

## PROPOSED NOTICE OF MOTION (Elected Members)

Name: Councillor Margaret Sandford

Date of Meeting: 21 April 2020

Meeting of the: OMC

Subject: On-Street Parking for New Developments: Clause 2.2 of the City of Melville Car Parking Strategy (2014)

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### PROPOSED NOTICE OF MOTION: CITY OF MELVILLE

1. The following Clause 2.2 of the City of Melville Car Parking Strategy (2014) be amended in accordance with the tracked changes contained below:

#### **2.2 On-Street Versus Off-Street Car Parking in Town Centres and Activity Centres**

It is significantly cheaper to provide on-street car parking compared with off-street car parking as there are no land costs and construction costs are minimal. These respective estimated costs are shown in Table 1.

Each on-street car bay is estimated to be between \$46,500 and \$70,000 cheaper per car bay compared with providing a new off-street car bay. So the City could provide between 14 and 21 onstreet car bays for the same price as one off-street car bay.

On-street car parking also provides other benefits, such as:

- More efficient use of land
- Reduces development costs, particularly where land values are high such as in activity centres
- Reducing vehicle speeds through so-called 'edge friction'. Safety for vehicles can actually be increased when motorists perceive the driving risks to be higher than what the risks actually are (such as in busy town centres where there is a lot of activity)
- Provides a solid barrier between pedestrians and passing traffic

~~It may not be possible to provide on-street parking in every context, but where it is possible, onstreet parking should be prioritised~~

Where on-street parking is proposed, consideration of its suitability will include assessment against relevant road safety standards, including Austroads guidelines, and should be part of a package of features to help reduce speed, that includes a street-type design.

## REASONS:

1. Road Safety on local government roads is an important function of Local Government. Given that more than 50 percent of fatal and serious injury accidents occur on Local Government roads, Austroads have recently prepared guidance for Local Governments, including The Austroads Safe System for Vulnerable Road Users, such as cyclists and pedestrians.
2. Clause 2.2 of the City of Melville Car Parking Strategy (2014) currently prioritises on-street parking, rather than off-street parking, but does not specifically reference the need for on-street parking to comply with Austroads or any other safety guidelines.
3. The Austroads Guide references an outstanding 2008 paper by Marshall, Garrick and Hansen '**Reassessing On-street Parking**' which, on page 51, refers to on-street parking in the context of activity and town centres. It states that: "*The provision of on-street parking is only one factor that helps to reduce speeds, but on-street parking by itself is not enough. In fact, on-street parking without the other supportive conditions may be counter-productive and result in extremely unsafe conditions. This suggests that for the best results in regard to creating low-speed conditions, on-street parking should be part of a package that includes a street-type design (i.e. raised curbs, small building setbacks, sidewalks, vegetated buffer strips, and no shoulders).*"
4. The proposed amendment to clause 2.2 makes it clearer that compliance with all applicable Austroads Guidelines and other road safety standards, and the existence of other supportive street design features, must first be demonstrated before on-street parking is approved; and removes the reference to on-street parking being a priority, as it should only be approved if there are other supportive road safety conditions in town centres and activity centres.

SIGNATURE: \_\_\_\_\_