

# GREATER DANDENONG

## *Municipal Parking*

### STRATEGY

2017-27



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## Mayor's Foreword

Parking is important to residents, businesses and visitors to Greater Dandenong so Council has created this Municipal Parking Strategy to ensure needs of the whole community are considered.

Many people require parking to get to work, access shops and services, or even to go home, however parking is a finite resource that is limited by available space and the high cost of constructing new parking. This means parking spaces need to be shared between competing demands.

Council's role in managing parking is extensive and includes the management and enforcement of restrictions on local roads, the provision of some parking facilities and administration of the Greater Dandenong Planning Scheme.

This Municipal Parking Strategy does not aim to solve every parking issue within the municipality; however it does aim to ensure that the management of parking gives appropriate consideration to the needs of the community.

This Strategy sets out a series of objectives which aim to address parking concerns, by providing guidance to Council officers addressing parking matters and ensure a consistent, community-focussed approach. These objectives have been developed using feedback from residents, employees, businesses, service providers and visitors to the City of Greater Dandenong.

A number of actions are proposed to improve the way that parking is managed in the future, but one of the key actions is the development of Parking Precinct Plans for our major activity centres. These plans will help Council monitor these areas and will provide information to drivers about when the activity centres are busiest so visitors can plan trips accordingly. The Plans will also detail what motorists can expect to see in terms of parking management measures and where and when new parking may be provided.



A handwritten signature in black ink, appearing to read 'Jim Memeti'.

*Mayor Cr Jim Memeti.*

# Parking in Greater Dandenong

## The Role of Parking

Parking concerns everyone. Whether travelling to work, for business, to school, for shopping or to sports grounds, a vehicle journey will usually end in it occupying some kind of temporary or 'permanent' parking space. This could be a dedicated space at a business, a temporary space at a supermarket, a drop off space outside a school or a bicycle parking space at a railway station.

Council plays a significant role in managing current and future parking demands. Through parking management, supply/provision of parking spaces and planning decisions, Council directly affects parking within the city. This in turn has social, economic and environmental impacts on residents, businesses and visitors to the City.

The role of parking in our society is relatively complex, and presents both opportunities and challenges. Parking is important for access to homes, jobs, education and healthcare, and is often used to access other modes of travel such as public transport. The ability to access these locations plays a significant role in improving the quality of life for the community.

However, there is often a high cost associated with providing parking including:

- Land and space requirement
- Construction cost
- Enforcement cost
- Maintenance cost
- Increased congestion and car use

The provision and management of parking is a balancing act between reducing the economic and environmental costs associated with parking and reducing compromise in terms of accessibility and liveability through lack of parking.

For example, locating car parking further from a desired destination can significantly reduce the cost of land required, but results in a compromise in terms of travel times for those accessing the destination, discouraging retail and community activity.

## Council's role in managing Parking

A demand for parking is created every time anybody uses a vehicle, such as a car, truck, motorcycle, bicycle or wheelchair. This demand is often accommodated through private parking supply such as a garage at home, or a parking space at work. In other instances the demand is met by utilising parking spaces within the public realm.

Greater Dandenong Council has a number of roles relevant to parking, which includes catering for this demand, and influencing it. These roles are:

### Manage local roads

Council manages on street parking on most roads within the municipality. This includes the installation of parking signage such as No Stopping, time restrictions and ticket parking, the maintenance of streets and some parking areas, and the ability to alter the design of roads in accordance with Australian Standards.

Council is required to consider public road safety as a priority when making any changes to local roads.

### Enforce laws

Council enforces parking restrictions across the municipality. The enforcement of parking restrictions is undertaken in accordance with the Victorian Road Rules.

Parking enforcement can also be undertaken by Victoria Police, the Department of Justice and Regulation and VicRoads, though unless illegal parking is safety related, generally this is only undertaken by Council officers.

Useful information about parking fees, laws and restrictions can be found on the Greater Dandenong Council website. Councils Customer Service can also assist with enquiries about parking fees, laws and regulations and can be contactable via phone, post or visit.

### **Provide and manage some parking facilities**

Council owns and manages a number of off street car parking areas, including multi-storey car parks in Dandenong and Springvale and shopping strip car parks such as Brady Road and Garnsworthy Street.

Council also owns and manages a number of facilities such as parks and reserves, libraries and community buildings, including the parking on these sites.

Council officers also enforce parking in a number of private car parks through arrangements with the car park owners.

### **Administer the Statutory Planning process**

When new development occurs in Greater Dandenong the amount of parking required is detailed within the Greater Dandenong Planning Scheme. Council enforces this through the Planning Permit process. The parking requirements in the Planning Scheme are generally consistent across the whole of Victoria in accordance with the Victorian Planning Provisions. The Victorian Planning Provisions (VPP) is a state-wide provision embedded in all Planning Schemes across the State reference document or template from which planning schemes are sourced and constructed.

Council is only able to alter the Greater Dandenong Planning Scheme when it is approved by the State Government.

## **Where does the Greater Dandenong Municipal Parking Strategy fit in?**

This Parking Strategy outlines Council's commitment to manage and provide car parking to best suit the needs of the community.

The Strategy provides area based objectives in relation to parking. These have been developed following a review of issues and concerns raised by the community, a review of local and regional context and a review of Australian and global best practice.

The Strategy also includes an action plan for the next three years. This includes number of actions, aimed at guiding Council decisions relating to parking so that they align with the objectives of this Strategy.



## Context

An integrated approach to developing policies and strategies at a local level is vital. While developing this Strategy, consideration has therefore been given to existing and planned policy documents. The key policy context is outlined below.

While the State Government provides some guidance in relation to transport and parking, the management of parking is primarily the responsibility of Local Government. The authority to manage parking is delegated to Council through the Local Government Act 1989. The methods used by Council to manage parking must also comply with Australian Standards and the Road Rules.

One exception to this is the parking requirement for new developments, which is governed by the Greater Dandenong Planning Scheme. The scheme is administered by Council; however any alterations to the Scheme must be approved by the State Government.

## Local Policy Context

### Council Plan 2017-2020

The strategic direction of Greater Dandenong Council stems from the Council Plan. The Council Plan outlines the broad priorities of Council, and all Council strategies and policies stem from the Plan.

The Council Plan 2017-2020 outlines the vision of Council as:

*“Greater Dandenong is a safe and vibrant City of opportunity for all – to visit, work, live and play.”*

The Council Plan sets clear objectives for the City which are grouped into three key areas:

#### People:

- A vibrant, connected and safe community
- A city that respects and embraces its diversity

#### Place:

- A healthy, liveable and sustainable city
- A city planned for the future

#### Opportunity:

- A diverse and growing economy
- An open and effective Council

### Greater Dandenong Sustainability Strategy

Council’s Sustainability Strategy sets a target that *“The City of Greater Dandenong is one of the most sustainable cities in Australia by 2030.”*

The Sustainability Strategy sets clear goals for a Liveable and Connected City.

From a Transport and Movement perspective, this vision will mean *“a Well Connected City that is easy, safe and affordable to walk and cycle around, is well connected to public transport and has a clear hierarchy for the effective movement of vehicles.”*

The Sustainability Strategy provides direction for Council in terms of considering and measuring environmental sustainability and liveability. This concept involves analysing factors which contribute to quality of life for the Greater Dandenong community.

## Greater Dandenong Integrated Transport Plan

This Integrated Transport Plan sets out a broad direction for Council's transport planning over the next four years.

The Plan focuses on effective collaboration with the State to deliver positive transport outcomes for Greater Dandenong. The Plan recognises that both provision of new infrastructure and better use of existing infrastructure are key to achieving these outcomes.

Challenging economic times, and steady population growth, our community's unique diversity and new technology are some of the main factors shaping the four transport Goals of the Plan.

## Other Policies and Strategies

A number of other Council strategies and policies have been considered during the development of the Greater Dandenong Parking Strategy, including:

- Greater Dandenong Walking Strategy
- Greater Dandenong Cycling Strategy
- Greater Dandenong Housing Strategy
- Greater Dandenong Community Safety Plan
- Greater Dandenong Road Safety Strategy
- Greater Dandenong Economic Development Strategy
- Greater Dandenong Tourism Strategy
- Greater Dandenong Ageing is About Living Strategy
- Greater Dandenong Community Wellbeing Plan

## State Context

### The Greater Dandenong Planning Scheme

The Greater Dandenong Planning Scheme is a state approved framework within which decisions about the use and development of land can be made.

Whilst administration of the Greater Dandenong Planning Scheme is undertaken by Council, the section of the scheme relating specifically to parking is applied across the state.

The Planning Scheme identifies its purpose with respect to parking. It is:

- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

## Plan Melbourne

Plan Melbourne outlines the State's vision for Melbourne's growth to the year 2050. It seeks to define what kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be put in place to underpin the city's growth.



While Plan Melbourne does not give extensive consideration to parking, the vision outlined for Melbourne has a number of clear directions affecting parking including:

- Increases in walking and cycling as alternatives to car use
- Increases in public transport provision and use
- Increases in housing density across the state

## Victoria Walks

Victoria Walks are a charity primarily focused on promoting walking. Generally considered experts in their field, Victoria Walks are represented on numerous government advisory committees relating to walking, transport and planning. Victoria Walks also periodically publish position papers and advice regarding such topics.

Victoria Walks presents an alternative view of car parking, which outlines that the provision of car parking plays a significant role in contributing to low levels of walking and physical activity. Victoria Walks advocates for reductions in the amount of car parking provided within activity centres.

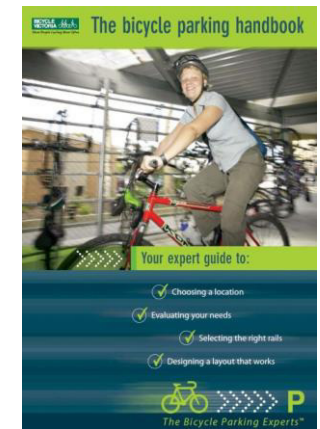
## The Bicycle Parking Handbook

Bicycle Network are a charity primarily focussed on promoting cycling. Bicycle Network provide expert advice to all levels of government and are referenced in various state policies.

The Bicycle Parking Handbook is provided by Bicycle Network and provides expert advice on a number of aspects of bicycle parking including:

- The location of bicycle parking
- The quantity of bicycle parking
- The design of bicycle parking
- What bicycle parking products are available

The Bicycle Parking Handbook is being reviewed in 2017.



## Global Context

Many of the parking issues facing Greater Dandenong are experienced across not only Australia, but the globe, in particular America, South Africa and Asia.

One of the most referenced pieces of research in parking across the world is "The High Cost of Free Parking", by Donald Shoup. This focuses on looking at both the positives and negatives of providing different types of parking. The application of the principles promoted by this book have been tested in Australia by a number of local authorities and these principles form part of the parking management strategies of a number of Victorian local authorities.



## Anticipated issues in Greater Dandenong

There are a number current and forecast issues facing Greater Dandenong which impact parking. The following factors and issues have been considered in the development of this Strategy.

	Issue	How does this affect Parking?
Age	<ul style="list-style-type: none"> <li>In 2012 approximately 13% of Victorians were over the age of 65. Australian Bureau of Statistics predicts people aged over 65 will make up 23% of Victorias population by 2061</li> </ul>	<ul style="list-style-type: none"> <li>The demand for DDA compliant car parking and acceptable walking distances between destinations and parking areas is likely to increase</li> </ul>
Housing Density	<ul style="list-style-type: none"> <li>Key features in State Policy are an urban growth boundary and an increase in population. To accommodate both, a significant increase in housing density in established areas of Melbourne is occurring and anticipated to continue. Resident perceptions are that this increase in population density is often not accompanied by supporting infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Existing infrastructure does not have the capacity to play the same role as housing density increases</li> <li>A higher demand is placed on on-street parking in higher density residential areas</li> <li>Parking management may increase in complexity</li> <li>Additional parking management and enforcement may be required</li> </ul>
Population Growth	<ul style="list-style-type: none"> <li>Planned population growth in CGD and the surrounding region. CGD will grow from 156,000 in 2015 to 190,600 by 2031, a 25% increase. City of Casey will grow from 292,000 in 2015 to 434,000 by 2031, a 49% increase</li> <li>Many areas where population growth is anticipated are currently poorly served by public transport</li> </ul>	<ul style="list-style-type: none"> <li>An increased demand for employment and services within Greater Dandenong accessed via car will lead to an increased demand for parking</li> </ul>
Safety	<ul style="list-style-type: none"> <li>A significant increase in workplace injuries involving being struck by moving objects and commercial vehicles has been observed in Greater Dandenong (source: Worksafe Victoria)</li> </ul>	<ul style="list-style-type: none"> <li>Parking design and management measures within new development to reduce conflict between commercial vehicles and pedestrians is an effective method of reducing these casualty accidents</li> </ul>

	<b>Issue</b>	<b>How does this affect Parking?</b>
<b>Education</b>	<ul style="list-style-type: none"> <li>Education facilities including schools are generally showing a trend of consolidation into sites which cater for a greater number of pupils.</li> </ul>	<ul style="list-style-type: none"> <li>Provision for school pick up and drop off usually occurs on-street as facilities are rarely provided on-site. Increases to the numbers of parents driving to schools due to greater distances and number of pupils may require additional parking management including enforcement to maintain current levels of safety during pick up and drop off.</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>Electric car ownership is increasing rapidly and significant growth is anticipated.</li> <li>Publicly accessible car share companies operate at many locations within metropolitan Melbourne. These vary between self supporting car share schemes and car share options partly funded through workplaces and high density residential buildings. Increases in demand for car share options are anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Demand for publicly available electric vehicle charging and car share options is anticipated</li> </ul>
<b>Environmental Sustainability</b>	<ul style="list-style-type: none"> <li>An increasing number of developments are required to provide a Sustainable Design Assessment as part of the planning permit process</li> </ul>	<ul style="list-style-type: none"> <li>The opportunity to influence travel demand, including the need for parking management as part of development sustainability practices (such as Green Travel Plans) may increase</li> </ul>
<b>Technology</b>	<ul style="list-style-type: none"> <li>A variety of methods to pay for parking are now available at many parking ticket machines</li> <li>Parking machines can vary ticket costs by time / day</li> <li>A number of other technologies are becoming more affordable, such as mobile/online wayfinding, and integrated ticketing (a parking ticket being included within the cost of attending and an event or using a service)</li> </ul>	<ul style="list-style-type: none"> <li>Enforcement and management of parking may become more efficient over time</li> <li>Additional opportunities to influence travel demand may become affordable, for example through the ability to provide cheaper parking for those who do not have the option to take public transport</li> </ul>

## Car parking supply and management in Greater Dandenong

The car parking supply within Greater Dandenong is made up of private and public parking. Private car parking includes garages at homes and car parks at workplaces. Public car parking includes on-street parking, some off-street car parks (including multi-storey car parks) and car parks at shopping centres. A significant amount of public car parking is managed by the City of Greater Dandenong. Some public car parking such as in shopping centres is managed by others. Where the public use parking at shopping centres, users are required to comply with any conditions of entry imposed by the centre.

On-street parking and parking in Council owned off-street car parks is managed to best meet the needs of the community. Council uses a number of methods to manage this car parking:

- Parking restrictions (such as time limits and/or fees)
- Parking enforcement
- Parking maps and way finding signage
- Real time parking information

Many parking issues within Greater Dandenong are addressed by Councils Parking Review Committee. The Parking Review Committee is made up of parking enforcement officers, traffic engineers and staff members responsible for the maintenance of local roads and signage. This committee reviews requests for alterations to parking restrictions within the municipality, consults with the relevant community stakeholders and then determines whether changes are likely to benefit the community.

Decisions about complex parking issues such as Planning Permit applications where significantly reduced parking provision is proposed for individual developments or the introduction of parking fees are generally made at a Council Meeting.

### Who provides new car parking?

Most new car parking is provided by developers as part of new developments. The amount of car parking provided as part of new developments is prescribed by the Greater Dandenong Planning Scheme.

The application of the Greater Dandenong Planning Scheme is undertaken by Council through the Planning Permit process. If developers, residents or other stakeholders disagree with a decision made by Council, they are entitled to challenge the decision at the Victorian Civil and Administrative Tribunal (VCAT).

Council is only able to alter the Greater Dandenong Planning Scheme when it is approved by the State Government. The parking provision requirements in the Planning Scheme are generally consistent across the whole of Victoria.



Local and State Government can also provide car parking at some locations. In some areas, such as within and around Activity Centres, the cost of land and construction can be very expensive. However, where parking demand consistently exceeds supply, additional parking facilities may bring social, economic and environmental benefits to the area and should be considered.

The difficulties in providing car parks and parking facilities, notably the costs involved in land acquisition and construction, need to be addressed through innovative solutions. In some locations a Parking Overlay can be applied so that if any developments in the area occur, development applicants are permitted to provide less car parking in exchange for a cash contribution towards a new public car parking facility. Providing car parking further from destinations, but providing better quality walking and cycling links to the destinations can also reduce costs significantly.

Car parking supply can also change when the form or layout of a street is altered. This could be as part of a streetscape project aimed at creating a more pleasing pedestrian environment, or through the introduction of angled parking to increase parking supply.

### **Did you know?**

The cost of constructing new car parks can vary quite significantly. Industry experts claim that construction costs generally vary between \$15,000 and \$30,000 dollars per space depending on the layout of the site.

Construction costs can be even higher. Some public multi-level parking facilities in Victoria have cost over \$44,000 per space.

## **Using car parking to influence travel demand**

Both Plan Melbourne and Council's Sustainability Strategy provide strong direction towards increasing the number of trips undertaken by alternative modes of travel to the car. One of the contributing factors which encourage people to drive is the ability to park and the ease and cost of parking.

Several inner city Councils deliberately reduce the amount of car parking available within Activity Centres in order to encourage residents to use more sustainable travel modes than the car.

However, it is recognised by the City of Greater Dandenong Council that within the Greater Dandenong area a significant proportion of the community currently have no alternative to the car to access employment and services. Restricting the ability to travel by car may have a detrimental impact on the quality of life for these members of the community.

Significant growth in residential areas is taking place in the south east of Melbourne, particularly within the City of Casey and Cardinia Shire. These areas are not well serviced by public transport, which will continue to lead to high levels of commuters and visitors to Greater Dandenong for whom driving is the only mode available. Limiting the parking available for these people would reduce their ability to access destinations within Greater Dandenong.

A number of other methods for reducing car travel through parking are available, such as encouraging new apartment buildings to construct shared car parks as opposed to car parking spaces being provided on title.

## Why do we need parking restrictions?

Parking restrictions are installed for a number of reasons, including improving public safety and in order to benefit local businesses or residents.

The most sought after parking spaces are always those located closest to a particular destination. As a result, these parking spaces tend to fill up first and if no restrictions apply, the spaces are often unavailable. This can cause problems for other potential users of the same spaces.

Parking restrictions are used to give priority to particular types of user to encourage them to park in the most appropriate place.

When installing or altering parking restrictions, Council considers what the social, economic and environmental impacts of the changes might be. The option which brings the greatest benefits to the community is preferred.

## Did you know?

28 January 2016

THE PROPERTY OWNER/OCCUPIER  
101 GLEN STREET  
MELBOURNE VIC 3171

Dear Sir/Madam

Proposed changes to introduce parking restrictions in Ash Grove, Spanglans

Council has been requested by residents to consider the length of 100' parking restrictions on Ash Grove, Spanglans to the north side of Ash Grove on the north side of Ash Grove, Spanglans.

Details of the proposed changes are as follows:

Property Name: Ash Grove, Spanglans

Address: 101 Glen Street, Melbourne VIC 3171

Phone: (Business Use)

Please indicate your preference by ticking an appropriate box below and return in the envelope with envelope addressed to Council Officer Chris Lee, by Friday, 5 February 2016.

YES, I am in favour of introducing the length of 100' parking restrictions to Glen Grove on the north side of Ash Grove, Spanglans.

OR

NO, I am not in favour of introducing the length of 100' parking restrictions to Glen Grove on the north side of Ash Grove, Spanglans.

Comments:

This request your privacy. We will not sell or give away your personal information. We may contact you for more information. We may also contact you for more information. We will not sell or give away your personal information. We may also contact you for more information. We will not sell or give away your personal information. We may also contact you for more information.

If you have any queries, please contact 03 9577 1234.

Where parking restrictions are proposed which might benefit some users of a street over others, Council undertakes community consultation.

This is usually undertaken through a letter to local residents or businesses who are asked whether they support the proposed changes or not.

Changes to restrictions in these cases are only made where a clear majority of responses are in favour of the proposal.

## An example:

A parking space located outside a local shop is occupied all day (by a staff member or somebody parking to take the train from a nearby station into the city). This means that no customers visiting the shop are able to park in that parking space. Customers have to park some distance from the shop and walk further in order to access the shop. Some customers may even decide not to shop there at all due to the inconvenience.

In order to improve this, parking restrictions can be installed. By installing parking restrictions such as 1 hour or 2 hour parking only, the staff member or commuter is encouraged to park somewhere else. This would allow customers to park outside the shop. As opposed to one person parking in the space all day, it may be used by ten or more customers accessing the shop, across the business day.

However, installing the parking restrictions also means that the staff member or commuter is not able to park where they want to and have to walk further. Although introducing the parking restriction is a compromise, in a situation like this, installing the restriction would be considered the best option, as business at the shop would be improved and there could be economic benefits for the community.

## Cycle parking supply and management in Greater Dandenong

In recent years Greater Dandenong has seen a redesign of precincts and community spaces to encourage residents to gather, walk and cycle more in the community. Greater Dandenong currently has 84km of shared path, 1200km of footpath and 71km of on-road marked cycle lanes (2015).

Greater Dandenong now faces the challenge of designing places and spaces that encourage active transport, taking into consideration the location of existing residential areas and activity centres within the municipality. Encouraging more people to ride their bike to activity centres will enhance commercial and social activities, without an accompanying escalation in demand for parking and traffic congestion.

An effective method of promoting cycling is through provision of appropriate cycle parking. Bicycle parking takes on several forms throughout the municipality. This includes public cycle parking in the form of cycle hoops, and secure cycle parking within new developments such as apartment buildings and offices.

Parkiteer Bicycle cages have been installed at Greater Dandenong train stations including Springvale, Noble Park and Dandenong. Parkiteer cages are convenient, undercover and secure places to park bicycles, enabling convenient access to train stations.

The City of Greater Dandenong Council is committed to encouraging more cycling within the municipality and provides cycling infrastructure including cycle parking through a program called the Active Transport Infrastructure Prioritisation Program. The funding allocated to this program each year is considered by Council as part of its Budget process.

### Did you know?

The Greater Dandenong Cycling Strategy includes a number of actions Council is undertaking to improve Cycling Infrastructure within the municipality. This includes provision of cycle parking in public spaces, and ensuring new developments include cycle parking, through the Planning Permit process.



## Area Based Objectives

The demand for parking varies greatly by location across Greater Dandenong. Specific area based objectives have been developed for the following locations within the municipality:

- **Activity Centres**

Springvale, Noble Park and Dandenong Centres

- **Residential Areas**

Local streets and suburbs predominantly made up of housing

- **Local Shopping Strips**

Smaller shopping centres with a few local shops and services, such as Garnsworthy Street, Hemmings Street and Menzies Avenue.

- **Places of Assembly**

Areas affected by their proximity to Sports facilities, Places of Worship, Reserves, Halls, Events

- **Schools**

Areas affected by their proximity to Primary and Secondary Schools and Colleges

- **Industrial Areas**

Areas largely made up of businesses where manufacturing and warehousing occur. Dandenong South is the largest example within the municipality.

- **Health and Tertiary Education Areas**

Areas affected by their proximity to Hospitals, Medical Centres, Colleges and Universities. The Dandenong Health and Education Precinct is the largest example within the municipality.

- **Stations**

Areas affected by their proximity to rail stations and bus interchanges

The Greater Dandenong Municipal Parking Strategy sets strategic objectives for parking within each of these area categories.

The objectives have been developed based on identified needs and desires of the community at each location.

For each area, a set of best practice targets aimed at achieving these objectives has also been highlighted.

### Did you know?

Around 350 members of the public write to or call Council every year requesting changes to parking within the municipality.

These requests have been considered during the development of the Municipal Parking Strategy, and help Council officers determine what issues members of the community are facing in different areas.

If you would like to request a change to parking or are experiencing parking issues within Greater Dandenong, contact Council on 8571 1000 or by e-mailing [council@cgd.vic.gov.au](mailto:council@cgd.vic.gov.au).

Residents that provided feedback to Council to assist with the development of the Municipal Parking Strategy identified that their key priorities included improving parking education and enforcement.



## Glossary of useful Parking Management terms

The following terms are referred to within the Area Based Objectives section of the Strategy.

### *On-street parking*

On-street parking means parking your vehicle on the street. This includes parking alongside the kerb on any street and parking in marked parking bays which are accessed directly from the road.

### *Off-street parking*

Off-street parking means parking in any location which is not on-street as defined above. This includes private garages and car parks at shopping centres, stations and workplaces etc. This also includes car parks such as multi-storey and ground level car parks located within the activity centres.

### *Pick up and drop off*

At some locations, parking space is allocated for pick up and drop off purposes. This means that if drivers wish to pick up or drop off a passenger quickly such as at a school or event venue they are able to do so. This is generally designated with a “No Parking” sign, which means a driver is allowed to stop for 2 minutes, but is not allowed to leave their car.

### *Loading and unloading*

Loading and unloading is a term which refers to sites being serviced by commercial vehicles. This includes loading trucks at industrial sites and warehouses, as well as delivering goods to shops.

### *Long-term parking*

Long-term parking generally means parking at the same location all day. Employees, commuters and residents at home often require long term parking. This is also referred to as low turnover parking.

### *Short-term parking*

Short-term parking means parking for a shorter period of time to undertake a specific task. Shoppers, visitors and patrons at medical centres and other services are examples of generators of short term parking demand. This is also referred to as high turnover parking. The most common example of this is 1P (1 hour) or 2P (2 hour) parking spaces in Activity Centres.

### *Residential Parking Areas*

Any streets which provide direct frontage for residential buildings are considered Residential Parking Areas. This generally aligns with areas within Residential Zones, which are detailed in the Greater Dandenong Planning Scheme. All parking on both sides of any street which has residential frontages or residential zoning on one side only is considered to fall within the Residential Parking Area. Within these areas, Local and State Policy dictates that parking must be managed to suit the needs of local residents.

### *85% occupancy*

Global research has determined that in short-term parking areas, achieving 85% occupancy is a best practice target to realise the greatest economic benefits from the parking available. Where parking occupancies are higher than 85%, this can cause significant congestion and give the perception that parking is full, which may drive customers and visitors away.



# Activity Centres



## Our Objectives for activity centres

- Sufficient parking should be provided to enable access for all to the Activity Centre
- The use of alternative modes of travel to access activity centres should be promoted and advocated for to reduce demand for parking
- Short term parking should be provided in the most desirable locations to achieve high turnover and deliver the greatest social and economic benefit
- Long term parking should be located off-street and be well connected to the activity centre

## What the community has told us

- More parking enforcement is required
- There is a shortage of available short term parking supply close to shops
- There is a shortage of all day parking near workplaces
- Parked cars and cars accessing spaces cause congestion

## Best practice targets

All parking spaces should be prioritised for use by those providing social, economic and environmental benefit to the activity centre

On-street parking: On-street parking should be allocated to short term parking and managed to achieve 85% occupancy

Business deliveries on-street should occur outside of peak business hours

Off-street parking: Off-street parking in areas where on-street occupancy is high should be allocated to short term parking

Off-street parking not required for short term parking should be allocated to longer term parking

Off street parking areas should be secure and well lit, where practicable

New Development: All long term parking demand associated with new development should be accommodated off-street

The provision of shared or leased parking facilities should be encouraged to reduce car ownership as opposed to parking spaces “on title”

A range of cycle parking should be provided to suit all potential users

## Key stakeholders

Traders, business owners, customers, visitors, local residents

# Residential Areas



## Our Objectives for residential areas

- On-street parking should be shared by local residents to best suit their needs
- The impact of non-residential parking on residents should be minimal

## What the community has told us

- Cars park too close to driveways and intersections
- Parked cars cause congestion
- Cars park illegally in unsafe locations

### Did you know?

Research has shown that cars parking on street often make streets safer. This is because parked cars narrow the road, causing through traffic to travel at a slower speed. These slower speeds lead to a reduction in both the frequency and severity of accidents.

## Best practice targets

On local streets amenity, safety of residents and availability of parking should be given preference over minor reductions in travel time for through traffic

Changes to parking management should only be undertaken where a clear majority of residents support the change

Access to all properties should be designed in a manner that does not require parking restrictions on street

All parking demand associated with new development, including visitor parking, should be accommodated on site

Illegal and inappropriate parking should be addressed through a combination of education and enforcement

## Key stakeholders

Local residents

# Local Shopping Strips



## Our Objectives for local shopping strips

- Parking closest to shops and services should suit customers
- The impact of non-residential parking on residents should be minimal

## What the community has told us

- Restrictions within shopping strip car parks should cater for the needs of local businesses
- Trucks park overnight in car parks and leave rubbish

### Did you know?

Council has a legal obligation to enforce the Victorian Road Rules, including the no stopping and no parking on the nature strip and footpath rule.

## Best practice targets

Restrictions within shopping strip car parks should be tailored to suit local businesses and all demands catered for

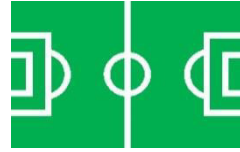
Consultation should be undertaken with local businesses regarding proposed changes to parking

Loading and unloading on-street should have minimal impact on customers or residents

## Key stakeholders

Local businesses, local residents

# Places of Assembly



*(Sports facilities, Places of Worship, Reserves, Halls, Events)*

## Our Objectives for Places of Assembly

- The impact of parking on nearby residents and businesses should be minimal

### What the community has told us

- Parking causes congestion
- Some residents find it hard to find a parking space
- Cars park too close to driveways and intersections

### Did you know?

There is significant variety in places of assembly and how they operate through the City of Greater Dandenong. By ensuring the objectives of residents, operators and event holders are known; parking improvements can be made to suit all users.

### Best practice targets

Access to places of assembly by walking, cycling, public transport and car share should be encouraged through education and infrastructure

Local residents should be notified of any activities or events which may affect them

Sufficient parking for disabled users should be provided at appropriate locations

New developments should only be supported where the impact on other land uses nearby is minimal

Illegal and inappropriate parking should be addressed through a combination of education and enforcement

### Key stakeholders

Sports clubs, community groups and leaders, patrons, event organisers, local residents

# Schools



## Our objectives for schools

- Parking management around schools should ensure that safety for children is not compromised
- The impact of school pick up and drop off on neighbouring residential areas should be minimised

## What the Community has told us

- Residents and schools are concerned about safety for children during pick up and drop off
- Residents don't like congestion around schools

### Did you know?

Council has a legal obligation to enforce the Victorian Road Rules. Parking signs around schools have been installed to improve safety for children and even short stops in the wrong areas can cause safety issues.

At some schools, Council and the school have worked together to create walking routes to schools where parents can drop children off further from the school to reduce congestion. Children then follow marked routes to walk to the school with other children.

## Best practice targets

Pick up and drop off should occur on low speed roads, with low volumes of through traffic

Safe and efficient pick up and drop off behaviour should be promoted to parents

Alternative options to pick up and drop off beside the school should be encouraged, such as:

- Drop and walk
- Walk to school
- Cycle to school

The safety of children should be considered more important than the ability for parents to be able to undertake pick up and drop off quickly

## Key stakeholders

School staff, children, parents, local residents

# Industrial Areas



## Our Objectives for industrial areas

- Businesses should not rely on on-street parking space or on-street parking restrictions to operate
- On-site parking should be convenient, secure and safety should not be compromised by commercial vehicle manoeuvring

## What the community has told us

- Cars parking on-street makes access to properties harder for large vehicles
- Large vehicles and trailers parking on-street reduces visibility
- Large vehicles and trailers tend to park illegally in unsafe locations
- Trucks reversing through car parks and public roads create a significant safety hazard

### Did you know?

It is illegal to park a heavy or long vehicle on-street in a built up area for longer than an hour. This includes residential and industrial areas within Greater Dandenong.

## Best practice targets

Access to all properties should be designed in a manner that does not require parking restrictions on-street

All parking demand associated with new development should be accommodated on site

Suitable space for all commercial vehicle and trailer storage and queuing should be provided on site

Ideally, no parking restrictions or parking enforcement should be required

Illegal and inappropriate parking should be addressed through a combination of education and enforcement

The design of commercial facilities should minimise the requirement for commercial vehicles to reverse through car parking areas or management measures be in place to reduce risk

The design of commercial facilities should minimise the need for commercial vehicles to wait on-street

## Key stakeholders

Local businesses

# Health and Tertiary Education Areas



## Our Objectives for health and tertiary education areas

- On street parking in non-residential areas should be utilised for short term parking for visitors to support surrounding uses.
- The impact of non-residential parking on surrounding residents roads should be minimal

## What the community has told us

- Some residents can't find a parking space
- Cars park too close to driveways and intersections
- Parked cars cause congestion
- Cars park illegally in unsafe locations

## Best practice targets

All parking demand associated with health and education facilities other than pick up and drop off should be accommodated on site

Parking management on nearby residential streets should prioritise the needs of residents

Changes to parking management should only be undertaken where a clear majority of residents support the change

Illegal and inappropriate parking should be addressed through a combination of education and enforcement

## Key stakeholders

Businesses, visitors, local residents

## Did you know?

The Dandenong Health and Education Precinct, including the Dandenong Hospital and TAFE, is recognised by State Government policy as important to the region and attracts many people from across South East Melbourne and even further. They are key stakeholders in addressing parking issues nearby.

# Stations



## Our Objectives for stations

- Park and ride travel should be encouraged
- Station commuter parking should cause minimal detrimental impact on other local users

## What the community has told us

- Some residents can't find a parking space
- Cars park too close to driveways and intersections
- Parked cars cause congestion
- Cars park illegally in unsafe locations

## Best practice targets

Park and Ride should primarily occur at stations with off-street parking facilities and located at stations not within Major Activity Centres

Parking management on nearby residential streets should prioritise the needs of residents

Changes to parking management should only be undertaken where a clear majority of residents support the change

Illegal and inappropriate parking should be addressed through a combination of education and enforcement

Train commuters should be encouraged to access stations by bus or by walking and cycling

## Key stakeholders

Commuters, Local residents, PTV



# Achieving our Municipal Parking Objectives

## Monitoring and Review

Council's Parking Review Committee will oversee the implementation, monitoring and reporting on the actions of the Greater Dandenong Municipal Parking Strategy and Action Plan. Council's Transport team will also periodically review the Strategy to ensure it meets the needs of the Greater Dandenong community.

The Municipal Parking Strategy is intended to be valid until 2027 unless any significant changes to parking demand, technology or policy context occur. Such changes should be considered a trigger for a comprehensive review of the Strategy.

The Municipal Parking Strategy Action Plan 2017-2020 details a number of actions Council will undertake within the first 3 years of the Strategy.

This action plan is intended to be reviewed by June 2020. At this time a summary of progress against the action plan and a revised action plan will be developed and presented to Council.

## Did you know?

Council's Parking Review Committee is made up of parking enforcement officers, traffic engineers and staff members responsible for the maintenance of local roads and signage.

The Parking Review Committee makes decisions about changes to parking restrictions throughout the municipality.

## Action Plan 2017-20

A number of actions have been developed to form part of the Municipal Parking Strategy Action Plan 2017-20. These have been split into two sections:

- **Managing parking to best suit the needs of the community**

These actions focus on ensuring Council continues to manage parking in accordance with the Area Based Objectives detailed within the Strategy.

- **Planning for the best future outcomes for parking**

These actions focus on addressing anticipated changes to demands for parking and ensuring Greater Dandenong is well placed to respond to these demands.

## Parking Precinct Plans

One of the actions undertaken by Council Officers with relation to parking is the preparation of Parking Precinct Plans. These Plans will be developed for Springvale, Noble Park and Dandenong Activity Centres.

The Plans will include:

- Maps and plans showing how busy each area is and when, so that visitors can plan trips to avoid the busiest periods
- Information on where and when new car parking facilities might be built
- Actions to improve parking at each location to meet the objectives of this Strategy
- Information to assist businesses in developing Green Travel Plans

# Greater Dandenong Municipal Parking Strategy Action Plan 2017-2020

## Actions – Managing parking to best suit the needs of the community

Action	Timeframe	Details	
<b>1.1</b>	Manage and enforce parking in accordance with the objectives of the Municipal Parking Strategy	Ongoing	Consideration should be given to all requests from members of the community regarding parking against the objectives of this Strategy.
<b>1.2</b>	Consider parking throughout the administration of the Greater Dandenong Planning Scheme	Ongoing	The administration of the Planning Scheme should be based on decisions informed by up to date data and professional advice regarding the impact on parking of proposed development.
<b>1.3</b>	Install and maintain cycle parking facilities to promote and enable cycling	Ongoing	Cycle parking facilities should be installed at key destinations and locations where ongoing demand is identified
<b>1.4</b>	Report performance to Council against the objectives of the Municipal Parking Strategy by updating Parking Precinct Plans for key locations within Greater Dandenong including: <ul style="list-style-type: none"> <li>• Springvale Activity Centre</li> <li>• Noble Park Activity Centre</li> <li>• Dandenong Activity Centre</li> </ul>	By June 2019 By June 2019 By June 2018	Parking Precinct Plans should include, but not be limited to: <ul style="list-style-type: none"> <li>• A review of parking occupancy and existing management within the precinct</li> <li>• A review against the best practice targets detailed in the Municipal Parking Strategy</li> <li>• A set of actions for the precinct to assist in achieving these targets</li> </ul>

## Actions – Planning for the best future outcomes for parking

Action		Timeframe	Details
2.1	Develop a Policy regarding the provision of publicly available electric car charging facilities	By June 2018	Policy should include as a minimum an indicative level of support for publicly available electric car charging and parameters for installation.
2.2	Develop a Policy regarding the provision of publicly available car share facilities	By June 2018	Policy should include as a minimum an indicative level of support for publicly available car share facilities and parameters for installation.
2.3	Increase the use of technology in parking enforcement	Ongoing	Increase the use of technology in parking enforcement to improve efficiency and increase customer confidence in the intensity and effectiveness of this function
2.4	Advocate for a state-wide review of the parking provisions within the Planning Scheme	By June 2019	<p>A growing evidence base exists indicating that the parking rates within the Planning Scheme (Clause 52.06) do not accurately estimate the parking demand associated with a number of Land Uses.</p> <p>Advocacy for a review of the parking provisions including consideration of replacing the “one rate fits all” parking requirements with location based considerations or data may assist in ensuring new development includes appropriate car parking.</p>



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