

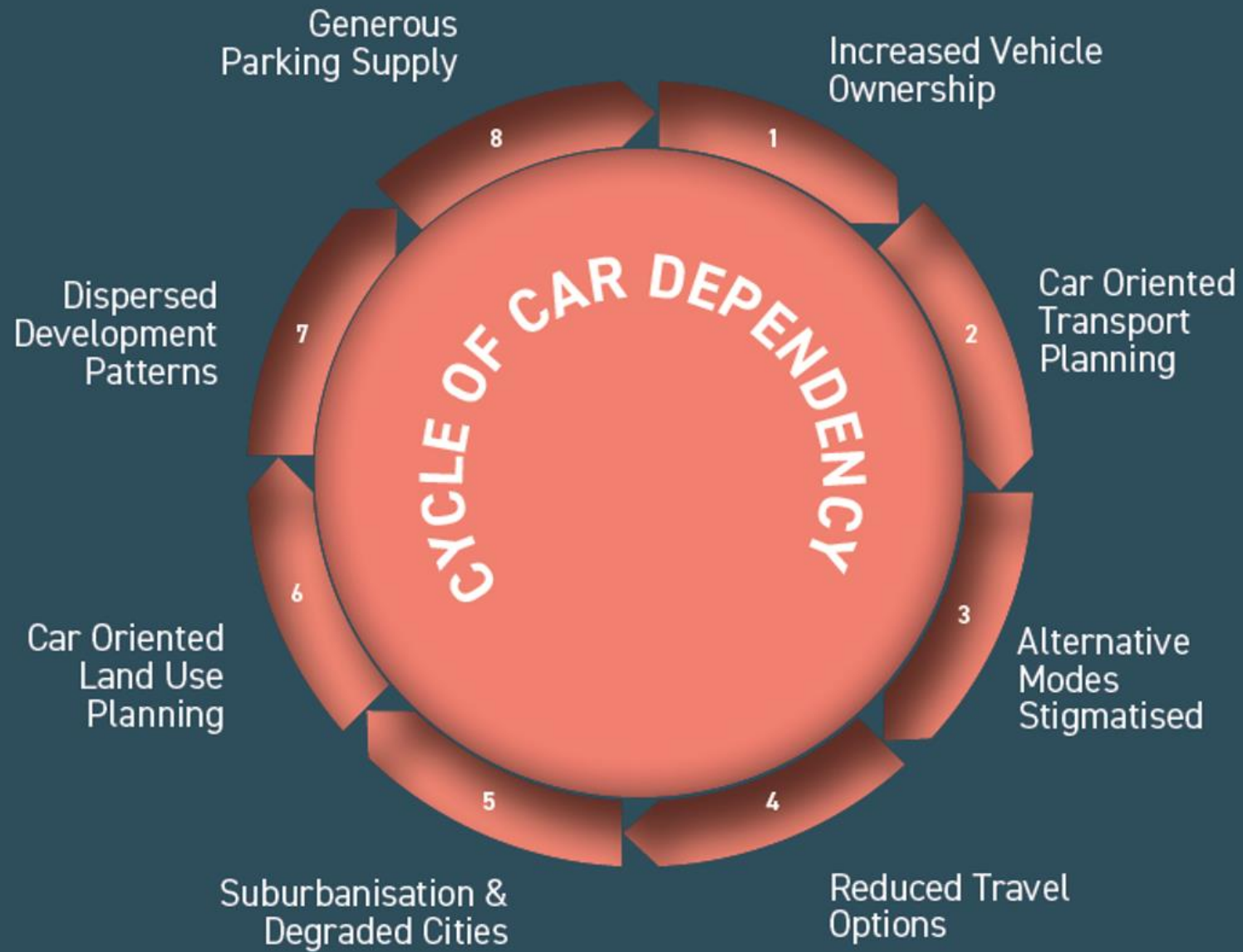
Is parking a waste of space in Moreland?

Bicycle Network

Alexander Sheko – Project Manager MITS

17 April 2019





Source: Litman, T (2017), 'Towards More Comprehensive and Multi-Modal Transport Evaluation', Victoria Transport Policy Institute







Moreland Integrated Transport Strategy 2019



Moreland Parking Implementation Plan 2019



VISION	Moreland will be known for its proud diversity and for being a connected, progressive and sustainable city in which to live, work and play					
VALUES	Customers and Community First • Respect • Personal Accountability • Integrity • One Team					
Our role in creating change	Delivering services directly for our community	Partnering with businesses and community organisations	Advocating for Moreland's needs	Building the city for existing and future needs	Fostering community cohesion and active participation in civic life	Leading new ways of doing things
Strategic Objectives	1. Connected Community		2. Progressive City		3. Responsible Council	
Key Priorities	<ol style="list-style-type: none"> Achieve higher levels of social cohesion for our multicultural, established and newly arrived community, by fostering opportunities for shared learning and celebration Set a clear vision and strategy for aquatics, leisure and sporting facilities to meet ongoing community needs Determine the best way for Moreland to continue supporting our community throughout, and after Aged Care & NDIS reforms Enhance family and children's services to meet the needs of Moreland's growing population and increasing birth rate Better equip our young people for employment and provide opportunities to actively participate in civic life Help people feel safer in our neighbourhoods 		<ol style="list-style-type: none"> Enhance liveability, affordability and sustainability by guiding growth, and excellence in urban design and development Facilitate a demonstrable shift to more sustainable modes of transport that also targets a long-term reduction in car use Support the local economy and trading environments to enhance economic activity and promote local jobs Increase tree canopy cover, enhance existing open space and create at least two new parks, in areas with the lowest access to open space Move to a proactive approach to managing construction impacts resulting from population growth in our city Develop a clear and funded approach to achieve zero carbon emissions by 2040 Invest in the revitalisation of shopping and trading precincts Strengthen and invest in the significant creative sector in Moreland and enhance its standing as a destination for the arts Enhance the environmental outcomes of Council waste services and increase community awareness/participation in environmental initiatives to reduce waste to landfill 		<ol style="list-style-type: none"> Improve resident satisfaction to 90% with Council's performance in customer service Reach the top 25% of all Councils for improved community satisfaction and residents' engagement practices Maintain and match our infrastructure to community needs and population growth Provide transparent and effective governance of Council's operations Operate without seeking an exemption from the rate cap through efficient use of Council's skills and financial resources Enable Council's workforce to be mobile and accessible, supported by smart and efficient technologies 	

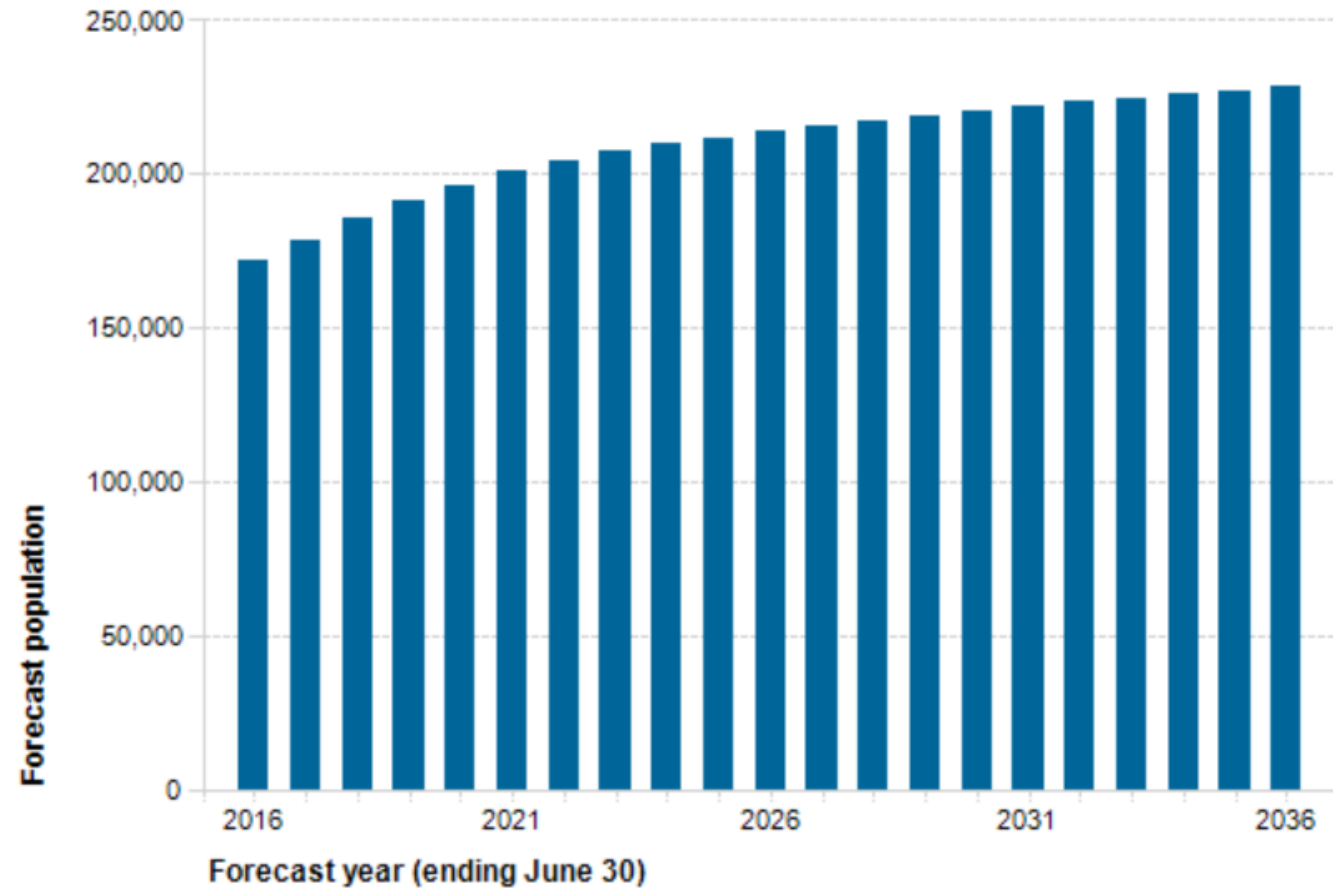
2. Facilitate a demonstrable shift to more sustainable modes of transport that also targets a long-term reduction in car use

6. Develop a clear and funded approach to achieve zero carbon emissions by 2040

Forecast population

export

Moreland City Council



Population and household forecasts, 2016 to 2036, prepared by .id, December 2017.

.id the population experts



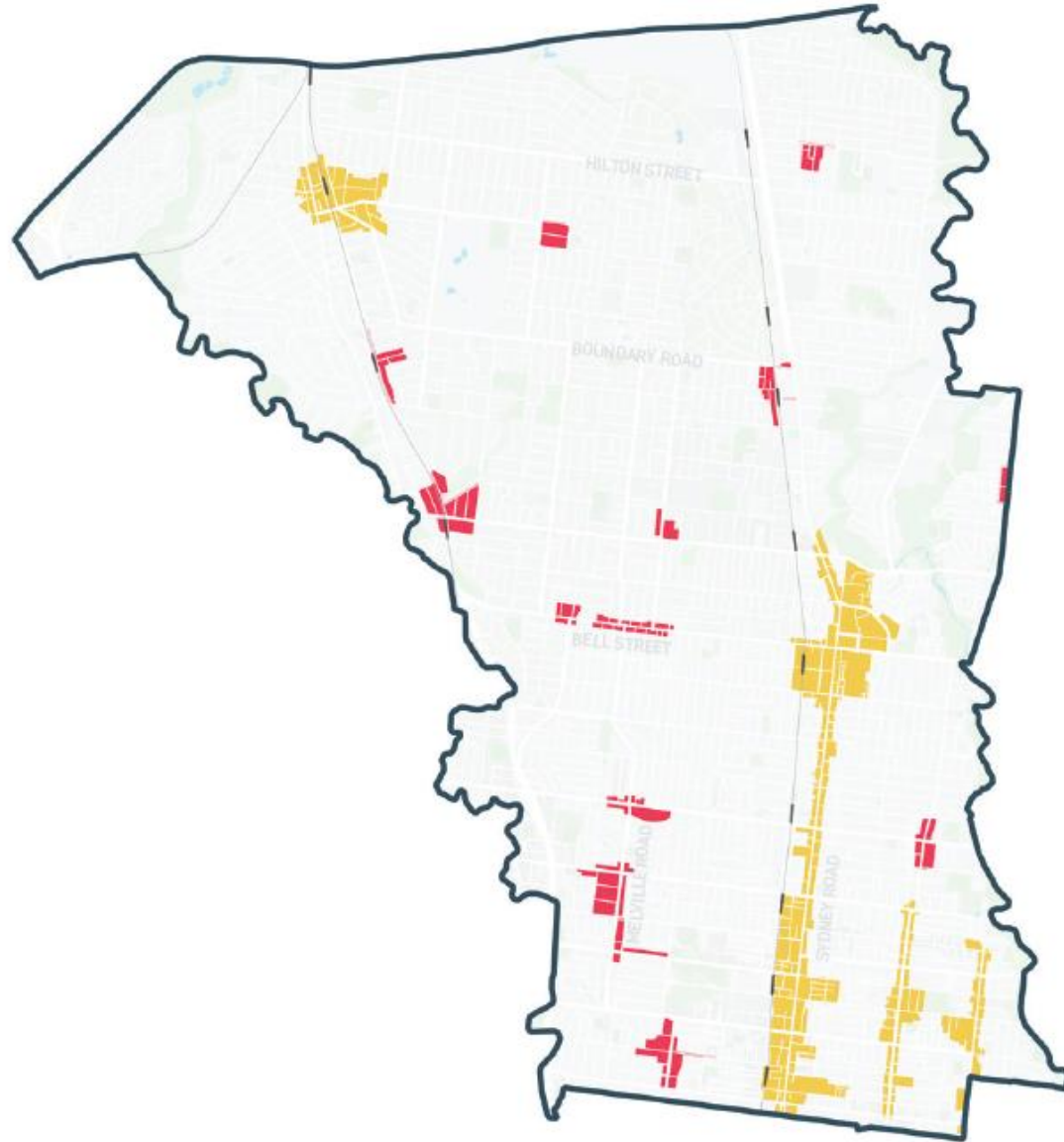
Moreland City Council

Coburg Town Hall

Coburg Station





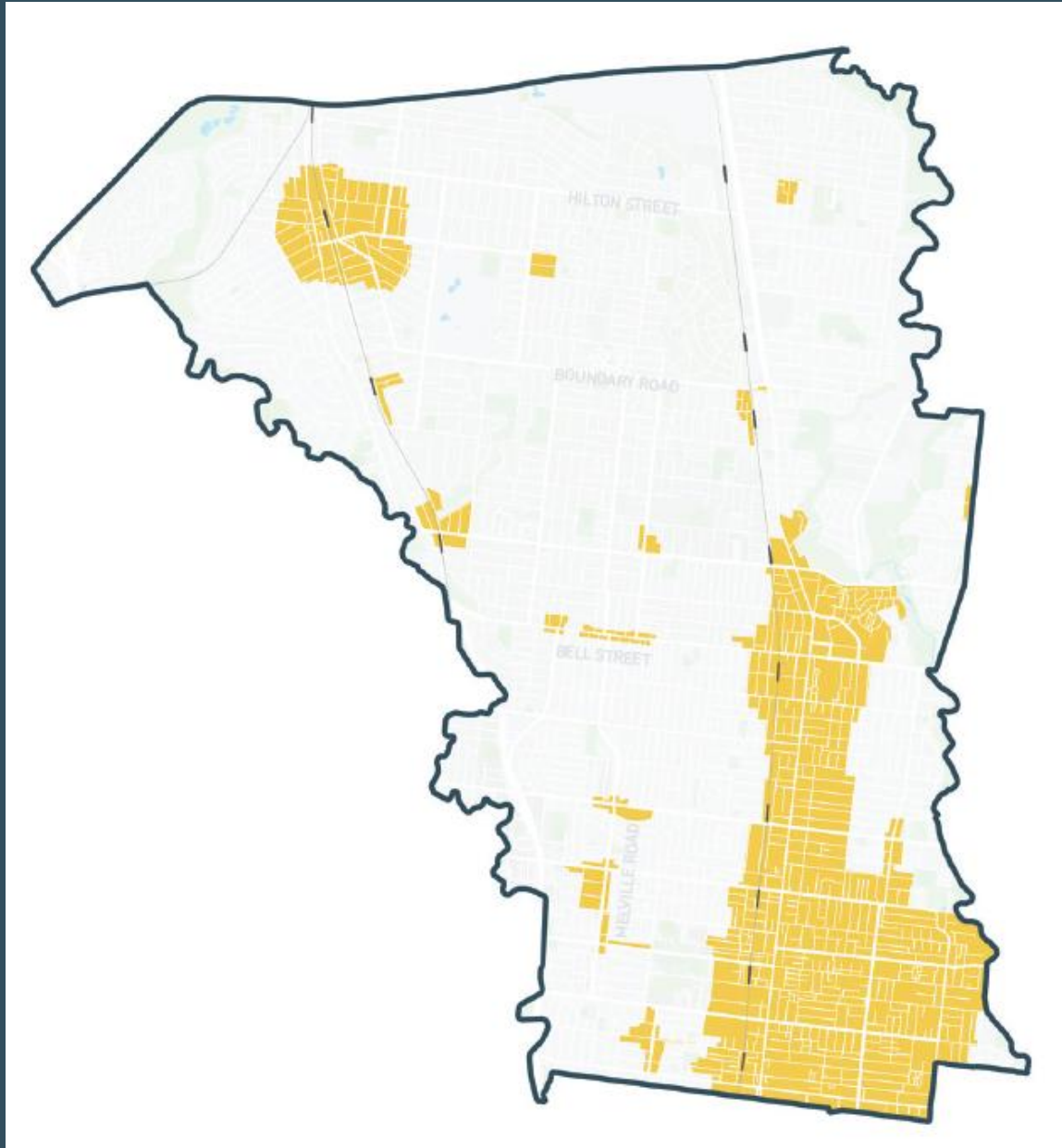


**Remove minimums
and introduce
maximums**



**Reduce
minimums by
20%**





2P
8am – 11pm
MON - FRI
↔

"you don't get it, tradies need cars to carry their tools" says 27 year old accountant who drives 4km to work every day.



Four phases of consultation

- Phase 1. December 2017

- 376 responses
- Online and hard copy survey



Background Report

- Phase 2. February-March 2018

- ~1,242 engaged
- Online and hard copy survey
- CrowdSpot
- Face-to-face events



Draft MITS and Draft Parking Strategy

- Phase 3. July-August 2018

- ~800 submissions



Final MITS and Final Parking Strategy

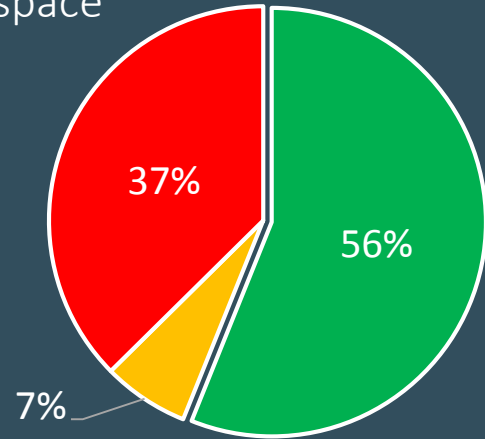
- *Phase 4. Mid 2019*

- *Planning Scheme Amendment*
- *Statutory Exhibition*
- *Planning Panel*

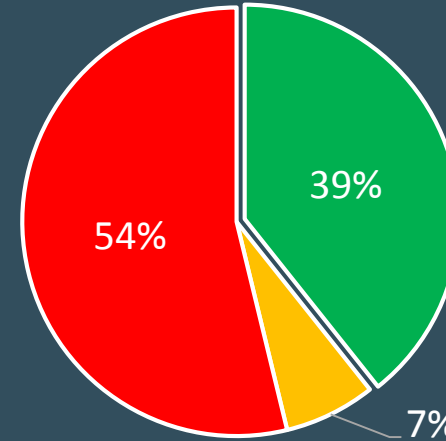


Planning Scheme Implementation

Reallocation of road space

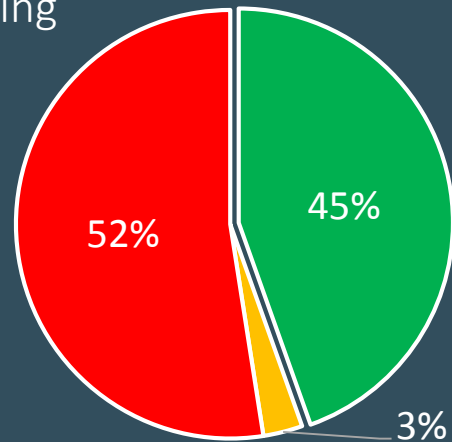


Changes to parking requirements for new development

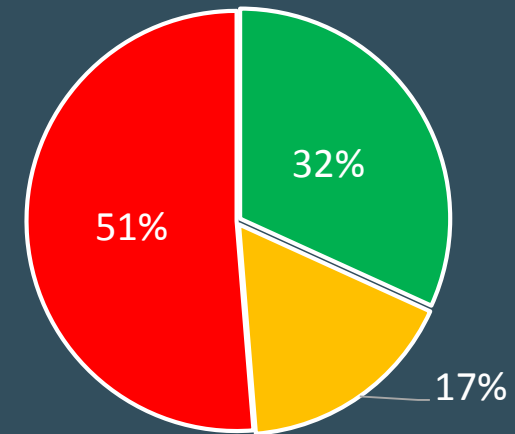


Support
Conditional Support
Do Not Support

Expansion of paid parking



Expansion of parking restrictions



HOW PARKING LOOKS NOW



Parking minimums can require more off-street parking than is required.

No space to widen footpaths or create bicycle lanes

Free on-street parking is often full, causing drivers to circle for a space

Shoppers and commuters parking in unrestricted parking makes it difficult for residents to park near their home

'Maximum rates' won't mean zero car parking - rather it means an efficient provision which reduces oversupply

Paid parking provides more flexibility for users than time restrictions and promotes turnover of spaces

Net revenue from paid parking to be reinvested in the local area

Changes to parking rates will reduce growth in cars and traffic as Moreland grows, resulting in less congestion and noise and greater liveability on local streets.

Proactive parking restrictions will ensure on-street parking is prioritised for local residents over future residents and commuters. Residents of dwellings built before August 2011 are eligible to purchase parking permits.

HOW PARKING COULD LOOK IN THE FUTURE*



*NOTE: This shows the potential ways the policies could be brought to life and the intention of the policies - it does not mean these changes will occur immediately!

Potential reallocation of parking space to other uses, such as accessible public transport stops, open space, wider footpaths, footpath trading, landscaping or other street upgrades

