

SERVICES DELEGATED COMMITTEE



AGENDA

(Open to the public)

6.30pm, Monday 20 March 2023

Council Chamber - 8 Inglesby Road, Camberwell

Date of Issue: 10 March 2023

Please note: No audio, video, photographic or any other recording of proceedings at Council or Delegated Committee meetings is permitted without written authority from Council.

Order of Business

- 1 Adoption and confirmation of the minutes of the Services Delegated Committee meeting held on 12 December 2022**
- 2 Declaration of conflict of interest of any councillor or council officer**
- 3 Presentation of officer reports**
 - 3.1 Serpells Lane Strategic Property Project - Proposal for paid car parking
- 4 General business**
- 5 Urgent business**
- 6 Confidential business**
- Close of meeting**

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3 Presentation of officer reports

3.1 Serpells Lane Strategic Property Project - Proposal for paid car parking

Executive Summary

Purpose

The purpose of this report is to discuss consideration of installing paid car parking infrastructure within the Serpells Lane car park.

Background

Council is the owner of land at 399 Burwood Road, Hawthorn, also known as the Serpells Lane car park (the Land). The Land is an at-grade car park accessed from Burwood Road, Hawthorn. It provides a total of 90 car spaces, namely 62 three (3) hour spaces, 22 two (2) hour spaces, two (2) disabled spaces, three (3) loading zone spaces and one (1) Flexi-car car, share space. The three (3) and two (2) hour spaces operate between 9am to 5:30pm, Monday to Friday and 9am to 12:30pm Saturday. The Land is owned and maintained by Council, and currently offers free parking. A recent parking impact assessment report has found that it is predominantly used for medium to longer term parking by Swinburne University staff and students.

Council is also separately considering the potential future sale of the Serpells Lane property.

Key Issues

- The existing Serpells Lane car park accommodates 90 unpaid spaces, which are generally subject to 2P and 3P restrictions.
- The Serpells Lane car park is well utilised with high occupancy (90% plus) during peak periods, which generally occurs across the entire weekday daytime period.
- Approximately 64% of all motorists parking within the Serpells Lane car park are associated with Swinburne University.
- In the order of 30% of motorists within the Serpells Lane car park overstay the time-based parking restrictions.
- A current opportunity exists to consider the installation of paid parking.

Next Steps

Officers recommend that Council defers a decision to install infrastructure for paid parking at the Serpells Lane car park until a decision on whether to sell the Land has been made by Council.

Officers' recommendation

That Services Delegated Committee resolve to further consider the installation of paid parking in the Serpells Lane car park once a decision has been made on selling the land at 399 Burwood Road, Hawthorn.

Responsible director: **Scott Walker, Director Urban Living**

1. Purpose

The purpose of this report is to discuss consideration of installing paid car parking infrastructure within the Serpells Lane car park.

2. Policy implications and relevance to community plan and council plan

The Boroondara Community Plan 2021-31 sets out the 10-year vision for Boroondara's future based on values, aspirations and priorities important to the community.

Strategic Objective 6: *Support local businesses and enhance shopping precincts, fostering a strong economy and welcoming places for the community.*

3. Background

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It provides a total of 90 car spaces, namely 62 three (3) hour spaces, 22 two (2) hour spaces, two (2) disabled spaces, three (3) loading zone spaces and one (1) Flexi-car car share space. The three (3) and two (2) hour spaces operate between 9am to 5:30pm, Monday to Friday and 9am to 12:30pm Saturday. The Land is owned and maintained by Council, and currently offers free parking. A parking impact assessment has found that it is predominantly used for medium to longer term parking by Swinburne University staff and students.

Council is also separately considering the potential future sale of the Serpells Lane property.

Traffic and Parking assessments

Council commissioned a Traffic and Parking Impact Assessment in 2022 to contemplate a potential future alternate use of the site and the associated transport impact of such a change (which is considered in a separate report in relation to Glenferrie Place Plan). The car parking assessment provides information about the usage and overstay rates that may be relevant to the consideration of introducing paid parking.

As part of the assessment, car parking surveys at half hourly intervals in the Serpells Lane car park were undertaken prior to the pandemic and more recently in 2022.

Key relevant findings of the March 2022 surveys are as follows:

- 3P spaces – 30% of motorists overstayed the three-hour time limit (including one vehicle parked within the area for the entire survey period).
- 2P spaces – 46% of motorists overstayed the two-hour time limit.

Additional surveys were also carried out in September 2022 with key findings as follows:

- 3P spaces – 33% of motorists overstayed the three-hour time limit (including one vehicle parked within the area for the entire survey period).
- 2P spaces – 28% of motorists overstayed the two-hour time limit.

The surveys also showed relatively high utilisation at night, 60% occupancy for the October 2019 survey at 10:30pm and 30% at 11pm for the March 2022 survey.

There also appears to be anecdotal evidence that some vehicles are being parked overnight. A night inspection in the early hours of 26 November 2022 at 12:15am revealed an occupancy of 15 vehicles.

The assessment has also found that an estimated 64% of motorists that parked in the car park were associated with Swinburne University and 34% with the Glenferrie Activity Centre

4. Outline of key issues/options

As the assessment has concluded that approximately 64% of all motorists parking within the Serpells Lane car park are associated with Swinburne University and in the order of 30% of all motorists overstay the time-based parking restrictions, there is an opportunity to also consider the implementation of paid car parking to assist in improved management and car parking turnover within the car park. The following implementation timing options are provided:

Option 1: Install paid parking immediately (not recommended)

The proposal is to convert the existing parking restrictions comprising a combination of '3P 9am-5.30pm Mon-Fri, 9am-12.30pm Sat' and '2P 9am-5.30pm Mon-Fri, 9am-12.30pm Sat' to '3P Ticket 8am-6pm' (fee to apply). The fee would apply all days between 8am to 6pm. The loading zones, disabled parking bays and the car share vehicle space would be exempt from the fee.

The fee can be expected to improve parking turnover, reduce the level of overstaying and improve parking availability.

Option 2: Defer any decision to introduce paid parking until the decision about the future of the Land is known (recommended)

Council is considering the potential future sale of the Serpells Lane car park. A decision to invest in paid car parking infrastructure may be considered more prudent once a direction on the future of the Land has been decided by Council.

Option 3: Do nothing at this stage (not recommended)

Council can revisit this proposal at a future point in time.

Option 2 is recommended. In summary, it is considered that the introduction of paid parking has merit, however the timing of investment should be considered once Council has decided on the future of the Land.

5. Consultation/communication

Historically, community consultation for a previous paid parking proposal for this site in the form of a letter drop and questionnaire survey was undertaken with 398 properties along Burwood Road and Glenferrie Road in March 2017.

The proposal was distributed to properties along both sides of Burwood Road between Glenferrie Road and Serpells Lane and Glenferrie Road between Burwood Road and the railway line. The feedback from the survey responses indicated that:

- A total of 16 (4%) stakeholders responded to the proposal.
- 5 (31%) stakeholders were in support of the proposal.
- 11 (69%) stakeholders objected to the proposal.

Given the low response rate, the proposal was subsequently deferred.

No recent consultation has occurred on the proposal.

6. Financial and resource implications

The installation of paid parking infrastructure would require the following investment, which can be funded through the current operating budget:

Table 1, budget estimate for paid parking infrastructure

Item	Cost estimate (\$)
EXPENSE	
Relocation of ticket machine	1,500
Change to signage (~18 signs)	3,600
Rollout of mobile app	No cost
Total	5,100

The financial implications of this report and recommendation are minimal.

The introduction of paid parking infrastructure would provide some revenue to Council. It is expected that immediately following the introduction of paid parking, usage of the car park would reduce to about 50% and may increase again over time.

Table 2, potential and estimated expected revenue after installation of paid parking infrastructure

Item	Revenue estimate (\$)
REVENUE	
Expected revenue (per annum) at 50% of capacity	184,000
Potential revenue (per annum) at 75% of capacity	277,000
Potential revenue (per annum) at 100% capacity	368,710

7. Governance issues

No officers involved in the preparation of this report have a general or material conflict of interest requiring disclosure under chapter 5 of the Governance Rules of Boroondara City Council.

The recommendation contained in this report is compatible with the Charter of Human Rights and Responsibilities 2006 as it does not raise any human rights issues.

8. Conclusion

It has been found that the majority of car park users are associated with Swinburne University and that approximately 30% of motorists overstay the time-based parking restrictions. As such, introducing paid parking to better manage the car park and improve parking turnover has merit, however given Council's current work on rezoning and the possibility of divesting the Land, it is considered the decision to introduce paid parking should be deferred until a decision has been made about the future of the Land.

Manager: **Amy Montalti, Chief Financial Officer**

Report officer: Michael Hutchison, Head of Strategic Property and Revenue