

REFORM OF PARKING IN CREMORNE



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Foreword

Streets Alive Yarra is a non-profit, volunteer, resident and ratepayer action group with a [vision](#) for more trees, wider footpaths and vibrant businesses in thriving [neighbourhoods](#). We see our streets being used by people from [all ages](#), irrespective of whether they walk, roll on a wheelchair, cycle, use public transport or drive. Residents and shoppers should be able to move safely, comfortably, and conveniently around Yarra; and park near shops.



Image credit: OCULUS Landscape Architecture and Urban Design

Streets Alive Yarra was founded in 2017 and now has over 2,700 followers on Facebook. A network of local champions develops concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also Yarra's Walkability Action Group (WAG) representative for Victoria Walks.

Further information is available at: streets-alive-yarra.org/about.

Background

On 5th January 2021 Streets Alive Yarra wrote to the City of Yarra, suggesting how parking in Cremorne could be reformed, including:

- converting all 1,082 parking bays to permit only,
- replacing paper permits with digital permits, linked to vehicle number plates,
- selling digital permits online and via apps,
- pricing digital permits at several levels, and
- enforcing permit parking via automatic number plate recognition.

The submission can be downloaded from our [website](https://streets-alive-yarra.org).

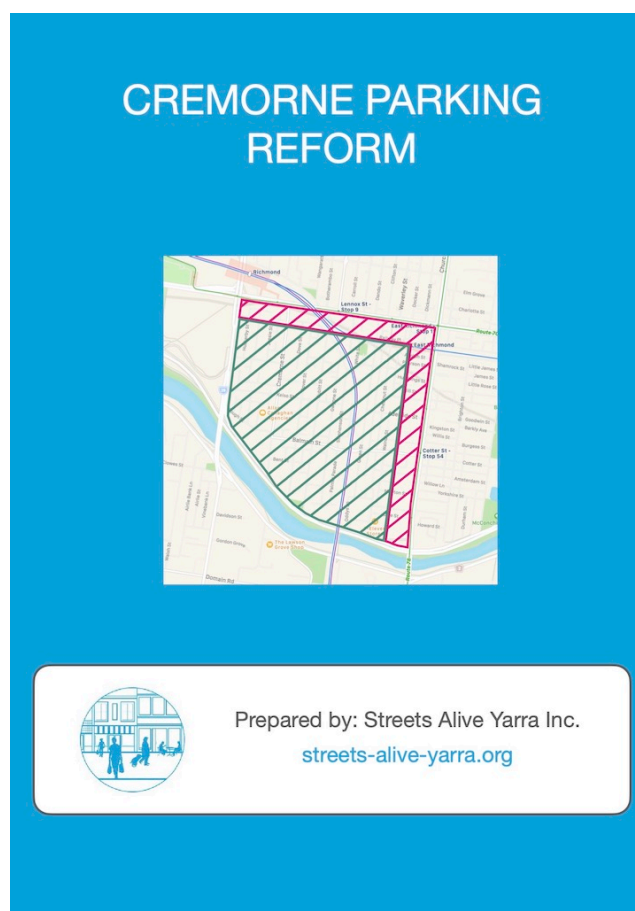


Image credit: Streets Alive Yarra

At a subsequent meeting, the Finance Director pointed out, quite rightly, that such reforms require new types of technology, systems and processes, which takes time.

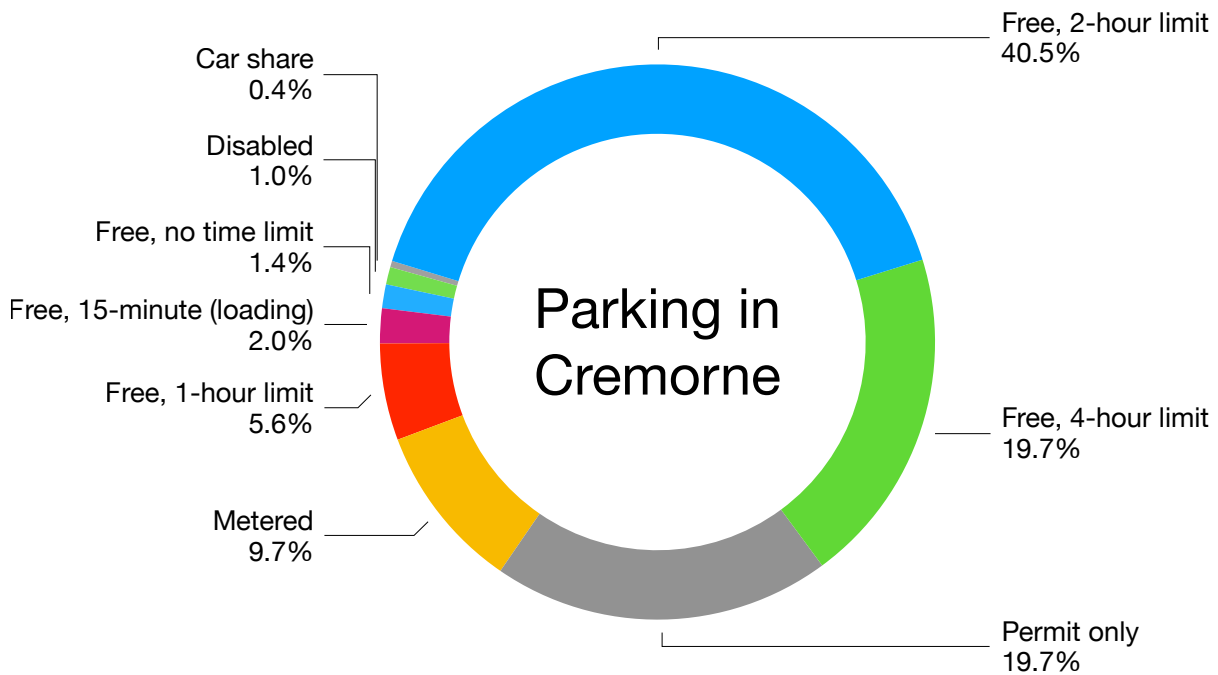
In response, this submission proposes alternative reforms that use existing council technology, systems and processes, and therefore can be implemented immediately.

Context

Cremorne hosts:

- 1,082 on-street parking bays (refer to Appendix A for the full dataset)
- Over 2,000 residents
- Over 10,000 workers (expected to grow to 30,000)

Existing parking bays are allocated to multiple uses, as shown in the chart:



Summary of 1,082 parking bays in Cremorne

Problems

The problems that this submission are attempting to address are:

- Residents find it difficult to find a park when they return from work
- Visitors find it difficult to locate a vacant parking bay
- Commuters evade time restrictions by swapping their cars
- Demand for free parking is intractably higher than supply of free parking, making it difficult to begin reallocating space to improved infrastructure for walking and cycling
- Commuters and visitors are not contributing to the cost of maintaining our streets and parking bays

Proposal

This submission proposes the following reforms to on-street parking in Cremorne:

- Converting all 4-hour parking bays to permit only (affecting 213 bays)
- Converting all free unrestricted bays to disabled, car sharing or loading zone (affecting 15 bays)
- Selling 200 “Cremorne” parking permits on the open market for \$3,000 each, valid for any permit zone or time restricted zone within Cremorne

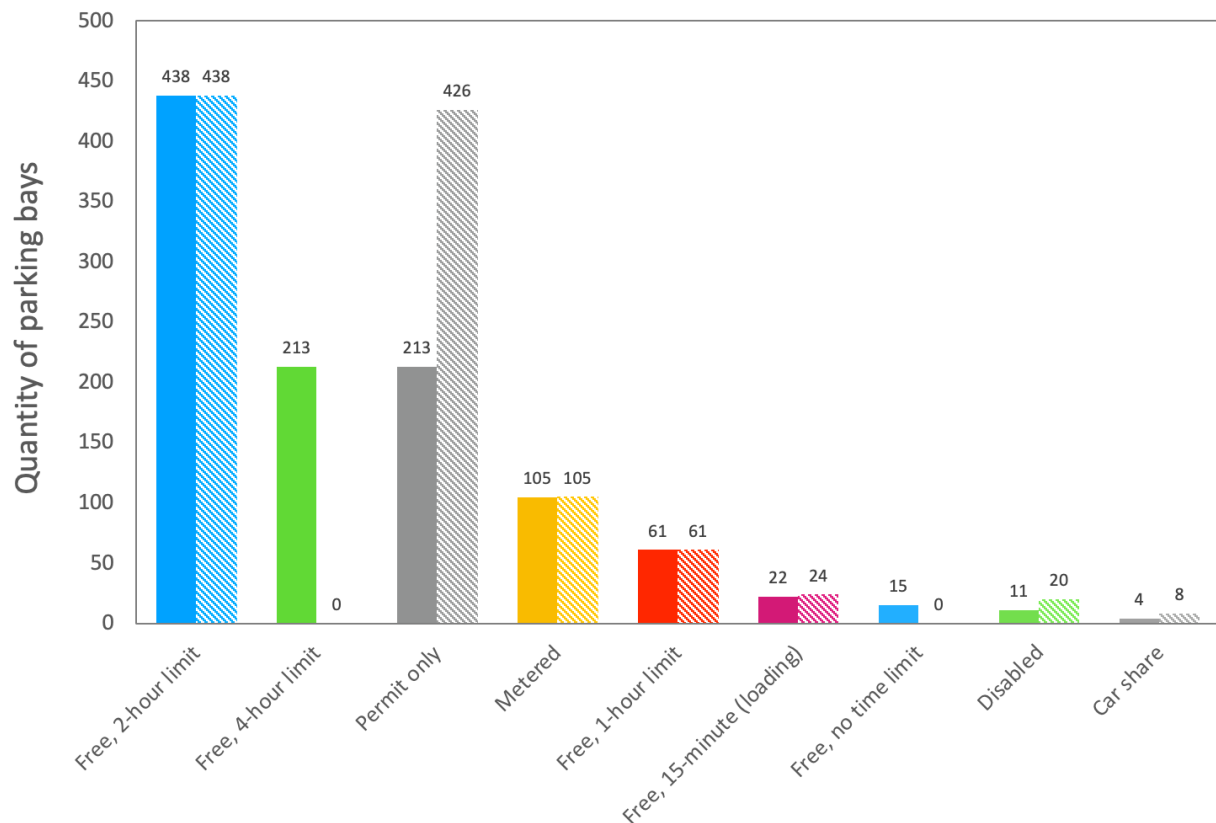


Proposed “Cremorne” parking permit, available for \$3,000 to anyone who wishes to purchase it

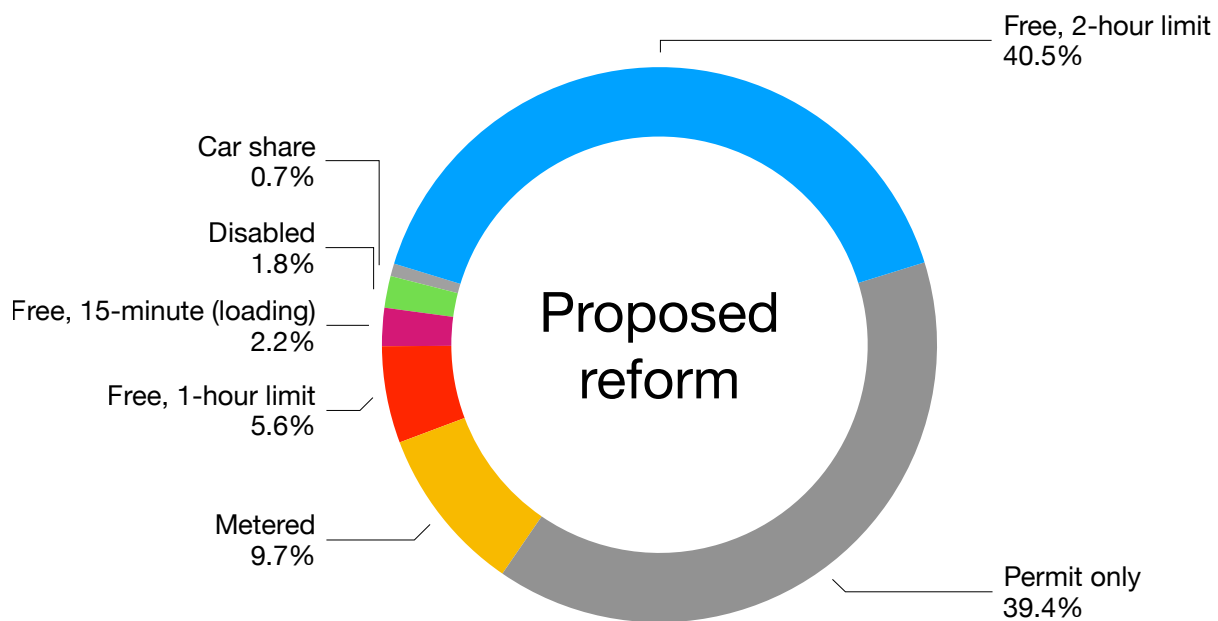
Note that this proposed reform:

- using existing technologies and systems, such as paper permits,
- retains all existing permits at their existing pricing, and
- doubles the number of parking bays allocated to disabled and car sharing.

The following charts shows how the quantity of each type of parking bay is proposed to change, and the resulting distribution.



Proposed changes to each type of parking bay



Proposed distribution of 1,082 parking bays

Expected outcomes

One expected outcome of this reform would be that residents would have access to double the number of permit zone parking bays to choose from, when they returned home after their working day. This change would most likely ensure broad community support.

Another expected outcome of this reform would be to convert ~ 200 commuters from free parking to paid parking, aligning with council's adopted Parking Management Strategy.

A key principle endorsed by Council for managing parking in Yarra is that all visitors to our city should contribute to the cost of maintaining and providing the parking infrastructure they use.

Parking Management Strategy Section 3.5.2

Another expected outcome would be to generate \$600,000 of revenue each year that could be reinvested in Cremorne, for:

- improved footpaths,
- pedestrian crossings,
- raised threshold treatments,
- kerb extensions,
- pocket parks, or
- acquisition of land for new public open space.

For example, if the acquisition of a single property costed \$2.4m, council could pay back a loan for the property within four years.

Note that the acquisition of a single property for conversion to new public open space (perhaps located in a commercial zone and subject to overlooking, overshadowing, or visual bulk), would represent the largest increase in public open space in Cremorne in the last 50 years.

The anticipation of imminent and significant improvements to the public realm would also act to ensure broad community support.

Concluding remarks

It's great that council welcomes ideas for improving how the city is managed, particularly if suggestions can deliver positive outcomes for the community and the public realm, and are likely to have broad community support.

Streets Alive Yarra would be delighted to provide further detail or explanation of the themes raised in this document.

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Appendix - parking data

Survey of parking bay type and location in Cremorne, conducted by Streets Alive Yarra.

Street name	Section start	Section finish	Notes	Free, no time limit	Free, 15-minute (loading)	Free, 1-hour limit	Free, 2-hour limit	Free, 4-hour limit	Permit only	Metered	Disabled	Car share	Total
Adelaide Street								21					
Adolph Street	Walnut	Church	All no standing										
Balmain Street	Cremorne	Church					44				1		
Bent Street	Cremorne	Cubitt					5		4		1		
Blanche	Punt	Huckerby							4		1		
Blanche	Huckerby	Cremorne							3				
Byron Street	Swan	Railway tracks	All no standing										
Chapel Street	Green	Chestnut					6						
Chapel Street	Chestnut	Church					4						
Chestnut Street	Railway	Balmain					55	11	33				
Chestnut Street	Balmain	Gordon					2						
Church Street (west side)	Swan	Balmain			2					44	1		2
Church Street (west side)	Balmain	Yarra			1					23	1		
Cremorne Street	Swan	Freeway			3	5	23	29					2
Cubitt Street	Stephenson	Kelso				2	10		4				
Cubitt Street	Kelso	Balmain											
Cubitt Street	Balmain	Freeway			1		29		32				
Dale Street	Hargreave	Church	All no standing										
Dove Street	Stephenson	TAFE	All no standing										
Dover Street	Stephenson	Balmain		4			42				1		
Dover Street	Balmain	Freeway					32		17				
Dunn Street	Stephenson	Green					10						
Electric Street	Oddy's	Hargreave	All no standing										
Fitzgibbon Street	Dover	Cubitt			1								
Gordon Street	Chestnut	Church					6		5		1		
Gough Place	Dead end	Gough St							8				
Gough Street	Punt	Cremorne						21					
Green Street	Swan	Railway Place								7	1		
Green Street	Railway	Adelaide					44		18		1		
Green Street	Adelaide	Balmain					27						
Green Street	Balmain	Electric					2	29					
Gwynne Street	Stephenson	Balmain		11	2			23					
Gwynne Street	Balmain	Palmer Parade					13		7				
Hill Street	Walnut	Church			1		11						
Huckerby Street	Wellington	Blanche							5				
Hutchings Street	Walnut	Church	All no standing										
Jessie Street	Cremorne	Cremorne	All no standing										
Kelso Street	Punt	Cremorne					21				1		
Kelso Street	Cremorne	Stephenson					6		2				
Kipling Street	Swan	Kipling Mews					3						
Kipling Mews	Dead end	Kipling Street	All no standing										
Loretto Street	Wellington	Jessie	All no standing										
Melrose Street	Kelso	Gough St				16			13		1		
Munro Street	Cubitt	Gwynne					5						
Newton Street	Walnut	Church			1		3	8					
Oddy's Lane	Electric	Freeway						14					
Palmer Parade	Balmain	Gwynne	All no standing										
Parkins Lane	Kelso	Cremorne	All no standing										
Pearson Street	Walnut	Church			1			9					
Railway Crescent	Railway lines	Walnut					20	3	5				
Railway Place	Green	Royal Place						6					
Rout Street	Punt	Cremorne					3						
Royal Place	Swan	Railway Place	All no standing										
Shakespeare Place	Swan	Railway tracks	All no standing										
Stephenson Street	Cremorne	Dunn			3			18	8				
Stephenson Street	Dunn	Balmain					10	15		31			
Swan Street (south side)	Punt	Church			6								
Victoria Lane	Dead end	Dover	All no standing										
Walnut Street	Railway	William	All no standing										
Walnut Street	Adelaide	Balmain	All no standing										
Walnut Street	Balmain	Dale	All no standing										
Wellington Street	Swan	Blanche				28			21				
Wellington Street	Blanche	Parkins				10			12				
White Street	Railway Cres	Dunn							12				
William Street	Chestnut	Church					2	6					
Total				15	22	61	438	213	213	105	11	4	1082