meeting with traders and affected residents to discuss the installation of paid parking systems in:
 - a. Somers Avenue (east side), between Melrose Avenue and May Street.
 - b. McNamara Street, in front of non-residential properties, between Cherry Street and Dunstan Street.
 - c. Aberdeen Road (west side), between Erskine Road and Carwarp Street.
 - d. Erskine Road (south side), between Birdwood Avenue and Aberdeen Road.
 - e. Birdwood Avenue, between May Street and Erskine Road.
3. Prior to the installation and extension of paid parking systems in Montmorency and Macleod, receives a report outlining the feedback from traders and residents.

ADDITIONAL PAID PARKING LOCATIONS cont'd

4. Installs a paid parking system to operate during weekdays and business hours (consistent with existing hours of operation of parking restrictions in the area) on the north side of **Binns Street, Montmorency**, between Wellington Street and Mountain View Road. Initial parking fees to be \$1 per hour, up to \$3 per day, to be managed in accordance to Council's Rates and Charges.
5. Extends the existing paid parking system on the east side of **Somers Avenue, Macleod**, between Melrose Avenue and May Street to operate consistently with existing times of operation and fees of other parking restrictions in the area.
6. Installs a paid parking system to operate during weekdays and business hours (consistent with existing hours of operation of parking restrictions in the area) on **McNamara Street, Macleod**, in front of non-residential properties, between Cherry Street and Dunstan Street. Initial parking fees to be \$1 per hour, up to \$3 per day, to be managed in accordance to Council's Rates and Charges.
7. Installs a paid parking system to operate during weekdays and business hours (consistent with existing hours of operation of parking restrictions in the area) on the west side of **Aberdeen Road, Macleod**, between Erskine Road and Carwarp Street. Initial parking fees to be \$1 per hour, up to \$3 per day, to be managed in accordance to Council's Rates and Charges.
8. Installs a paid parking system to operate during weekdays and business hours (consistent with existing hours of operation of parking restrictions in the area) on the south side of **Erskine Road, Macleod**, between Birdwood Avenue and Aberdeen Road. Initial parking fees to be \$1 per hour, up to \$3 per day, to be managed in accordance to Council's Rates and Charges.
9. Installs a paid parking system to operate during weekdays and business hours (consistent with existing hours of operation of parking restrictions in the area) on **Birdwood Avenue, Macleod**, between May Street and Erskine Road. Initial parking fees to be \$1 per hour, up to \$3 per day, to be managed in accordance to Council's Rates and Charges.
10. Installs a paid parking system to operate consistently with existing times of operation and fees of other parking restrictions in the area on the north side of **Norman Street, Ivanhoe**, between Waterdale Road and Seddon Street.
11. Installs a paid parking system to operate consistently with existing times of operation and fees of other parking restrictions in the area on the west side of **Waterdale Road, Ivanhoe**, in the indented parking bays south of the railway line and north of Clarence Street.
12. Installs a paid parking system to operate during business hours on weekdays (consistent with existing hours of operation of parking restrictions in the area) on the east side of **Ellesmere Parade, Rosanna**, between Invermay Grove and Lower Plenty Road. Initial parking fees to be \$1 per hour, up to \$3 per day, to be managed in accordance to Council's Rates and Charges.

ADDITIONAL PAID PARKING LOCATIONS cont'd

13. Installs a paid parking system to operate during business hours on weekdays (consistent with existing hours of operation of parking restrictions in the area) on the east side of **Beetham Parade, Rosanna**, between Hillside Road and Prospect Road. Initial parking fees to be \$1 per hour, up to \$5 per day, to be managed in accordance to Council's Rates and Charges.
14. Installs a paid parking system to operate during business hours on weekdays (consistent with existing hours of operation of parking restrictions in the area) on **De Winton Park, Rosanna**. Initial parking fees to be \$1 per hour, up to \$2 per day, to be managed in accordance to Council's Rates and Charges.
15. Installs a paid parking system to operate during business hours on weekdays (consistent with existing hours of operation of parking restrictions in the area) on the west side of **Diamond Creek Road, Greensborough**, between Plenty River Drive and St Helena Road. Initial parking fees to be \$1 per hour, up to \$3 per day, to be managed in accordance to Council's Rates and Charges.
16. Installs a paid parking system to operate during business hours on weekdays (consistent with existing hours of operation of parking restrictions in the area) on the east side of **Main Street, Greensborough**, between St Helena Road and Joyce Avenue. Initial parking fees to be \$1 per hour, up to \$3 per day, to be managed in accordance to Council's Rates and Charges.
17. Initiates a trial for a pay by phone system on **Poulter Avenue, Greensborough**.
18. Prior to the installation of paid parking systems in Ivanhoe, Rosanna, and Greensborough (as per Items 10 to 16), informs the traders associations in these areas of this resolution.
19. Authorises the use of available funds in the Parking Management Reserves for the installation of paid parking systems in the locations approved.

COUNCIL PLAN

This report is in line with Banyule's Council Plan key direction to "Support sustainable transport".

LEGAL CONSIDERATION

There are no direct legal implications arising from the recommendation contained in this report.

ADDITIONAL PAID PARKING LOCATIONS cont'd

HUMAN RIGHTS CHARTER

In developing this report to Council, the subject matter has been considered in accordance with the requirements of the Victorian Charter of Human Rights and Responsibilities.

It is considered that the subject matter does not raise any human rights issues.

BACKGROUND

Management of parking around activity centres is governed by the Banyule Activity Centre Car Parking Policy and Strategy, which was adopted by Council in November 2010. The strategy acknowledges car parking as a valued and finite commodity, and seeks a strategic approach to car parking supply and management to recognise the competing needs of different users.

Furthermore, the Banyule Integrated Transport Plan (BITP) is a long term strategic plan that aims to give long-term direction in transport and land use decisions in the municipality. It proposes parking to be approached as a limited resource and calls for the use of different tools to manage parking demand and supply, including paid parking systems.

An investigation into the introduction of additional paid parking systems across Banyule has been undertaken. The parking conditions in areas with a high demand for parking in Greensborough, Heidelberg, Ivanhoe, Macleod, Montmorency, Rosanna and Watsonia were reviewed.

Car parking inventory and occupancy surveys were conducted on a Thursday and a Saturday for 12 hours. The collected information was analysed to determine areas of high parking demand with a focus on locations where all-day parking is currently available.

This report is the result of the analysis of these figures and suggests the extension of Banyule's paid parking system in locations with existing all-day parking and in front of non-residential properties in Montmorency, Macleod, Ivanhoe, Rosanna, and Greensborough.

ADDITIONAL PAID PARKING LOCATIONS cont'd**PROPOSED LOCATIONS**

Table 1 contains the locations in which approximately 290 car parking spaces are proposed to be converted to pay parking spaces during weekdays throughout Banyule.

Table 1. Proposed locations for new paid parking systems in Banyule

SUBURB	LOCATION	APPROXIMATE NUMBER OF SPACES
Montmorency	Binns Street north side between Wellington Street and Mountain View Road	15
Macleod	Somers Avenue east side from existing paid parking location to Melrose Avenue	33
	McNamara Street between Cherry Street and Dunstan Street in front of non-residential properties	24
	Aberdeen Road west side between Erskine Road and Carwarp Street	21
	Erskine Road south side between Birdwood Avenue and Aberdeen Road	6
	Birdwood Avenue between May Street and Erskine Road	21
Ivanhoe	Norman Street north side between Waterdale Road and Seddon Street	8
	Waterdale Road indented parking bays on the west side south of the railway line and north of Clarence Street	5
Rosanna	Ellesmere Parade east side between Invermay Grove and Lower Plenty Road	33
	Beetham Parade east side between Hillside Road and Prospect Road	23
	De Winton Park	70
Greensborough	Diamond Creek Road west side between St Helena Road and Plenty River Drive	14
	Main Street east side between St Helena Road and Joyce Avenue	16

Attachment 1 contains the plans for each one of the suburbs specifying the locations in Table 1.

ADDITIONAL PAID PARKING LOCATIONS cont'd

Other locations were identified as appropriate for the introduction of paid parking systems. Nonetheless, there are some environmental constraints, such as the width of footpaths, or presence of trees, that impede the installation of ticket machines.

In order to further pursue the installation of paid parking systems in more infrastructure-constrained areas, it is proposed that a trial for a “pay-by-phone” system takes place. The trial is likely to reveal if there are any challenges that need to be addressed prior to a larger roll-out of the technology throughout the municipality. A “pay-by-phone” system utilising a mobile app is also becoming a widely accepted method to pay parking fees in other municipalities and community feedback to date suggests that it is an appropriate paid parking system.

Poulter Avenue, in Greensborough, which currently operates partly with a traditional paid parking system based on the use of ticket machines, is considered to be an appropriate location for such a trial.

PROPOSED NOTIFICATION AND CONSULTATION PROCESS

In Major Activity Centres and locations where the expansion or introduction of paid parking systems is likely to have a low impact on local businesses, it is planned to notify nearby residents and traders directly affected about the project.

In other areas, such as Montmorency and Macleod, where the community has not experienced the impacts of paid parking in the local area, it is recommended that directly affected residents and businesses are notified of the proposal and are given the opportunity to promote feedback prior to the installation of paid parking.

The notification and consultation process for the installation of new paid parking locations in Banyule is expected to be undertaken through a period of two months. Once this process is finalised and prior to the installation of more paid parking, it is considered appropriate that Council be informed on the feedback from the community.

FUNDING IMPLICATIONS

The estimated total cost to install paid parking systems at the proposed locations is \$220,000. The Car Parking reserves will cover for the costs of installing paid parking systems at these locations, and it is estimated that the new paid parking systems will generate sufficient revenue to cover the cost of installation within a 24-month period.

OFFICER DECLARATION OF CONFLICT OF INTEREST

Section 80C of the *Local Government Act 1989* (Act) requires members of Council staff, and persons engaged under contract to provide advice to Council, to disclose any direct or indirect interest in a matter to which the advice relates.

Council officers involved in the preparation of this report have no conflict of interest in this matter.

CONCLUSION

Council through its Activity Centre Car Parking Policy and Strategy and Integrated Transport Plan, has determined that car parking in Banyule is to be managed as a limited resource and called for the use of different tools to manage parking demand and supply, including paid parking systems.

ADDITIONAL PAID PARKING LOCATIONS cont'd

An investigation into the introduction of additional paid parking systems across Banyule has been undertaken. Car parking inventory and occupancy surveys were conducted and the collected information was analysed to determine areas of high parking demand with a focus on locations where all-day parking in front of non-residential properties is currently available.

A number of location for the possible introduction of paid parking systems have been identified in Montmorency, Macleod, Ivanhoe, Rosanna, and Greensborough.

In locations where the expansion or introduction of paid parking systems is likely to have a low impact on the local community, a notification process on the installation or expansion of paid parking systems is considered appropriate. In areas where the local community has not experienced the impacts of paid parking (Montmorency and Macleod), it is recommended that residents and businesses are notified of the proposal to enable feedback to be provided.

Other locations were identified as appropriate for the introduction of paid parking systems, with some environmental and infrastructure constraints prohibiting the installation of ticket machines. To pursue the installation of paid parking systems in infrastructure-constrained areas, it is proposed that a trial for a “pay-by-phone” system takes place.

ATTACHMENTS

No.	Title	Page
1	Proposed additional paid parking locations	