Parking Strategy
Council
Means Casey City Council, being a body corporate constituted as a municipal Council under the Local Government Act 1989.

Councillors
Means the individuals holding the office of a member of Casey City Council.

Council officer
Means the Chief Executive Officer and staff of Council appointed by the Chief Executive Officer.

The City of Casey Parking Strategy provides direction on how Council oversees current parking supply and manages future parking provision. It extends to:

» All areas of the municipality where public and private parking is available; and
» All Council employees involved in the provision of parking planning, management and enforcement.

The Parking Strategy aims to support the City of Casey to be a City with:

» Safety: A safe and well managed road network.
» Amenity: High levels of amenity across the City.
» Sustainability: An active approach to sustainable transport use.
» Connectivity: Services and amenities connected to residential areas and easily accessible to all.
» Good Governance: A fair and effective system for managing parking issues.
The City of Casey has experienced “unprecedented population growth” over recent decades. Associated with this expansion is the demand and perceived demand for car parking across Casey, specifically in and around key activity areas, train stations and schools.

Carparking around Casey has historically been provided directly adjacent to the entrances of destinations and has been typically free and unrestricted with limited enforcement. With the Casey population expected to reach over 500,000 people by 2041 and the associated pressures and densification of the City, a shift in thinking is required to provide a more equitable and liveable City.

Within Casey, households are almost twice as likely as inner suburb households in owning two or more cars. Each household takes an average of 10 trips by car a day. There is evidence that shows the negative impact on society through this high level of car ownership and significant reliance on car travel. High levels of parking allocation both encourages increased car ownership and is also required where high reliance on car transport exists. As such, parking provisions must be managed as to not create induced demand for further car use however yet cater for the existing transport system.

Managing car parking in a growing urban environment is complex as there are many interest groups with competing demands including residents, commuters, businesses, visitors, and parents dropping off children at local schools. In some areas there is an identified parking stress however across a number of activity centres, for example Cranbourne and Hampton Park. Recent analysis has revealed an oversupply of parking, Cranbourne and Hampton Park show maximum demand significantly below the optimal parking utilisation of 85%.

Effective management of both existing and future car parking is important for residential, commercial, industrial and recreational purposes. The impacts on safety, amenity and accessibility are of significant importance, with the increased expectation of quality urban design and usable public spaces, particularly at areas where parking is currently located adjacent to entrances of destinations.

It is recognised that technology around parking and vehicle ownership are changing and as such this document will need to be periodically updated to ensure the latest methods and trends are appropriately planned for.

Therefore, the Parking Strategy:

» Provides a direction for management of future parking provisions in the City of Casey.
» Details the key tools that are available to Council for management of existing parking supply.
A range of State and Council transport policies and strategies influence how parking is developed and managed across the municipality.

In particular, the policies and strategies demonstrate how car parking can be managed to:

» Facilitate improved access to services.
» Support residential amenity.
» Generate economic activity.
» Improve safety and traffic flow.

The following adopted Council policies are applicable to the Parking Strategy:

» Casey C21 – Council's long-term vision for shaping the City of Casey’s future (2002)
» Casey C21 – Building a Great City
» City of Casey Council Plan (2017-2021)
» City of Casey Integrated Transport Strategy – StreetsAhead

» City of Casey Planning Scheme (Municipal Strategic Statement)
» City of Casey Residential Permit Parking Policy
» Berwick Village Commercial Centre Parking Strategy (2016)
» City of Casey Community Safety Strategy
» Casey Community Local Law 2018

In particular, the Parking Strategy is aligned with and represents a sub-strategy under Casey’s StreetsAhead – Integrated Transport Strategy adopted by Council in December 2017. Key areas of alignment are the support of key objectives 3 and 4, being:

» The delivery of an efficient and reliable transport network.
» The use of a ‘smart cities’ approach to transport planning.

The following Victorian Government policies/Acts/Regulations are applicable to the Parking Strategy:

» Plan Melbourne 2017-2050
» Victorian Road Safety Rules 2017
3.2 Transport and Parking Trends and Data

3.2.1 Car ownership
The City of Casey has the highest number of cars and one of the highest rates of car ownership within metropolitan Melbourne.

For example:
» 91% of Casey households own at least one car compared with 84.8% across the wider Metropolitan Melbourne.
» Almost 65% of the households across Casey own two or more cars, which is the highest percentage of any metropolitan Melbourne municipalities.
» In the City of Casey, the resident vehicle fleet was estimated to be 145,000 vehicles in 2011 projected to increase to 216,000 vehicles by 2026.

Car travel is by far the most preferred mode of travel for residents given the lack of quality alternatives currently available. This adds a high demand on car parking availability and access across the Council.

3.2.2 Travel Patterns – Mode share and trip purpose
On an average day, the 95,000 households in Casey make almost one million trips by car. This equates to approximately 10 trips per household.

Figure 1 and Figure 2 (right) detail total trips and Mode share made by Casey residents.

![Figure 1: City of Casey total trips per day](image1)

![Figure 2: Mode Share](image2)
This Strategy is divided into two components:

4.1 The management and enforcement of existing car parking spaces across the municipality, and

4.2 The longer term strategic view of car parking within the municipality and provision of car parking requirements on future developments.

### 4.1 Managing Existing Car Parking in Casey

Given the current dominance of car transport in Casey, car parking provides an important link to access to employment, residential, commercial, and recreational activities.

It also provides an important link to connections to public transport, specifically access to the Metro rail network.

Poorly planned parking however can result in the following:

- A loss of amenity and activity in areas dominated by parking, reducing viability of businesses and loss of customers.
- Increased congestion resulting in issues including stress, loss of productivity and air pollution.
- Safety issues particularly with pedestrian interaction.
- Amenity loss due to congestion including around schools and stations.
- Competition for parking spaces both on and off street.
- Damage to infrastructure/nature strips in ad-hoc parking areas.
- Significant financial burden to the community.

The effective management of car parking is therefore critical to achieving high levels of accessibility and maintaining local amenity.

The Parking Strategy specifically addresses car parking management issues across the City. A number of key management tools assist in order to:

- Manage parking in a fair, consistent and accountable manner for the many stakeholders within the municipality; and
- Facilitate a transition to a more sustainable and connected City.

<table>
<thead>
<tr>
<th>Casey Planning Scheme</th>
<th>Key mechanism for the provision of private off-street parking (for new developments).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Enforcement Procedure</td>
<td>Articulates parking enforcement principles and processes (to be developed).</td>
</tr>
<tr>
<td>Resident Permit Parking Policy</td>
<td>Manages how parking permits are issued in residential areas.</td>
</tr>
<tr>
<td>Local Area Traffic Precincts</td>
<td>Proactive monitoring/parking studies around activity centre car parks.</td>
</tr>
</tbody>
</table>
4.1.1 › Parking Enforcement

Parking enforcement is the key management tool for encouraging parking compliance. Without parking compliance, it has generally been demonstrated that parking restrictions are unable to influence parking demand and maximise the utilisation of parking spaces.

Principles associated with parking enforcement include:

» Safety of pedestrians and drivers is paramount.
» Equitable use of limited parking spaces is maintained.
» Ensuring effective traffic flow.

The following factors influence occupancy and compliance rates:

Parking occupancy
Drivers are more likely to park illegally if they are unable to locate a parking bay. Increased signage and reduced time limits typically encourage turnover and make more spaces available.

Infringement penalties
These are set by State Government.

Enforcement resources
The level of resources available for enforcement will have a significant impact on the likelihood of motorists being apprehended for non-compliance, and therefore the level of compliance.

Role of enforcement staff
Officers enforce time restrictions, signage requirements, permit conditions and other activities in relation to responsible road use, in order to achieve compliance with the Road Rules under the Road Safety Act 1986.

Council’s enforcement is primarily conducted through the activities of its Local Law Officers who operate in accordance with the provisions of the Road Safety Act 1986.

The main enforcement activities within the City of Casey will be focused on:

» Commercial Areas/Activity Centres.
» Trucks parking in residential areas.
» Parking at schools.
» Parking on nature strips.

In support of the Strategy, Parking Enforcement procedures will provide direction as to why enforcement is conducted and how it will be undertaken. The procedures will provide direction to officers involved in managing and performing parking services in the field. Importantly, it will provide advice to residents as to the purpose and processes involved in parking enforcement.

Detailed procedures will refer to:

» Managing prohibited zones.
» Enforcing parking signs, including frequency of time limits.
» Managing the misuse of Accessible Parking Spaces.
» Application of officer discretion in undertaking enforcement.
4.1.2 › Resident Permit Parking Policy (RPPP)

Adopted in 2009, the general objective of the RPPP is to manage on street parking for people who live in the street, and seeks to balance residential, commercial and other parking demands.

Council have a preference not to issue Resident Parking Permits and this system only currently exists within one location in the municipality. The application of parking provisions within the Casey Planning Scheme for residential parking has reduced the need for parking permits particularly in newer areas where most dwellings are now provided with two or more parking spaces on site.

The RPPP allows residential permits to be issued to residents with a significant need for on street parking that cannot be provided in the existing street network. It is not current practice of Council to issue permits, and instead the management strategy in the first instance is to look at other parking control measures including time limits and traffic calming measures. The Policy does not support exclusive resident permit parking zones and permits will typically not be investigated for new residential development. A review of the RPPP should also investigate the fee structure for parking permit if deemed appropriate.

The move to a Smart Cities/Digital First approach may allow permit schemes to be implemented more successfully in the future. However, further investigation into the need and equality of these systems is required prior to the implementation of any such scheme.

4.1.3 › Other Permit Parking

Disability Parking Scheme – Permits

Council processes some 7,500 permit applications annually.

Permits can be issued temporarily for a period of 6 or 12 months or for a period of 5 years (recently extended from 3 years) depending on the requirements (medical conditions) of the applicant.

The annual processing includes new applications, renewals, and processing of lost, stolen or misplaced permits. The process for new applications has recently been digitised to make it easier for the customer to apply and reduced the number of visits to Council. Further enhancements and the use of technology will improve the management of Disability Parking Scheme permits.

Over-length/Heavy Vehicle Permits (Truck Parking)

Parking of over-length/heavy vehicles in residential areas is a significant issue in the City of Casey. Companies are reducing their own infrastructure overheads by allowing overnight garaging by (owner) drivers, however this practice is seeing large numbers of over-length/heavy vehicles parked in residential areas. It is also reflective of the nature of local employment activity, with many residents involved in work utilising heavy/over length vehicles. This practice not only impacts the amenity of streets and neighbourhoods, it also creates issues of noise for adjoining properties, and safety risks associated with poor visibility etc.

In order to address this issue, the City of Casey Community Local Law 2018 (and future Community Local Laws) provides for the issue of permits to allow over-length/heavy vehicles to be parked on private property provided certain conditions are met.
4.1.4 › Commercial/Activity Centre Parking

Around activity centres, a mix of unrestricted and restricted parking applies, depending on the scale of the centre and current demand.

Parking in commercial/activity centres requires a fine balance between providing efficiency for motorists using the centre and too much parking detracting from the amenity and walkability of the centre. It is a preference for a small number of high turnover spaces to be provided near entrances of shops while longer term parking should be located behind building façades, clearly signed to ensure easy access.

Through the consultation it was clear that a number of businesses allow staff to park directly in-front of the premises, taking up potential customer car parks. This is likely through a lack of alternative parking areas, poor wayfinding signage or education of staff.

Changes to parking restrictions within centres will need to be carefully considered given the significant impact these changes may have on individual businesses and the economic viability of the precinct.

Officers patrol time limit restrictions and accessible parking bays, in order to maximise the availability of parking spaces in short term spaces and should respond where trader concerns are raised.

The installation of in-ground sensor technology in the car parks adjacent to Bunjil Place in late 2017, demonstrates the opportunity for enhanced parking management in high activity areas within the municipality. Further investigation of the success of this technology and the rollout to other areas should continue.

4.1.5 › Parking at Schools

Parking in and around schools at drop-off and pickup times create significant issues for congestion and particularly impacts nearby residents.

There is a strong trend with parents in Casey driving their children to school and preferring not to use local school buses or walking/riding routes. A longer-term solution to this is to instigate a mode shift, however the existing parking issues need to be addressed using current management tools.

School parking was of particular interest through the consultation process noting instances of dangerous behaviour from impatient parents around schools. Nearby to schools, the approach is generally to implement a ban on parking on one side of the street during peak times, in order to manage traffic flow and maintain safety.

When enforcement officers are present during drop off and pick up times, traffic flow improves significantly. In addition, the safety of children improves. Enforcement is strongly endorsed by residents and school principals.

The Strategy proposes a review of the enforcement resources to provide a stronger presence in these areas. If the Strategy is implemented, then the dedicated parking enforcement resource would significantly enhance the safety of children, improve traffic flows and be welcomed by residents and motorists.

There is also a challenge for officers supervising children using school crossings, with Local Laws officers enforcing restrictions at some 190 school crossings across the municipality.
4.1.6 › Railway Station Parking

Railway station parking is provided by the State Government on State owned land. Council is not in the position to provide additional commuter parking at these locations.

In response to the demand by commuters for parking at railway stations, Council will advocate to the State Government for the development of multi-level car parks in key locations. This will not only maximise the convenience of public transport, it will also balance the amenity and walkability of train stations.

In the instance of parking in local streets nearby to railway stations, a mix of restricted and unrestricted parking is applied in a balanced way to cater for residents’ visitor needs and commuter parking needs.

The impact of commuter parking on residential areas around stations, schools and commercial areas is recognised and this should be considered when undertaking a review of the RPPP. A management strategy for each of these areas should be investigated on an as needs basis with parking time limits implemented where necessary.

4.1.7 › Parking on Nature Strips

Parking on nature strips is a source of concern to residents with over 1250 complaints received last year.

The issue was in part the subject of a report to Council in 2013 and detailing the history and current practice for responding to vehicles parked on nature strips.

Current practice is to exercise discretion when undertaking enforcement of an alleged offence being committed against the Road Safety Road Rules 2017, taking into consideration individual circumstances before determining the course of action to be taken.

The current practice and legal provisions provide the investigating officer with authority and discretion and allow for all circumstances to be taken into consideration. The officers utilise the legislation as the guiding protocol for operation.

4.1.8 › Private Car Parks and Agreements

Council has not historically entered into agreements to manage privately owned carparks.

Amendments to the Road Safety Act in more recent times enable agreements to be entered into by Councils, to facilitate delivery of the service. Engagement in this activity would need to complement the wider role of Council in providing car parking services in and around activity centres.

Council is now in the position to consider agreements to manage privately owned car parks where it is in the best interest of Council and the community. Such agreements would need to consider the benefit of public/private partnerships by requiring private car park operators to install and maintain technology that would support enforcement activity by Council officers.
4.1.9 › Paid Parking

The City of Casey is unique in the Melbourne environment with Council not currently (as at August 2018) implementing paid parking across any public car parking areas.

A number of private paid parking areas however have been successfully implemented around the Health and Education Precinct in Berwick.

Paid parking is a tool for managing the demand for car parking and facilitates a user-pay system. Paid parking helps users understand car parking as a land use and is an efficient way of ensuring that time restrictions are adhered to. Current technology in ticket machines allow the introduction of flexible charging approaches, such as ‘first hour free’. They can be used in both on and off-street situations and current technology allows flexible payment arrangements for parking via cash or credit cards.

Paid parking, provides an important revenue stream that can be reinvested into additional parking infrastructure and amenity upgrades. Most other Councils in Melbourne rely significantly on this revenue stream to reinvest into upgrades to centres increasing the economic turnover of these locations.

Technology advances in the use of ticket machines can now also assist in providing enhancements to parking users, such as messaging to advise of the risk of overstaying in time restricted areas.

As activity centres within Casey grow, and demand for the existing supply of car parking spaces correspondingly increases, Council will consider the introduction of adopting charged car parking. This will enable more effective management of car parking demand, and appropriate levels of parking supply in the future.

Consideration to the application of paid parking will need to have regard to the benefits and implications of introducing paid parking controls for public parking areas.

It should also be noted that increasingly larger shopping centres around Australia are implementing a paid parking system providing 4-hour free parking and paid parking after this time. Technology in number plate recognition has now allowed this paid parking system to be unobtrusive to users. Although not known to be earmarked at this stage there is the possibility that Casey may see this rolled out at private shopping centres within the municipality. This would apply significant pressure to free all-day public parking provided by Council nearby these locations. Casey has already experienced this at local hospitals and colleges.
Strategic Direction around Car Parking within Casey

In terms of future planning for car parking, the City is at a transition point. The City can either; continue to deliver and require high levels of car parking for new development inducing traffic demand, or it can begin to gradually limit the reliance on parking and pursue a transition to a less car dominated society. It is widely accepted that an abundance of free untimed parking has been linked to more drive-alone commutes, worse traffic congestion, higher rents, and many other social costs of over-reliance on cars for urban mobility. Most residents do not currently have the need to investigate other transport modes and without incentives (such as paid or limited parking) there will be an increased reliance on private car use. Many cities around the world, including the City of Melbourne, are now understanding the significant cost of parking on the society. As such, there is now a push for ‘maximum’ parking rates for new development areas aimed at forcing a mode shift for uses of these places. Parking maximums have been included in local planning schemes where a maximum quantity of car parking spaces is specified, based on the type of activity and its size. This policy helps reduce an oversupply of parking and guides developers on what is the appropriate number of parking spaces to be provided. Parking maximums are important in restricting supply and supporting alternative modes of transport.

Although Casey is not in the position to implement such methods at this stage, a strong focus will be needed into the future ensuring the municipality can realise the goal of becoming ‘Australia’s most liveable City’.

Into the future, any new development must ensure that provision of new car parking must both, meet the needs of the existing transport modes, while encouraging a mode shift away from private car use. The storage of cars should increasingly be moved out of key pedestrian and public realm areas and integrated into built form that can be potentially re-purposed with a mode shift. Planning decisions around car parking should increasingly be aimed at reducing the reliance on car parking, in exchange for improvements in other transport methods.
4.2 › continued

4.2.1  ›  Casey Planning Scheme – Car Parking

The Planning Scheme is the mechanism for the provision of private off-street parking for new developments. The purpose for this provision, in part, is as follows:

» To ensure the provision of an appropriate number of 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 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, safe and enables easy and efficient use.

While the provision of car parking within the Planning Scheme is specific to private new developments, the Parking Strategy objectives and actions should be consistent in regard to intent. The themes of amenity, safety, sustainable transport alternatives and provision of adequate parking, are therefore appropriately prominent within the objectives of the Strategy.

4.2.2  ›  Future Residential parking

There is an expectation amongst existing residents that on-street parking provided by Council is a ‘right’ of the property owner. With the significant increase in population pressures Council is unable to continue to provide un-restricted ongoing on street parking for all residents. The expectations around this need to be managed with a strong emphasis on education of existing and future residents in their choices of housing and transport modes to suit their needs.

It should also be made clear the provision of Council parking is a significant cost burden to ratepayers each year through maintenance and landholding costs.

All new residential development, as per the Casey Planning Scheme, will be expected to provide sufficient on-site parking or demonstrate that the development will not generate an increase in offsite parking.

With the implementation of the Casey Housing Strategy, areas of higher density growth are anticipated within walking distance of Activity Centres and Public Transport interchanges. It is an expectation that these areas will be more walkable and accessible and as such should demonstrate a reduced reliance on parking.
4.2.3 Activity Centre Parking

“Every great place has a parking problem and trying to solve the parking problem often weakens the place. People come for place, not parking.”

Existing and future activity centres provide the key social, retail and employment areas within Casey. Currently there is a perceived pressure on car parking in these areas due to the most efficient car spaces adjacent to entrances and activity nodes becoming occupied throughout the day.

Again, it has historically been the expectation of residents that a car park adjacent to the entrance will be available and that parking a 5-minute walk from the entrance is seen as a burden. Over time, this mindset will need to change with a demonstration that by encouraging that 5-minute walk, the amenity, safety and overall enjoyment of the centre will be significantly improved.

Surveys of many of the existing centres around Casey have shown an excessive car parking supply, with a study in Cranbourne recently demonstrating that in peak demand car parking across the centre reached a maximum of 52% occupancy. This oversupply of car parking has typically detracted from the centres, with the accepted rates of utilisation for car parking being 85%. Future planning around activity centres should aim to facilitate more sustainable transport methods and investigate limiting the impacts of parking where possible.

Within Fountain Gate Narre Warren, there is a significant amount of public parking provided, particularly for Council staff and visitors. As a significant employer and leader in the area, Council should investigate other sustainable transport modes to reduce reliance on this parking.

4.2.4 Parking Reserve Fees

The Berwick Village Commercial Centre Parking Strategy is currently the only area within the City of Casey that has a Parking Overlay, allowing the capture of development contributions for parking purposes.

In other Councils, where development is considered to increase the parking requirements of a centre the developer is required to pay a predetermined amount per additional parking space required. This fee is then used for multi-level Council operated car parking areas which benefit the wider activity centre.

As part of future work, a review of the Berwick Parking Strategy is required along with the investigation of implementing similar strategies and Parking Overlays across other areas of Casey. The State Government has recently encouraged Council to investigate implementing Parking Overlays across other activity centres.

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1 Brent Toderian Former Director of Planning, City of Vancouver.
4.3 Innovation, Information and Data

4.3.1 › Future Direction

The future of parking management includes mechanisms that aim to manage parking more efficiently and provide optimal parking supply. This contrasts to the previous ‘predict and provide’ approach where motorists should always be able to find free and convenient parking. New parking policies and strategies focus on the management of car parking as an economic resource and to use the asset efficiently. Examples of new and innovative parking management policies include:

- Unbundle parking (parking is sold/rented separately to the development).
- Shared parking (parking facilities are shared between multiple activities).
- Enhanced enforcement and control.
- Improved user information.
- Demand responsive parking.
- Parking maximums (capping the amount of parking that can be provided on private land).

Innovative parking management strategies help reduce land consumption, providing more space for an attractive urban form that promotes economic development and social interaction. Revenue obtained from car parking can be put into infrastructure for alternative modes of transport. As parking demand increases in key activities centres, Council will consider the introduction of paid parking to support the management of this finite resource in these locations.

Demand responsive pricing is a new parking management strategy that manages car parking as an economic resource. The cost of parking is relative to demand. Demand responsive pricing may be in real time through the use of parking sensors or over time where parking surveys inform demand and prices are altered accordingly. During periods of high occupancy, the cost increases. This discourages users to drive and encourages the use of alternative modes of transport, in addition to facilitating a high turnover of cars in areas of high demand.

Demand responsive pricing is a new parking management strategy that manages car parking as an economic resource. The cost of parking is relative to demand. Demand responsive pricing may be in real time through the use of parking sensors or over time where parking surveys inform demand and prices are altered accordingly. During periods of high occupancy, the cost increases. This discourages users to drive and encourages the use of alternative modes of transport, in addition to facilitating a high turnover of cars in areas of high demand.

It is also recognised that with the advancements in technology, the arrival of autonomous vehicles and expansion of ride/share programs into the future will have a significant impact on the demand for parking resources. Therefore, Council must be mindful in its future planning for the provision of parking resources. This change will be monitored through the use of smart data analytics to inform future transport and parking related demand.

4.3.2 › Technology and Smart Cities

There is an emerging movement in urban planning regarding the application of information and communication technology to improve the functioning of the urban environment.

This concept is intertwined within the Smart Cities concept, where technology and data are used to improve the user experience and efficiencies of the transport network.

The key application of technology in parking is the collection and analysing of data used to inform pricing and enforcement, and improved user experience through simplification and communicated information.

Currently, real time occupancy data assists with parking availability via apps and wayfinding signage. Through parking sensors and smart parking meters, compliance can increase with reduced
infringements. Coupled with demand responsive pricing, technology is used to ensure an effective use of parking resource. Users select the time they require to park, rather than the use of time restrictions which try to predict how long users need. Therefore, the application of innovative approaches will be encouraged in future planning for car parking in Casey, as outlined in StreetsAhead – Integrated Transport Strategy.

4.3.3 › New Enforcement Technologies

Sensor technology is a more recent development in terms of devices for the regulating of parking spaces.

Parking Overstay Devices measure parking occupancy and turnover and are now extensively utilised by municipalities across Melbourne.

The system involves an in-ground sensor which has the capability of detecting vehicle arrivals and departures, thereby providing evidence required to prosecute infringements. Further, the system sends notifications to parking enforcement officers, alerting them to potential vehicle overstays/non-compliance.

Data gathered provides valuable information regarding occupancy, compliance and turnover. This is valuable for planning and enforcement purposes, and also identifying any parking problems.

An additional function is to provide real time data to people looking to find a parking space. This technology can result in a decrease in traffic congestion. This is significant in light of research that shows 30% of congestion in urban areas is caused by motorists ‘crawling’ while looking for a parking space.

Technology advances including vehicle number plate recognition cameras, may also be considered for future use in undertaking parking enforcement.

4.3.4 › Data Sharing

One of the key objectives identified in the Parking Strategy is to apply a strategic approach to parking management and data collection in support of Council’s Open Data Policy.

Parking usage data can be used for other Council purposes such as waste collection schedules in recreation facilities and activity centres, street sweeping schedules etc.

Importantly data collected for the purpose of parking management can be shared with business and residents subject to the appropriate filters for privacy. In addition, parking data can be integrated into other open data sources such as wayfinding apps and parking availability information for surrounding areas and privately-owned locations.

Therefore, Council will:

» Develop a strategic, comprehensive and coordinated approach towards parking management and data collection.

» Understand parking supply and user demands as they change over time, at both the local and municipal level through improved data analysis.

» Improve monitoring and planning for parking assets over time.
### Community Consultation

**2 July to 22 July 2018**

Those engaged in the consultation process were particularly responsive regarding parking improvements, challenges and what is desired of parking services in Casey.

From the 47 individual responses over a three-week period and meetings with 3 Trader/Business Groups, the specific findings from the community engagement are highlighted below:

- **Schools, ‘Hospitals’ and Medical Centres**
- **Disabled Parking**
- **Additional enforcement**
- **Lack of parking at train stations**

<table>
<thead>
<tr>
<th>Respondents:</th>
<th></th>
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<tbody>
<tr>
<td>“There should be more free parking options in Kangan Drive”</td>
<td>“Absolutely any school in Casey-see really dangerous behaviour by impatient parents every day”</td>
</tr>
<tr>
<td>“Increase availability of disabled parking spaces, and monitor that they are being used properly”</td>
<td>“Disabled parking everywhere is abused. Sensors on permits or car rego would be great!”</td>
</tr>
</tbody>
</table>
Casey Conversations is Council’s community consultation tool. This included an interactive webpage as part of the consultation for Council’s Transport Strategy.

Casey Conversations communicated the aims of the strategy and demonstrated that as a sub-strategy under Casey’s StreetsAhead – Integrated Strategy, it can influence how parking is developed and managed across the municipality.

Over 100 people visited the Casey Conversations page, including more than 47 survey responses. The surveys looked to get residents feedback on a range of parking related issues and sought responses as to improvements that might be implemented.

As noted above, some 47 residents participated in these surveys, with 63% of these received from residents of Berwick, Narre Warren and Cranbourne and 75% of respondents were Casey residents.

When asked what was of highest priority for enforcement, residents indicated:

» additional enforcement was needed at hospitals and medical facilities, particularly in vicinity of Berwick Health and Education Precinct (21);

» at schools (20);

» commercial areas (12); and

» disabled parking used illegally (11);

When asked which shopping areas respondents found easy for parking the responses included:

» Cranbourne Central

» Casey Central

» Fountain Gate, “most of the time”.

Shopping locations difficult for parking:

» Lynbrook Village

» High Street Berwick

» Bunjil Place

» Webb Street near to the Railway Crossing
Workshops with Traders/Business Groups

A presentation was delivered to each of the three Groups outlining the key aims of the Strategy.

A summary of the findings of the workshops are provided below:

- Parking issues around Webb Street, including impact of rail commuters
- Maintenance of existing permit parking for traders
- Awareness of Council proposal to increase enforcement and concerns at impact on customers and business staff member parking
- Security in Council car parks
- Increased enforcement around Activity Centres
- Application of technology to assist with managing parking
- Incentivise people to use alternative modes instead of the car
- Park and ride scheme

Summary of feedback:

The community has consistently provided feedback regarding the following themes:

- Increased enforcement
- Parking around hospitals and medical centres, particularly in Kangan Drive Berwick
- Parking at train stations
Implementation

To ensure the practical application of the Parking Strategy, an Action Plan has been developed, to focus on delivering high quality services to residents, businesses and visitors to the municipality.

Implementation of the Action Plan will inform Council as to the level of parking supply and demand and facilitate a strategic, comprehensive and coordinated approach towards parking management and data collection.

Administrative Updates

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document.

Where an update does not materially alter this document, such a change may be made administratively. Examples include a change to the name of a Council department, a change to the name of a Federal or State Government department, and a minor update to legislation which does not have a material impact. However, any change or update which materially alters this document must be by resolution of Council.
The next review of this document is scheduled for completion by 30 May 2022.

Related Documents

» Casey C21 Council’s long-term vision for shaping the City of Casey’s future (2002)
» Casey C21 – Building a Great City
» City of Casey Council Plan (2017-2021)
» City of Casey Integrated Transport Strategy – StreetsAhead
» City of Casey Planning Scheme (Municipal Strategic Statement)
» City of Casey Residential Permit Parking Policy
» Berwick Village Commercial Centre Parking Strategy
» City of Casey Community Safety Strategy
» Casey Community Local Law 2018
Contact

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