



Glenorchy Parking Strategy

2017-2027



EXECUTIVE SUMMARY

Council has recently recognised the need to review Council's parking strategy for commercial precincts (named '*Commercial Precincts Car Parking Plan*', November 2010) and develop a broader parking strategy for the City of Glenorchy.

The development of this parking strategy has been a collaborative effort between Aldermen, Council staff and business representation from the Moonah Glenorchy Business Association. A working group was convened in June 2015 to oversee the preparation of this strategy.

The development of the *Strategy* started with the review of all relevant documents and previous studies which had a focus on parking related issues in Glenorchy. Subsequent to the review phase, the issues in relation to parking in Glenorchy were discussed and investigated through the working group meetings and categorised into five different themes, being:

- Parking Infrastructure;
- Parking Management;
- Parking Enforcement;
- Parking Finance; and
- Parking Education.

Subsequent to categorising these issues, a strategy statement was developed for each theme. Each strategy statement is framed to show Council's vision of parking in Glenorchy in the future. Thereafter, issues associated with each strategy statement are detailed, followed by a list of actions to address those issues. Finally, each strategy is concluded by a summary of the objectives that the strategy is expected to achieve.

The *Parking Strategy* is applicable to the area of the Glenorchy City Council and covers the period up to 2027. The *Parking Strategy* will be reviewed after five years to assess the progress of implementation and to make any changes to the *Strategy* as required.



TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
1. INTRODUCTION	4
2. SCOPE OF THE STRATEGY	5
3. STUDY PROCESS	6
4. CONTEXT OF PARKING IN GLENORCHY MUNICIPALITY	7
5. PARKING STRATEGIES	10
5.1 STRATEGY 1: PARKING INFRASTRUCTURE	10
5.2 STRATEGY 2: PARKING MANAGEMENT	16
5.3 STRATEGY 3: PARKING ENFORCEMENT	21
5.4 STRATEGY 4: PARKING FINANCE	24
5.5 STRATEGY 5: PARKING EDUCATION.....	28
6. IMPLEMENTATION	30
7. ACTION PLAN AND PRIORITIES	31



1. INTRODUCTION

Nestled between the stunning icons of Mt Wellington and the Derwent River, Glenorchy is Tasmania's fourth largest city and home to 46,397 people.

Glenorchy has a rich indigenous heritage and has been home to the Mouheeneener Aboriginal people for over 40,000 years. Today, Glenorchy has a vibrant multicultural community with people from over 100 nations now calling our city home.

Originally settled as an agricultural district, Glenorchy is a major economic centre in Tasmania, with a mix of traditional industries, innovative high-tech enterprises and dynamic small businesses.

The City of Glenorchy has a prominent retail sector, with commercial centres in Glenorchy, Moonah and Claremont, along with the full range of modern services and facilities you would expect in a contemporary City.

The Brooker Highway runs north-south through the city, providing the main road link between Hobart and the rest of Tasmania (and mainland Australia) via the National Highway network. A disused railway line also runs north-south through Glenorchy. The Intercity Cycleway runs parallel to the railway line between Claremont and the Hobart CBD.

The 2016 Census found that, 11% of all households in Glenorchy do not own a vehicle (compared with 7.7% in Greater Hobart), whilst 14.2% of all households in Glenorchy have three or more vehicles (compared with 16.7% in Greater Hobart).

The 2016 journey to work data for Glenorchy showed there were 1,178 people who used public transport to journey to work, compared with 14,314 who used private vehicles. 641 people used non-motorised forms of transport to travel to work (walking or cycling) and 427 people worked from home. 7,500 people employed in Glenorchy also reside in the city. The next highest proportion of people working in Glenorchy lives in Clarence (3,220), Hobart (2,301), Brighton (1,908) and Kingborough (1,181).

Glenorchy City Council has responsibility for the planning, provision, management and regulation of parking in the City of Glenorchy. Council has recently recognised the need to review Council's parking strategy for commercial precincts (named '*Commercial Precincts Car Parking Plan*¹', November 2010) and develop a broader parking strategy for the City of Glenorchy.

¹ This document was rescinded when the current strategy was adopted.

This document details the development of the parking strategy for the City of Glenorchy, including objectives and measures to address the parking related issues and a set of actions to assist Council in the improvement of parking efficiency and operation, now and into the next 10 years.

2. SCOPE OF THE STRATEGY

This *Strategy* is applicable to the area of the Glenorchy City Council, which is bounded by the Derwent River in the north and east; Hobart City in the south-east; the Kingborough Council area in the south and the Derwent Valley Council area in the west (refer to **Figure 1**). The Strategy covers the 10 year period, 2017-2027.

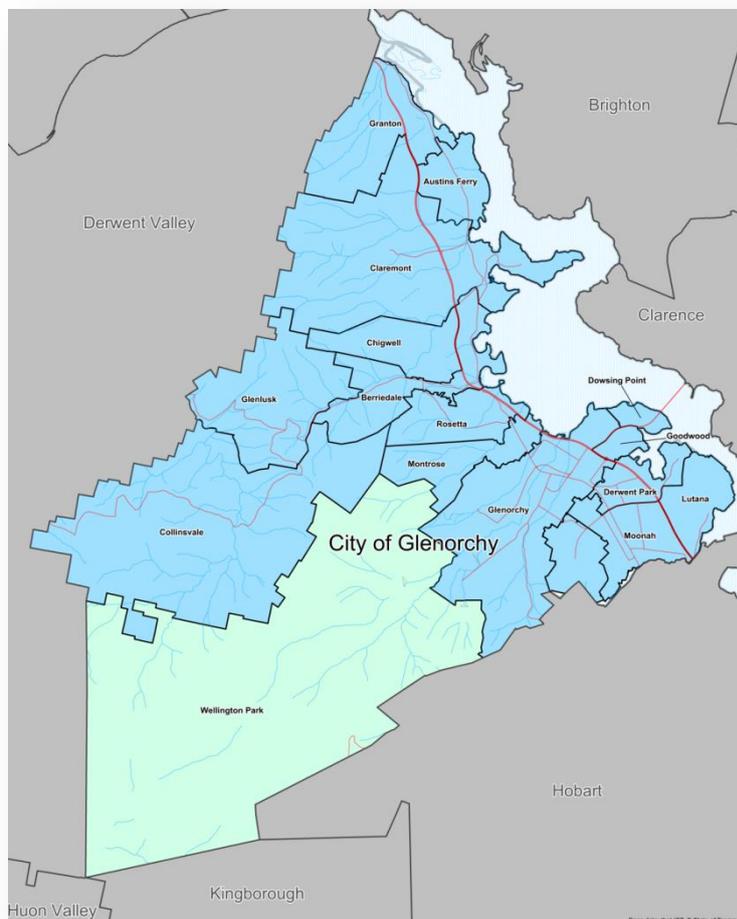


Figure 1: The Glenorchy City Council boundary

The *Parking Strategy* will be reviewed after five years to assess the progress of the implementation and to make any changes to the Strategy as required.

3. STUDY PROCESS

The development of this *Parking Strategy* has been a collaborative effort between Aldermen, Council staff and business representation from the Moonah Glenorchy Business Association. A working group was convened in June 2015 to oversee the preparation of this *Strategy*. The working group members included an Alderman, the General Manager, Coordinator Planning Services, Coordinator City Strategy and Economic Development, Acting Compliance Coordinator, Transport Engineer, Development Engineer, Senior Parking Officer, Positive Ageing & Access Officer and a representative of Moonah Glenorchy Business Association.

The development of the *Strategy* started with a review of all relevant documents and previous studies which had a focus on parking related issues in Glenorchy. The reviewed documents include:

- Southern Integrated Transport Plan 2010;
- State Government Draft Transport Access Strategy;
- City of Glenorchy Community Plan 2015-2040;
- Glenorchy Interim Planning Scheme & Single Planning Scheme for Tasmania (draft documents for consultation);
- Commercial Precincts Car Parking Plan;
- Glenorchy CBD Strategic Framework;
- Main Road Corridor Master Plan;
- Council's Parking Occupancy Survey Reports;
- Council's Positive Ageing Strategy;
- Access Action Plan 2016-2021.

The review of the above documents culminated in the preparation of a Parking Review Paper which helped to define and clarify the key parking issues in Glenorchy.

Subsequent to the review phase of the study process, the issues in relation to parking in Glenorchy discussed and investigated through the working group meetings were categorised in five different themes, being Parking Infrastructure, Parking Management, Parking Enforcement, Parking Finance and Parking Education. A strategy statement was then framed for each theme and a number of objectives and measures were considered to address the identified issues. Finally, a set of actions were developed to assist Council to achieve these objectives.

Through the working group a *Draft Parking Strategy* was prepared, for use in public consultation. The public consultation was undertaken in July 2017. Following public consultation, the *Glenorchy Parking Strategy 2017-2027* was finalised, to include

strategic responses to feedback from the public consultation and was adopted by Council at the Council meeting of 27th November 2017.

4. CONTEXT OF PARKING IN GLENORCHY MUNICIPALITY

Glenorchy City Council provides and maintains parking facilities as a community service to provide on and off street parking for shoppers, workers and residents. Well-designed parking improves road safety, traffic safety and pedestrian safety, user convenience, and environmental and residential amenity. Council's current role in parking covers a range of responsibilities but can be broadly categorised as managing the supply and use of parking as follows:

- Supplying and maintaining public on and off street parking facilities throughout the city;
- Regulating and enforcing the use of this public parking through time limits;
- Regulating and enforcing the use of private parking through management agreements (although this does not occur consistently in the city at present); and
- Regulating the supply of private parking through the Planning Scheme which requires developments to provide a certain number of car park spaces.

Currently, within the Glenorchy CBD, there are 248 on-street car parking spaces in 8 main roads/streets with time restrictions ranging from 5_{min}P to 4P as well as some unrestricted spaces. There are also 15 off-street car parking areas with 2,114 car parking spaces including 815 Council owned spaces and 1,299 private spaces. 1,766 of the off-street car parking spaces are subject to time restriction from 1P to 4P and are regularly enforced by Council, while the remaining off-street car parking spaces are unrestricted.

Within the Moonah CBD, there are 183 on-street car parking spaces in 5 roads/streets with time restrictions ranging from 5_{min}P to 1P as well as some unrestricted spaces. There are also 7 off-street car parking areas with 774 car parking spaces, including 266 council owned spaces and 508 private spaces. 412 of the off-street car parking spaces are subject to time restrictions from ½P to 3P and regular enforcement patrol, while the remaining off-street car parking spaces are unrestricted.

For the Claremont CBD, there are 49 on-street car parking spaces in 3 roads/streets with time restrictions ranging from ¼ P to 1Pas well as some unrestricted spaces.



There is also one private off-street car parking area with 303 car parking spaces with a time restriction of 2P, which is regularly enforced by Council.

Table 1 shows a summary of the available parking supply within commercial precincts.

Table 1: Parking Supply in the Glenorchy's Commercial Precincts

Commercial Precinct	On-street Parking Supply		Off-street Parking Supply	
	No. of Parking Spaces	Time Restriction	No. of Parking Spaces	Time Restriction
Moonah	183 (in 5 roads)	5 _{min} P to 1P + unrestricted	774 (in 7 car parks)	½ P to 3P (412 spaces)
Glenorchy	248 (in 8 roads)	5 _{min} P to 4P + unrestricted	2,114 (in 15 car parks)	1P to 4P (1,766 spaces)
Claremont	49 (in 3 roads)	¼ P to 1P + unrestricted	303 (in 1 car parks)	2P (all spaces)

Over the past 12 years, Council has undertaken regular parking occupancy surveys in the commercial precincts within the City, in order to gain an understanding of parking conditions and usage. A review of the results of the most recent parking occupancy surveys in Moonah, Glenorchy and Claremont CBDs shows that the average occupancy of both on-street and off-street car parking spaces was not higher than 70%, while the maximum occupancy during the peak hours were less than 85%² (see **Table 2**).

Table 2: Parking Occupancy Survey Results in the Glenorchy's Commercial Precincts

Commercial Precinct	Parking Type	Average Occupancy	Maximum Occupancy
Moonah (2016)	On-street	49.7%	57%
	Off-street	58%	72%
Glenorchy (2015)	On-street	54%	60.9%
	Off-street	61.1%	74.3%
Claremont (2016)	On-street	33.3%	47%
	Off-street	67.9%	82%

² 85% parking occupancy is generally accepted as full, given that there will be a percentage of circulating traffic looking to park

A review of past Parking Occupancy Survey Reports also reveals that the demand for parking within the commercial precincts has remained almost steady in the past 10 years. This indicates that parking supply is adequate in the commercial precincts within the City of Glenorchy and no additional parking supply is necessarily required at this stage.

In terms of the installation of parking controls on public streets, Council's Transport Engineer has Delegation of Power to Approve Traffic Control Devices (Parking Controls) under Section 10 of the *Transport Act 1981* for public streets in the Glenorchy municipality, but excluding State maintained roads where the speed limit is 70km/h or greater (this being the Brooker Highway and Goodwood Road). This delegated authority allows the Transport Engineer to approve the following traffic control devices:

- Time limited parking;
- No parking;
- Stopping restrictions;
- Angle parking;
- Parking for people with a disability; and
- Parking zones.

Once in place, parking restrictions are controlled and enforced by Council's parking officers. Time restricted parking is monitored by the 'walk and chalk' method, while all other restrictions are monitored through observation (whilst 'walking and chalking'). Weekend enforcement is not routinely undertaken in the City of Glenorchy. Irregular weekend patrols of the Brooker Highway and outer lying residential areas are conducted from time to time to deter parking on footpaths and nature strips and cars being parked on roadside areas and advertised for sale. On-street parking in the outer CBD is also enforced on a complaints basis.



5. PARKING STRATEGIES

The issues in relation to parking in Glenorchy were categorised into five main themes, being:

- Parking infrastructure;
- Parking management;
- Parking enforcement;
- Parking Finance;
- Parking Education.

Below are the strategies associated with each theme. Each strategy starts with a statement which is framed to show Council's vision of parking in Glenorchy for the future. Thereafter, issues associated with the strategy are detailed, followed by a list of actions to address those issues. Finally, the strategy is concluded by a summary of the objectives that the strategy is expected to achieve.

5.1 STRATEGY 1: PARKING INFRASTRUCTURE

Provide adequate parking supply and supporting infrastructure for all modes of transport within Glenorchy municipality to assist the community to access facilities and to support economic growth of businesses and shops.

Glenorchy City Council provides and maintains parking facilities as a community service to provide on and off street parking for shoppers, workers and residents. Well-designed parking improves road safety, traffic safety and pedestrian safety, user convenience, and environmental and residential amenity. One of the main roles of Council in relation to parking is to supply and maintain public on and off street parking facilities throughout the City.

Currently, Council has 84 car parking areas (including those within parks and reserves); 15 of them are public car parks in the Glenorchy and Moonah CBDs. Council maintains all these car parking areas (in addition to on-street parking) on a regular basis, to ensure that all parking facilities are functional. Council also undertakes regular parking occupancy surveys in the commercial precincts to monitor and understand the issues with parking demand and supply.

The availability and location of parking facilities is more significant in commercial precincts as they tend to support business operators, shopping centres and transport

hubs. Access from parking facilities to businesses, shopping centres and transport hubs should also be designed to required standards.

The development of a comprehensive plan is essential for our commercial precincts so as to plan for future parking infrastructure and parking management, including the preparation of maintenance schedules. The number of on and off street parking areas for all modes of transport and all user groups (e.g. commuters, employees, shoppers, etc.) and the parking restrictions within each commercial precinct will be reviewed as part of the development of the parking plans. The possible implications of future autonomous vehicle technologies will also be taken into account as part of the review of parking demand and supply.

The plan will also strategically optimise the location of parking, for purposes such as supporting public transport efficiency, by reviewing parking restrictions along bus routes.

It should be noted that, according to the *Glenorchy Interim Planning Scheme 2015*, approved car parking plans will also enable Council to require cash-in-lieu for car parking shortfalls, where developments do not provide required off-street car parking spaces.

Action 1.1:

Review the Council's existing '*Commercial Precincts Car Parking Plan*' and develop separate car parking plans for each commercial precinct.

Glenorchy has more people with a disability living in the municipality than other Council areas in Southern Tasmania; 7.5% of people in Glenorchy as compared to 6.0% in the Greater Hobart region. Figures also show that the proportion of older persons (85 years old and older) has grown from 2.3% in 2011 to 2.5% in 2016³, and is predicted to continue to increase with the ageing demographics. Over half of the older residents (58%), use their own car for transport.

Given the ageing population and the proportion of people living with a disability in our area, this indicates the need to provide more designated accessible parking spaces near key services and facilities throughout our municipality. The results of a parking occupancy survey in 2016 associated with accessible parking spaces in the

³ Figures extracted from *id Community Profile* website (<http://profile.id.com.au/glenorchy/home>)

Glenorchy CBD⁴, shows that there is a need for additional accessible parking spaces in specific locations (e.g. near the entrance to commercial complexes).

In addition, Council regularly receives requests from members of the public for the provision of bicycle and motorcycle parking facilities. There is a lack of sufficient parking facilities for bicycles and motorcycles, both in Council owned car parks, and on the roads within the commercial precincts.

Bicycle parking should be located according to need, rather than simply where space is available and should consider movement patterns throughout the Council's bicycle network. Bicycle parking should also be both prominent and convenient so as to promote use.

There is the potential to selectively convert on-road car parking spaces for bicycle and motorcycle use, allowing multiple riders to park at a single location. Up to three motorcycles and ten bicycles can be accommodated within a single standard car parking space.

Council is committed to providing parking facilities for all modes of transports and to support the aged demographic. To do so, we will need to provide adequate bicycle and motorcycle parking facilities as well as accessible parking spaces within Commercial Precincts and in Council owned car parks.

Action 1.2:

Review Council owned car park layouts to accommodate adequate accessible parking spaces.

Action 1.3:

Develop a plan to identify appropriate locations for providing motorcycle/bicycle parking facilities.

Council's off-street parking infrastructure has the potential to be used as park and ride facilities. Park-and-Ride is a system for reducing urban traffic congestion, in which drivers can leave their cars in car parks on the outskirts of a city and travel to the city centre on public transport. Accordingly, Park-and-Ride facilities are parking lots with public transport connections that allow commuters and other people heading to city centres to leave their vehicles (including bikes and motorbikes) and transfer to a bus, rail system or carpool for the remainder of the journey. The benefit

⁴ Accessible Parking Occupancy Survey Report (Glenorchy Commercial Precinct) – Glenorchy City Council – June 2016



of Park-and-Ride is greatest when facilities are located in outer areas, close to journey origin and adjacent to frequent public transport services.

To date only one Park-and-Ride commuter survey was undertaken in the Glenorchy CBD area, November 2006. This survey information is now outdated and the results of the survey are not reliable. Prior to developing designated Park-and-Ride facilities, additional surveys need to be undertaken to gain an understanding of the level of informal Park-and-Ride that already occurs within Glenorchy commercial precincts.

Council will investigate to identify whether appropriate Park-and-Ride facilities are needed in the vicinity of the transport hubs and the major transit corridors including the existing bus services and possible future light rail and ferry transport systems. Council will need to ensure that providing Park-and-Ride facilities does not penalise Glenorchy's CBD areas and other commercial areas (e.g. by creating congestion and using valuable land for car parking).

Action 1.4:

Explore the feasibility of Park-and-Ride facilities in commercial precincts and develop a plan for Park-and-Ride facilities for each commercial precinct (i.e. Moonah, Glenorchy and Claremont) if required.

As part of the 'Parking Strategy' review, the importance of providing appropriate infrastructure for new technologies was acknowledged, including electric cars and bikes. In this regard, the options for parking facilities for electric cars and bikes should be explored together with developing a plan for providing electric car/bike parking spaces.

We will consider the provision of parking facilities for electric cars/bikes and for future technologies (e.g. driverless cars) in Council owned car parks.

Action 1.5:

Explore the options for parking facilities for electric cars and bikes and develop a plan for providing electric car/bike parking spaces in Council owned car parks.

Good parking information tends to reduce motorist delay and frustration and can improve the efficiency and uptake of drivers parking in an area. Providing convenient and accurate information on parking availability typically results in reducing traffic volumes on the road network (i.e. by reducing the circulating traffic looking to park).

The use of parking signage is one of the most common ways to provide information on parking availability. Parking signs may also be able to provide real-time

information on the location of available parking spaces (similar to those used for the Hobart multi-storey car parks). However, the provision of real-time information requires the public car parks to be managed through mechanical and/or electronic devices (e.g. boom gates, ticket machines, etc.), there needs to be some means of recording entering and exiting cars.

Currently, static parking direction signage has been installed on the approaches to the commercial precincts within Glenorchy. However, the existing parking direction signs need to be reviewed to ensure that accurate information on parking availability is provided for parking users. Signs should meet the criteria set out in the Australian Standard 'AS1742.11 Manual of Uniform Traffic Control Devices – Part 11: Parking Controls', to ensure clarity and consistency. This will be undertaken through the development of a comprehensive plan for parking directional signs for all Council owned public car parks.

Action 1.6:

Develop a plan for parking directional signs within Glenorchy.

Research shows that a safer environment in off-street car parks will result in higher use of parking facilities. Parking facilities should be designed to minimise crash risk to vehicles and pedestrians and to provide personal security with appropriate visibility, lighting and patrols. Appropriate and safe pedestrian linkages between carparks/park & ride facilities and businesses/shopping centres facilities should also be considered in the design of parking facilities.

We will provide a safe environment for parking facilities within Glenorchy through the review of Council owned car park layouts in order to identify and address safety issues. The review will not only include car park design review as a mean to reduce vehicle and pedestrian accidents, but also will be the review of linkages, lighting, etc. by undertaking a 'Crime Prevention Through Environmental Design' assessment.

Action 1.7:

Review Council owned car park layouts in order to identify safety issues and to identify solutions for rectifying the issues.

The maintenance of existing parking infrastructure (including signs and linemarking) is significant. Clear and visible signs and linemarking will help all road users to easily identify parking locations and parking restrictions, and is in fact required, for effective enforcement. However, Council does not have a procedure to provide

guidance on when and where the existing parking infrastructure should be maintained. Currently, a large number of parking related signs and linemarking are significantly faded and worn and there is no system in place to inspect and replace worn signs or linemarking. Council essentially relies on reports from car park users or staff to identify the locations needing maintenance.

The development of a long term plan for parking infrastructure maintenance will help Council to approach maintenance in a systematic and more efficient way.

Action 1.8:

Develop a long term plan for parking infrastructure maintenance.

The Australian Standard '*AS1742.11 Manual of Uniform Traffic Control Devices – Part 11: Parking Controls*' provides information in relation to the minimum requirements for the installation of parking related signs and linemarking. However, the Standard is silent in some areas, such as the distance between consecutive signs, type of linemarking for parking bays (i.e. full or partial linemarking), combined signs and the like.

The development of a guideline for the installation of parking related signs and linemarking will help Council to install consistent parking infrastructure in Glenorchy and to avoid unnecessary signs and linemarking, which may make our built environment visually unpleasant.

Action 1.9:

Develop a guideline for the installation of parking related signs and linemarking.

It is envisaged that through the implementation of this strategy, Council will not only maintain the existing and future parking infrastructure sustainably but will also provide parking facilities for all mode of transports, support the aged demographic, enhance environmental and economic outcomes and investigate parking facilities for future technologies.

5.2 STRATEGY 2: PARKING MANAGEMENT

Manage Council owned public car parks and on-street parking to maximise the use of parking facilities within Glenorchy municipality while ensuring that the available parking supply is adequate, safe and fair for all users.

Several initiatives were considered by the working group for managing parking within Glenorchy municipality. However, it is understood that any changes to the existing parking arrangements such as parking supply reductions, restrictions and pricing may result in parking problems in nearby areas as motorists seek additional or cheaper parking.

Where parking availability is reduced within a commercial precinct, or a cost is applied to the user, it is envisaged that the on-street parking supply within the nearby residential areas will be used more frequently. This in turn will increase complaints from residents in relation to all day parking in residential areas. There are various ways to mitigate these problems as part of an area parking management program. One approach to this issue is to restrict on-street parking within the nearby affected residential areas (e.g. 1 or 2 hours parking restriction) in conjunction with the implementation of 'Residential Parking Permit Schemes'. However, this will require new administrative responsibilities with inherent costs. It is noted that there have been some requests from residents for the introduction of 'Residential Parking Permit Schemes' in the past.

We will consider the introduction of 'Residential Parking Permit Schemes' to manage the demand for all day parking and to make the parking supply fair for all users (i.e. by preventing overstaying).

Action 2.1:

Explore the options for 'Residential Parking Permit Schemes' and develop a procedure for implementing, if it is feasible and cost effective.

Changes to the existing parking management arrangements may also result in increased use of private car parks (i.e. those car parks which are provided by the businesses for their customers) by long-stay parkers. Consequently, it is important to have a plan for both public and private parking areas and to manage them simultaneously in order to ensure that the actions associated with the future strategy work effectively. This may require agreements with the private car park owners to manage/patrol these parking areas by Council.

Currently, there are 10 private car parking areas within the commercial precincts (i.e. Glenorchy, Moonah and Claremont CBDs), 5 of them have agreements with Council for the patrol and enforcement of car parking restrictions. Most of the other 5 private car parks are in the Moonah commercial precinct (i.e. 4 out of 5 car parks); all of them are unrestricted off-street parking areas and are not patrolled or enforced by Council. It would be beneficial for those businesses that have private car parking to enter into a management agreement with Council to ensure that sufficient parking supply remains available for their customers. Parking restrictions should be established and enforced to meet the businesses' requirements.

We will start discussion with private car park owners to promote management agreements in order to manage private car parks, consistent with the strategy's objectives and initiatives.

Action 2.2:

Promote management agreements between Council and private car park owners to ensure consistent parking restrictions and enforcement within commercial precincts.

In terms of off-street parking areas, the existing Council owned public car parks are at grade parking facilities and tend to be scattered around the Glenorchy and Moonah CBDs. The '*Glenorchy CBD Strategic Framework*⁵' recommends moving carparks to the edge of the CBD (possibly in the form of multilevel carparks). This concept was supported by the recommendations in the '*Main Road Corridor Master Plan*⁶' – to mask parking and to reduce the "sprawl" of asphalt car parks around the CBD. However, shifting from scattered at grade carparks to centralised multilevel carparks requires a large amount of investment.

We will investigate the feasibility of constructing multi-storey car parks in Glenorchy and Moonah CBDs in order to provide adequate parking supply in commercial precincts to meet parking demand in the future. It is expected that the consolidation of car parks will be funded through the revenue gained from the disposal of lands associated with some of the existing at grade car parks.

⁵ *Glenorchy CBD Strategic Framework* can be accessed from [http://gcc.tas.gov.au/content/upload/Appendix K Draft Glenorchy CBD Strategic Framework Volume 2_14_Mar_2014_4895.pdf](http://gcc.tas.gov.au/content/upload/Appendix_K_Draft_Glenorchy_CBD_Strategic_Framework_Volume_2_14_Mar_2014_4895.pdf)

⁶ Main Road Corridor Master Plan - Annand Alcock Consultants - 2004

Action 2.3:

Explore the options for consolidating Council owned scattered car parks in commercial precincts.

In addition, cash-in-lieu for car parking can be used as a management tool to encourage developers to find other solutions to overcoming parking shortfalls. It is noted that the initial rationale for cash-in-lieu for parking was to provide a 'reserve' to fund future public parking provisions when parking is not provided directly on development sites.

The concept of cash-in-lieu for car parking is based on the Town Planning philosophy that where commercial developments have a shortfall of car parking, it is reasonable for the Council to assist by accepting money for this shortfall, to provide car parking bays in an adjacent or nearby existing, or proposed public 'car park'. The cash-in-lieu system involves the payment for shortfall in the number of parking spaces required on-site for the proposed land use.

The '*Glenorchy Interim Planning Scheme 2015 - Parking and Access Code*⁷' allows discretion in the taking of cash-in-lieu for car parking shortfalls where a 'parking plan' has been developed and adopted by Council. The decision as to whether to apply cash-in-lieu, based on planning grounds, is then made by the '*Glenorchy Planning Authority*'. A decision to waive payment on non-planning grounds is required to be made by full Council, as set by the Council decision of 7th December 2009.

Currently, Council does not have a policy associated with cash-in-lieu for car parking. The development of a policy will make it clear for Council staff, the *Planning Authority* members and developers, as to when and where cash-in-lieu for car parking will be applied.

Action 2.4:

Review the current application of cash-in-lieu for car parking and develop a 'Cash-in-lieu for Car Parking' policy.

Parking demand peaks over occasional periods such as busy shopping days, special events, emergencies, etc. In such cases, establishing plans to manage occasional peak parking demands is vital. The plans may include prioritising the use of parking (e.g. for customers), information for motorists on where to find additional parking,

⁷ Section E6.6.1 Number of Car Parking Spaces – Acceptable Solutions A1 (<http://www.iplan.tas.gov.au/pages/plan/book.aspx?exhibit=gccips>)

the provision of shuttle bus services between remote parking and key destinations, special programs to encourage the use of alternative travel modes, provision of adequate accessible parking spaces for people with a disability and special agreements for Christmas period and facilitating parking agreements between major businesses (e.g. Showgrounds, DEC and Racecourse). The development of overflow parking plans can be a quick and cost effective solution to occasional parking problems.

The development of a *'Special Events Parking Plan'* will enable Council to manage the occasional peak parking demands during a special event.

Action 2.5:

Develop a 'Special Events' parking plan for the provision of overflow parking where required.

A regular monitoring program for Council's parking areas (both on and off street) will allow Council to identify the issues associated with parking occupancy (i.e. parking supply and demand). This information helps Council to identify deficiencies (or over supply) in parking supply and, consequently, the requirement to investigate solutions. It also provides useful data that can feedback into the review of this Parking Strategy.

To date, Council has undertaken parking occupancy surveys in the Glenorchy and Moonah Commercial Precincts on a rotating annual basis, so that each area is surveyed once every two years. The most recent parking occupancy surveys in the Glenorchy and Moonah Commercial Precincts were undertaken in 2015 and 2016 respectively. A parking occupancy survey in the Claremont Commercial Precinct was also undertaken in 2016.

We will continue undertaking regular parking surveys within the Glenorchy municipality to keep parking data up to date.

Action 2.6:

Continue undertaking regular parking surveys within the Glenorchy municipality to keep parking data up to date.

Similar to parking directional signs, convenient and accurate information on parking availability will not only reduce traffic within the commercial precincts, but will reduce motorist delay and frustration. This information can be distributed to the community through brochures, pamphlets or Council's website.

The development of a parking guide for each commercial precinct (including details on parking availability for all modes of transport) will help people to plan for their trip (i.e. selection of the mode of transport and the route to the destination) based on the availability of parking facilities.

Action 2.7:

Prepare information booklets/pamphlets and website content for each commercial precinct, including information on the different types of parking facilities available in the area.

As part of the 'Parking Strategy' review, it was identified that a parking database (including parking infrastructure and time restrictions) is required to enable Council to better undertake parking related initiatives (e.g. reviewing Council owned car park layouts, preparing parking guide booklets, reviewing parking restrictions within commercial precincts, etc.). This database will also enable Council to review the condition of the existing parking infrastructure on a regular basis and to repair/replace parking infrastructure as required.

We will develop a database for parking restrictions and parking infrastructure and will maintain the database regularly in order to keep the database current.

Action 2.8:

Develop a database for parking restrictions and parking infrastructure.

During the public consultation period, a suggestion was made to establish a procedure for the issue of parking permits and for leasing Council owned car parking spaces. The suggestion is considered to have merit as it will provide clarity for both Council's staff and customers to understand when and where a parking permit can be issued and/or a parking space can be leased.

Action 2.9:

Develop a procedure for assessing the requests for the issuing of parking permits and leasing Council's owned car parking spaces.

Overall, this strategy will enable Council to provide a safer environment for parking facilities within the Glenorchy municipality, make parking supply fairer for all users, provide adequate parking supply to meet the parking demand in the future and manage the demand for all day parking.

5.3 STRATEGY 3: PARKING ENFORCEMENT

Use effective and efficient parking enforcement methods to patrol and enforce parking restrictions within Glenorchy.

Parking enforcement plays a vital role in ensuring that parking resources are used efficiently and in the best interests of the community.

In accordance with the *'Traffic (Road Rules) Regulations 1999'*⁸, the use of approved parking spaces may be policed by those Councils participating in the joint Police/Council Parking Enforcement Program. As a participant in this scheme, Council conducts this role through enforcement procedures adopted for parking enforcement.

Currently, time restricted parking is monitored by the 'walk and chalk' method. All other restrictions are monitored through observation (whilst walking and chalking). Walking and chalking is an inefficient method of parking overstays detection; it is labour intensive, antiquated in an information technology era, difficult to apply in bad weather and is easy to defeat. However, there are other technologies available and under development that can improve enforcement efficiencies markedly, including:

- 'Automated chalking' (through integrating licence plate recognition, digital photographs and Global Positioning System (GPS) technology);
- Parking meters;
- PODS (electronic device to allow for time restrictions without paid parking); and
- Voucher machines.

We will investigate available technologies to increase the efficiency of parking enforcement throughout the City of Glenorchy.

Action 3.1:

Explore the options for using voucher machines, pods or parking meters in parking enforcement.

Effective enforcement is an important component of parking management. In order to ensure that the desired outcomes of the parking strategy are achieved, an appropriate level of enforcement is required.

⁸ *Traffic (Road Rules) Regulations 1999* can be accessed from http://www.thelaw.tas.gov.au/print/index.w3p;doc_id=+131+1999+AT@EN+20080510000000;rec=0

Surveys have shown that the current enforcement regime has not been wholly effective in targeting vehicles overstaying the time limit in the commercial precincts. A review of the enforcement regime is necessary to ensure that parking turnover is maintained for the use of customers. This improved enforcement will result in long-stay vehicles being displaced from the available time restricted car parking spaces in preference to off-street all day parking areas.

Action 3.2:

Review the current parking enforcement regime and develop a plan for regular parking enforcement including a 'Standard Operating Procedure' manual.

Adequate human resources for parking enforcement is crucial to ensure that other parking initiatives (e.g. using voucher machines, pods or parking meters) achieve the anticipated goals. Inadequate parking enforcement will result in such parking related projects failing to achieve the desired outcome in most cases.

Currently, Council's parking section is part of a bigger group named 'Compliance Section'. This group is responsible for a wide range of duties including animal management, parking enforcement, bush fire hazard control and the like. The reason for combining several duties under one group is to allow Council to use its human resources more efficiently through resource sharing. This enables flexibility for Council to use staff in the areas where there are higher workloads and vary individual duties from time to time. However a consequence is that, in some cases, parking enforcement and parking related matters may become the lower priority when there is an urgent need for more staff in other areas (e.g. animal management or bush fire hazard control).

There are currently 2.3 full time equivalent officers working in the Compliance section as parking officers. However, this does not mean that there are 2.3 parking officers available for parking enforcement every day. With the existing human resources available for parking enforcement, in the best situation, the focus of the parking section is to only enforce parking in Glenorchy and Moonah CBD during weekdays; other areas are not proactively enforced.

Parking compliance for the areas other than Moonah and Glenorchy CBDs is conducted in a complaint basis. However, there is no guarantee that the complaints can be responded on the same day. After hours and weekend parking restrictions are enforced by Tas Police, only on a complaints basis as Council does not have sufficient

or committed human resources for systematic after hours or weekend parking compliance.

To address the lack of human resources for parking enforcement and to meet the targeted enforcement regime, we will plan to ensure that a certain number of human resources are available at any time for parking enforcement. We will also investigate making the parking section a separate group within the Compliance Section. These actions will allow parking restrictions and public car parks within the Glenorchy municipality to be enforced on a regular basis and to a targeted level.

It should be noted that the concept of providing additional human resources for parking enforcement is for a more effective enforcement regime rather than simply to generate more revenue.

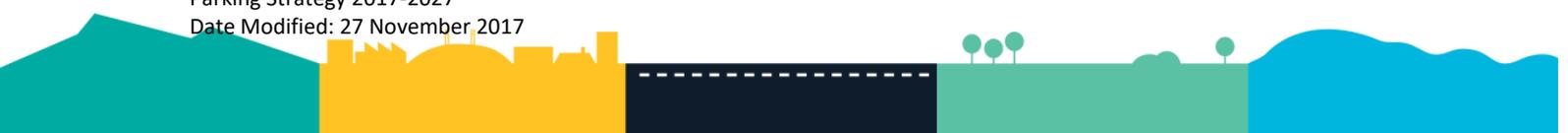
Action 3.3:

Investigate the required number of human resources for an agreed enforcement regime.

Action 3.4:

Explore the options for making parking section a separate group within the Compliance Section.

In conclusion, by applying this strategy, Council will increase parking officers' efficiency and will provide adequate human resources for parking enforcement and investigate new technologies for better parking compliance.



5.4 STRATEGY 4: PARKING FINANCE

Provide sustainable financial resources to offset the costs associated with parking infrastructure (including new and existing parking facilities), parking initiatives and parking enforcement.

Currently, parking related initiatives are funded through the normal budgetary process (i.e. by preparing budget bids based on priorities). However, in the past few years, budgetary constraints have made the parking related initiatives and the employment of additional human resources for parking enforcement harder to implement.

Currently, parking fines and cash-in-lieu for car parking are the only revenue sources related to parking. However, income from fines and cash-in-lieu are not reliable resources, as income from these sources will vary from year to year. Currently income from fines, at approximately \$340,000 per year, only covers the cost of staffing and is linked directly to the level of enforcement. Review of the income from cash-in-lieu for car parking also shows that Council did not receive any contributions from developers in the form of cash-in lieu for car parking in the past three years.

Based on the above information and alongside the 29 actions identified with this strategy document, it is recognised that lack of adequate funding for implementing these identified actions may cause significant delays to implementation of the overall strategy. As a result, it is considered that it is necessary to make Council's parking section financially sustainable and self-reliant, by exploring other alternatives for generating income.

We will investigate sustainable income sources for use in parking related initiatives with a view to making parking related activities and initiatives financially self-reliant by exploring other alternatives for generating income.

Action 4.1:

Explore the options for alternative sources of income for parking related initiatives.

'Price parking' is one of the options available to Council for generating income. This solution involves charging motorists directly for using parking facilities. Paid parking is not only a more reliable source of income compared to fines and cash-in-lieu, but also is an efficient way to manage parking demand, and support objectives to reduce private vehicle travel. The impact of paid parking on the reduction of private vehicle

usage has been acknowledged in the Tasmanian Government's *Draft Transport Access Strategy*⁹ (the *Draft Strategy*). The *Draft Strategy* indicates that:

“Parking pricing provides another mechanism for incentivising effective public transport usage both in general and for particular groups (for example, commuters). Low cost or free parking in and around Tasmania’s urban centres has been identified as a factor that contributes to on-going dependency on private cars for transport.”¹⁰

The *Draft Strategy* also states that, based on the results of the *Hobart Passenger Transport Case Study*¹¹, an increase in the price of car parking would result in a decrease in car vehicle kilometres travelled and an increase in public transport share.

The concept of paid parking involves charging parking users directly, rather than subsidising parking infrastructure and management costs via other income sources such as general rates revenue. A robust enforcement regime is required to be conducted simultaneously to ensure that the concept of paid parking will achieve its objectives.

It should be noted that the introduction of paid parking does not mean that all parking users should pay for parking. For example, free parking can be kept in the off-street car parks for the first 1½ hours, similar to the approach adopted by Hobart City Council. Parking prices can also be structured to achieve particular objectives (e.g. more convenient parking spaces priced to favour customers and clients, while other parking can be priced to favour long-term parkers).

It is important to note however, that the provision of free parking is seen as being a marketing advantage for businesses in the City of Glenorchy. In other words, there is a perception that the introduction of paid parking will result in people going elsewhere for shopping and this will have a negative impact on the economy of Glenorchy. However, this impact highly depends on the price of parking (i.e. a lower parking fee will not necessarily deter shoppers from using the commercial areas in their locality). It is recommended that an Economic Impact Assessment be undertaken into the advantages and disadvantages of paid parking, including a full investigation of the likely consequences of implementing different approaches to paid parking.

⁹ *Draft Transport Access Strategy* can be accessed from http://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0010/135775/Draft_Transport_Access_Strategy.pdf

¹⁰ *Draft Transport Access Strategy* – page 20

¹¹ Cited in the Tasmanian Government's *Draft Transport Access Strategy*



We will investigate whether paid parking is appropriate to be implemented in Glenorchy and if so, the most equitable way to implement it. It should be noted that any future intention to introducing 'Paid Parking' in Glenorchy would require 'stand-alone' targeted community consultation with key stakeholder groups and community members. Research would be required on the impact of strategies across other similar Local Government Areas.

The establishment of a 'Business Parking Permit' within the commercial precincts may also be investigated as part of the implementation of the 'Paid Parking' in order to minimise the impact of 'Paid Parking' on business owner/ operators.

Action 4.2:

Undertake an Economic Impact Assessment of paid parking in Glenorchy to investigate the advantages and disadvantages of paid parking, including a full investigation of the likely consequences of implementing different approaches to paid parking.

While cash-in-lieu for car parking is considered to be generally, an unreliable financial resource, it can also be considered as a management tool (i.e. a disincentive for developments which do not provide adequate on-site parking facilities). It is recommended that the cash-in-lieu amount be reviewed and the circumstances where cash-in-lieu can be applied be reviewed (noting that under current controls income from cash-in-lieu can only be spent in the areas which have approved parking plans¹²).

The determination of the cash-in-lieu rate is a critical task. The amount of cash-in-lieu can have a direct impact on the developers' decision making, in terms of whether or not the proposed development proceeds and the form in which it proceeds. While a higher cash-in-lieu rate, in some cases, may lead to withdrawal of an application due to cost implications, alternatively it may encourage the developer to find other solutions to overcome the parking shortfall (e.g. re-arrangement of parking layout to provide more parking spaces, agreement for shared parking arrangement with adjacent businesses and the like) or adopt a smaller building footprint.

On the other hand, having a lower cash-in-lieu rate may result in placing pressure on public car park supply. In other words, a lower cash-in-lieu rate may lead developers to make the decision to pay cash-in-lieu rather than providing adequate on-site

¹² Refer to Section E6.6.1 Number of Car Parking Spaces – Acceptable Solutions A1 of the *Glenorchy Interim Planning Scheme 2015* (see <http://www.iplan.tas.gov.au/pages/plan/book.aspx?exhibit=gccips>)

parking. In such situations, a developer might choose to develop up to the maximum building footprint (which also results in higher parking demand based on floor area), and thus place undue pressure on the supply of public parking, which then becomes the responsibility of Council to address. This cycle can be translated as transferring the developers' responsibility for on-site parking provision to Council through the provision of additional public car parking.

As a general comment, the determination of cash-in-lieu rate should be balanced such that investment is not widely discouraged but that parking needs are appropriately assessed and provided for in conjunction with development.

We will review the current cash-in-lieu amount and the circumstances in which it is applied.

Action 4.3:

Review the current cash-in-lieu amount and the circumstances in which it is applied.

In addition, as part of the 'Parking Strategy' review, it was identified that a defined procedure needs to be in place to set parking related fees and charges including cash-in-lieu for car parking and parking charges.

Based on feedback from public consultation of the Draft Strategy document, the parking fees and charges could be set such that the raised funds cover the administration costs and provide a dividend to Council so all funds are reinvested in parking infrastructure and staffing.

The procedure will define the frequency and the way parking related fees and charges are reviewed and approved for implementation.

Action 4.4:

Develop a procedure to set parking related charges and fees.

It is expected that by undertaking the above actions, Council will provide sustainable income resources for parking related initiatives and will make parking related activities and initiatives financially self-reliant.

5.5 STRATEGY 5: PARKING EDUCATION

Develop educational programs to elevate the community's knowledge about parking related matters.

As part of the 'Parking Strategy' review, it was identified that a high number of parking related complaints are in relation to parking on footpaths and incorrectly parking in cul-de-sacs and over driveways. It may be that this high number of parking related complaints are a result of misunderstanding or misinterpretation of the road rules. As a result, it is necessary to consider undertaking parking related educational initiatives as part of this strategy to increase the community's understanding about appropriate parking related behaviour. Transport related matters could also be combined with the parking educational initiatives.

It is recommended that parking related educational initiatives be developed for different target groups and in different languages, given the multicultural community within the City of Glenorchy. The initiatives can be undertaken in different ways such as preparing of brochures for education on parking, providing parking related information on Council's website and conducting information sessions for schools and the like.

We will provide road rules' information relevant to parking to the community to increase the community's understanding about appropriate parking related behaviours.

Action 5.1:

Develop a plan for parking related educational initiatives for different target groups and identify the areas of focus for education.

Misunderstanding or misinterpretation of the road rules is not an exclusive matter to the City of Glenorchy. For this reason, it is considered that parking related educational initiatives should be conducted in conjunction with other neighbouring Council's to distribute the knowledge about parking related behaviours to a wider range of residents within Southern Tasmania.

To do this, we will engage State Government bodies, adjoining Councils, other transport service providers and interested groups, such as RACT, LGAT, Metro, Migrant Resource Centre and the like, to undertake parking related educational initiatives collectively.

Action 5.2:

Collaborate/negotiate with relevant state government bodies, adjoining local governments and other transport agencies and interested parties to undertake parking related educational initiatives collectively.

In addition, adequate funding should be secured for conducting the parking related educational initiatives. This can potentially be achieved through various grant programs, both Federal and State Government to fund the proposed initiatives.

We will liaise with the Federal and State Government to seek funding for parking related educational initiatives.

Action 5.3:

Identify appropriate grant programs for undertaking parking related educational initiatives.

Council will increase the community's understanding about road rules and appropriate parking related behaviours by undertaking the above actions.

6. IMPLEMENTATION

An Action Plan has been compiled and includes the 29 actions identified throughout this strategy document, along with an assessment of the priority and timing of these actions.

The projects identified in the Action Plan will be implemented in order of priority and subject to staffing and funding availability. The Action Plan will be funded through the normal budgetary process – with budget bids being prepared based on the actions and priorities as set out in the plan.

It should be noted that successfully implementing this Action Plan to the nominated program is very dependent on allocating adequate funding and human resources to the identified actions.



7. ACTION PLAN AND PRIORITIES

Strategy 1: Parking Infrastructure

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
1.1	Review the existing Council's ' <i>Commercial Precincts Car Parking Plan</i> ' and develop separate car parking plans for each commercial precinct.	High	Plans approved by Council	-Commercial Precincts Dec 2019 -Other Localities Dec 2021	CSI - Transport	Results from Action 4.2 may have significant impact on this action
1.2	Review Council owned car park layouts to accommodate adequate accessible parking spaces.	High	Car Parks for additional accessible parking identified and plans prepared	Jun 2020	CSI – Transport CSI – Engineering Projects GCCG - Property	This action requires parking occupancy survey for accessible parking spaces in each commercial precinct
1.3	Develop a plan to identify appropriate locations for providing motorcycle/bicycle parking facilities.	High	Bicycle and motorcycle parking facilities approved as part of Car Parking Plans	Dec 2019	CSI – Transport	Proposed locations can be considered as part of Action 1.1 A Bicycle Strategy may require to be developed in conjunction with this action
1.4	Explore the feasibility of Park-and-Ride facilities in commercial precincts and develop a plan for Park-and-Ride facilities for each commercial precinct (i.e. Moonah, Glenorchy and Claremont) if required.	High	Park & Ride facilities approved as part of Car Parking Plans	Dec 2019	CSI - Transport	To be considered as part of Action 1.1

Strategy 1: Parking Infrastructure (Continued)

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
1.5	Explore the options for parking facilities for electric cars and bikes and develop a plan for providing electric car/bike parking spaces in Council owned car parks.	Medium	Preliminary study undertook, project specification developed and plans approve as part of Car Parking Plans	-Preliminary Study March 2018 -Project Specification Dec 2018 -Plans Dec 2019	CSI - Transport	Proposed locations can be considered as part of Action 1.1
1.6	Develop a plan for parking directional signs within Glenorchy.	Medium	Plans approved as part of Car Parking Plans	Dec 2019	CSI - Transport	To be considered as part of Action 1.1
1.7	Review Council owned car park layouts in order to identify safety issues and to identify solutions for rectifying the issues.	High	Car Parks with safety issues identified and plans prepared	Jun 2020	CSI – Transport CSI – Engineering Projects	To be considered as part of Action 1.2
1.8	Develop a long term plan for parking infrastructure maintenance.	Medium	Plan complete	Mar 2020	CSI – Transport CSI – Asset Management CSI - Maintenance	Action 2.8 is a prerequisite for this action
1.9	Develop a guideline for the installation of parking related signs and linemarking.	Low	Guideline complete	Jun 2018	CSI – Transport GCCG - Compliance	Should be finished prior to Action1.1

Strategy 2: Parking Management

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
2.1	Explore the options for 'Residential Parking Permit Schemes' and develop a procedure for implementing, if it is feasible and cost effective.	Medium	Feasibility study complete and procedure developed and approved by Council	-Feasibility Study Jun 2019 -Procedure development Jun 2020	CSI – Transport GCCG - Compliance	
2.2	Establish management agreements between Council and private car park owners to ensure consistent parking restrictions and enforcement within commercial precincts.	High	Parking management agreements completed	Mar 2020	CSI – Transport	Can be undertaken as part of public consultation for Action 1.1
2.3	Explore the options for consolidating Council owned scattered car parks in commercial precincts.	High	Plans approved as part of Car Parking Plans	Dec 2019	CSI – Transport	To be considered as part of Action 1.1
2.4	Review the current application of cash-in-lieu for car parking and develop a 'Cash-in-lieu for Car Parking' policy.	High	Policy approved by Council	Sep 2018	CSI – Transport CSI – Planning GCCG – Legal & Property	To be done in conjunction with Action 4.3
2.5	Develop a 'Special Events' parking plan for the provision of overflow parking where required.	High	Plans approved by Council	Jun 2019	CSI – Transport	

Strategy 2: Parking Management (Continued)

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
2.6	Continue undertaking regular parking surveys within the Glenorchy municipality to keep parking data up to date.	High	Final report(s) prepared each year	Ongoing	CSI – Transport GCCG - Compliance	
2.7	Prepare information booklets/pamphlets and website content for each commercial precinct including information on the different types of available parking facilities available in the area.	Medium	Booklets / pamphlets prepared and distributed and Council website updated	Sep 2019	CSI – Transport CEDB – Business & Finance	Information to be updated every two years
2.8	Develop a database for parking restrictions and parking infrastructures.	Medium	Database developed	Jun 2019	CSI – Transport CSI – Asset Management CEDB – GIS	
2.9	Develop a procedure for assessing requests for the issuing of parking permits and leasing Council's owned car parking spaces.	Medium	Procedure developed and approved by Council	Jun 2019	CSI – Transport GCCG – Compliance GCCG – Legal & Property	

Strategy 3: Parking Enforcement

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
3.1	Explore the options for using voucher machines, pods or parking metres in parking enforcement	Medium	Preferred option approved by Council for implementation	Dec 2019	CSI – Transport GCCG - Compliance	
3.2	Review the current parking enforcement regime and develop a plan for regular parking enforcement including a 'Standard Operating Procedure' manual.	Medium	Parking enforcement regime approved as part of Car Parking Plans	-Standard Operating Procedure Jun 2018 -Parking Enforcement Plan Dec 2019	CSI – Transport GCCG - Compliance	Parking enforcement plan can be considered as part of Action 1.1
3.3	Investigate the required number of human resources for an agreed enforcement scheme.	Medium	Number of human resources approved as part of Car Parking Plans	Dec 2019	CSI – Transport GCCG - Compliance	To be considered as part of Action 1.1
3.4	Explore the options for making parking section a separate group within the Compliance section.	High	Adequate human resources for an agreed parking enforcement provided at any time	Jun 2020	CSI – Transport GCCG - Compliance	



Strategy 4: Finance

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
4.1	Explore the options for alternative source of income for parking related initiatives.	Medium	Accepted option approved by Council	Jun 2019	CSI - Transport	
4.2	Undertake an Economic Impact Assessment of paid parking in Glenorchy to investigate the advantages and disadvantages of paid parking, including a full investigation of the likely consequences of implementing different approaches to paid parking.	Medium	Assessment complete and recommendation approved by Council	-Economic Impact Assessment Nov 2018 -Plans Dec 2019	CSI - Transport CEDB – City Strategy & Economic Development	Plan for the areas appropriate for paid parking can be considered as part of Action 1.1
4.3	Review the current cash-in-lieu amount and the circumstances in which it is applied.	High	New amount for Cash-in-lieu adopted by Council	Sep 2018	CSI - Transport	To be done in conjunction with Action 2.4
4.4	Develop a procedure to set parking related charges and fees.	Medium	Procedure approved by Council / Management team	Jun 2020	CSI – Transport CEDB – Business & Finance	



Strategy 5: Education

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
5.1	Develop a plan for parking related educational initiatives for different target groups and identify the areas of focus for education.	Medium	Plan developed and approve by Council / Management team	June 2018 Subject to grant opportunities	CSI – Transport GCCG - Compliance CEDB – Community Development	
5.2	Collaborate/negotiate with relevant state government bodies, adjoining local governments and other transport agencies and interested parties to undertake parking related educational initiatives collectively.	Medium	Agreement signed with other parties	ongoing	CSI – Transport CEDB – Community Development	
5.3	Identify appropriate grant programs for undertaking parking related educational initiatives.	Medium	Applications submitted to the funding program	ongoing	CSI – Transport CEDB – Community Development	

