

DARWIN CBD PARKING STRATEGY

City of Darwin

June 2013

Ref No. 20110140RA6

Client Ref No. 2011/037



a better approach

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft for Review	PCS	FLP	PCS	6 June 13
B	Final for Council endorsement	PCS	Client	PCS	26 June 13

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Contents

Introduction	1
Background	1
Structure of Strategy	1
Supporting Documentation	2
Darwin CBD Parking Strategy – Background Documentation	2
Darwin CBD Parking Strategy – Draft for Community Consultation (December 2012)	3
Darwin CBD Parking Strategy – Implementation Plan	3
Relationship to Other Strategic Directions	4
Aim	5
Goal 1 Statutory Obligations and Funding of Off-Street Parking	7
Policy Statement 1.1	7
Policy Statement 1.2	7
Policy Statement 1.3	7
Policy Statement 1.4	7
Goal 2 Functionality, Liveability and Sustainability	8
Policy Statement 2.1	8
Policy Statement 2.2	8
Policy Statement 2.3	8
Policy statement 2.4	8
Policy Statement 2.5	8
Goal 3 Asset Management and Pricing of Off-Street Parking	9
Policy Statement 3.1	9
Policy Statement 3.2	9

Introduction

Background

Tonkin Consulting was appointed with SGS Economics and Planning (SGS), Masterplan NT and Michels Warren Munday (MWM) to develop a Public Parking Strategy for the Darwin Central Business District. The aim of the project was to:

Provide the City of Darwin with a contemporary CBD Parking Strategy and associated Policies based on sound research and analysis of parking requirements and economics within the Darwin CBD.

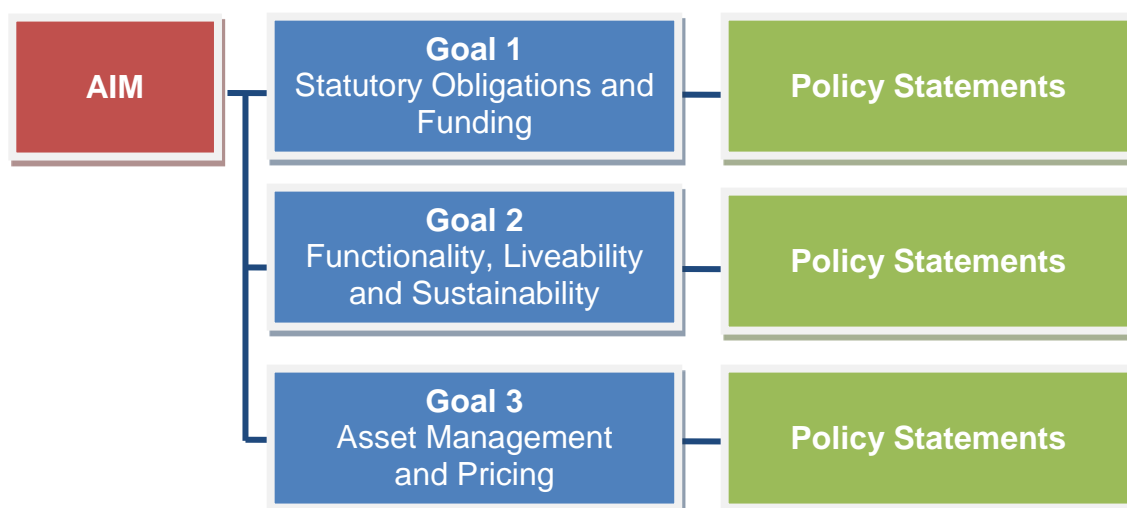
This Parking Strategy is intended as a policy document replacing Council's current *Policy 004 – Central Business District Parking Strategy*.

Structure of Strategy

This Parking Strategy establishes the strategic framework and direction for the future supply and management of on and off street parking with the Darwin CBD. The Strategy is based on an overall **AIM** for the management of parking supported by three **GOALS** that broadly respond to the following themes:

- Statutory Obligations and Funding
- Functionality Liveability and Sustainability
- Asset Management and Pricing.

A series of **POLICY STATEMENTS** provide further detail on the direction required for each of the Goals, as outlined below.



Supporting Documentation

This Parking Strategy has been developed on the basis of extensive research, surveys, community and stakeholder consultation. The Strategy is founded on information contained in the following two documents in particular:

- Darwin CBD Parking Strategy – **Background Documentation** (June 2012)
- Darwin CBD Parking Strategy – **Draft for Community Consultation** (December 2012)

These two documents provide considerable background data, analysis and explanation to the intent and direction established by the Parking Strategy.

A further report will detail **the Implementation Plan required** to achieve the Strategy.



Darwin CBD Parking Strategy – Background Documentation

The Background Report documents a comprehensive review of factors influencing parking in Darwin CBD. An indication of the size and scope of the report is provided in the following table, which also reflects the structure of the Background Report:

Strategic Policy Review	<i>Historic perspective Statutory planning and legislation Strategic transport Competitive neutrality Asset procurement and asset management systems Parking management Funding</i>
Darwin in the Future	<i>Greater Darwin Plan 2012 Greater Darwin Transport Plan Future parking demands</i>
Data Review and Analysis	<i>Statutory car parking requirements Public and private parking opportunities Parking shortfall (rateable levy) Car parking competitive neutrality Parking management in Darwin CBD Spatial parking efficiency Traffic volumes</i>

Car Parking Technologies	<i>First generation</i> <i>Second generation</i> <i>Third generation</i> <i>Compliance strategies</i> <i>Assessment</i>
Current Parking: Supply and Demand	<i>Parking surveys</i> <i>Parking supply – summary</i> <i>Parking demand (usage) – summary</i> <i>Key parking locations</i> <i>Special use zones</i> <i>Suburb of origin</i> <i>Car parking signage</i>
Consultation	<i>Background</i> <i>Aldermen</i> <i>What people are saying</i>

Darwin CBD Parking Strategy – Draft for Community Consultation (December 2012)

A Draft CBD Parking Strategy was endorsed by the City of Darwin in December 2012 for widespread community and stakeholder consultation. The Draft Strategy is based on the same structure as this document (with regard to the Aims and Goals) and provides discussion surrounding the intent of each of the policy statements.

The Draft Strategy for Consultation also outlines some of the anticipated actions to support each of the Strategies and Policy Statements. It is anticipated that these actions will be refined into the Implementation Plan.

The Draft Strategy for Consultation also:

- Summarises the Background Report (to provide a contextual setting for the Strategies)
- Considers alternative strategic directions
- Considers a framework for a new Contributions Plan
- Documents guidelines for the management of on street parking.

Darwin CBD Parking Strategy – Implementation Plan

This Darwin CBD Parking Strategy is intended as a policy document.

The (proposed) Implementation Plan will document the actions required for each Goal and associated Policy Statements that should be taken to bring the overall Strategy to fruition.

Many of the actions and triggers will be outside of Council's immediate control and will rely upon an ongoing working partnership between the City of Darwin, various Departments within the Northern Territory Government, private industry and the community.

The Implementation Plan will clearly identify those actions that rest in the control of Council (for example changes to the current on-street parking zones A, B and C), and other actions that will require Government agencies to implement (eg changes to the Northern Territory Planning Scheme the setting and assessment of which is outside the powers of Council). In these instances, Council's role will be one of advocacy for change.

The Parking Strategy has been based on an incremental approach to change, recognising that the supply and management of parking has an inter-relationship with various other strategies being developed for the Darwin City and surrounding areas (refer below).

It is anticipated that the Implementation Plan will set out short, medium and longer term actions required to bring this Strategy to fruition. The Implementation Plan will also document a program of ongoing monitoring and review of the parking situation in Darwin.

Relationship to Other Strategic Directions

The City of Darwin recognises that the provision and management of on and off street parking within the CBD has an inter-relationship with various other strategies being developed for the Darwin City and surrounding areas.

At the time of this report, some of these associated investigations included preparation of:

- Darwin CBD Master Plan
- Darwin Strategic Transport Plan
- Public Transport Strategy
- Traffic Management Strategy
- Cycling Strategy

It is hoped that this Parking Strategy will both inform and have relevance to these other strategies under development.

The timing of some actions to be identified within the Implementation Plan will be dependent upon the outcomes from these associated strategies and any actions contained within them. For example, the Parking Strategy has been developed on the basis of supporting alternative transport modes including public transport and cycling. However, initiatives to improve the public transport system will need to occur concurrently for this objective to be realised, and implementation of the Parking Strategy in isolation cannot occur in some instances.

This Parking Strategy recognises the need for an ongoing working partnership between the City of Darwin, various Departments within the Northern Territory Government, private industry and the community.

Ongoing review of this Parking Strategy (and Implementation Plan) should be undertaken to ensure consistency between the various strategic directions.

Aim

The Council will ensure that the provision and management of car, bicycle, motorcycle and other parking facilities in the CBD meet community needs for convenient access and land use servicing, while balancing parking supply and any adverse impacts this has on the social, environmental and economic health of the City and its people.

Goal 1

Statutory Obligations and Funding of Off-Street Parking

To administer Council's statutory obligations for parking in an efficient, equitable, transparent and accountable manner, in keeping with sound economic management principles applied elsewhere in the organisation.

Policy Statement 1.1 – Alignment of Statutory Parking Obligations

An ongoing working partnership is developed with the Northern Territory Government to ensure that parking requirements contained in the Northern Territory Planning Scheme (NTPS) promote the characteristics and needs of Darwin CBD, and to ensure that the design, location and operation of on-site parking required by statutory planning meets the needs of its users, including:

- customers/visitors
- servicing
- non-car modes.

Policy Statement 1.2 – Car Parking In-Lieu Contributions

In-lieu parking contributions charges reflect realistic costs that would be incurred in providing well-located public parking and promoting alternatives to car use. Appropriate legislative arrangements, including the Contributions Plan, are maintained accordingly.

Policy Statement 1.3 – The Darwin Parking Local Rate and In-lieu Contributions

There is equity in the costs incurred in relation to car parking amongst developers who:

- have provided on-site car parking;
- have not provided car parking facilities, but who have paid in-lieu;
- have not provided car parking or in-lieu contribution payment, but have been paying the Council local rate levy;
- have provided other on-site facilities (e.g. bicycle parking, linkage to public transport) that reduce on-site car parking requirements.

30 May 2021 is the point at which the local rate levy achieves parity with the equivalent one-off contribution and the local rate system is ended.

Policy Statement 1.4 – Disbursement of Fees and Other Income

In-lieu contributions and local rates funds continue to be managed and expended in accordance with legislated requirements, with non-legislated income from parking activities treated as general income.

The current statutory obligations to construct an off-street multi-storey car park on Council's Cavenagh Street site (Lot 5803) and to provide an off-street multi-storey car park at the CBD periphery are acknowledged and fulfilled as appropriate.

A new Contributions Plan enables future in-lieu contributions to be directed towards initiatives that reduce the demand for car parking, as an alternative to supplying additional car parking.

Goal 2

Functionality, Liveability and Sustainability

To manage Council's on and off-street parking within the context of Council's statutory and administrative responsibilities:

- To achieve a balance between users of the City
- To maximise the functionality, liveability and sustainability of the City
- For the maximum social, environmental and economic benefit of all users.

Policy Statement 2.1 – Priorities and Principles for Allocating Kerbside Space

Kerbside space is allocated and managed in a way that is equitable, financially viable and fosters economic development in the best interest of the city, having regard for all issues relating to competing demands for kerbside space in the Darwin Central Business Zone and Council's administrative and legislative responsibilities.

Policy Statement 2.2 – Strategic Transport and Land Use Planning

CBD parking is planned and managed in the context of broader strategic transport and land use planning policies.

In particular, future multi-level public parking facilities that serve the Darwin Central Business Zone are located considering the overall economic well-being of the Zone, as well as future site access, traffic flows and other transport planning imperatives; and community obligation penalties to revenue streams are used for maximum strategic benefit.

Policy Statement 2.3 – Design and Construction of Car Parks

Public parking facilities are developed and managed in as efficient a manner as possible, having regard for optimum sustainability, design results, usage of land, and financial benefit to the Council.

Policy Statement 2.4 – Enforcement

The availability and efficient operation of on-street and off-street parking, for short to long-term use, is maintained through effective enforcement activities.

Policy Statement 2.5 – Technology and Information Systems

Appropriate, proven technologies are employed to provide user-friendly systems that enhance customer satisfaction, assist in effective management of car parking, and support enforcement activities related to parking.

Goal 3

Asset Management and Pricing of Off-Street Parking

To manage off-street parking assets, especially pricing of parking, in accordance with the principles of competition policy and for maximum social, environmental and economic benefit.

Policy Statement 3.1 – Pricing Principles

The pricing structure for on and off-street parking is equitable, financially viable and fosters economic development in the best interest of the city, having regard for all issues relating to the supply and demand of short to long-term car parking in the Darwin Central Business Zone.

Council's involvement in the parking market, reflected through its pricing management, is primarily to support local business through short to medium-term parking.

Where consistent with other planning objectives, the return from public parking facilities is maximised.

Policy Statement 3.2 – Asset Management Principles

Forward physical and financial plans are maintained for the upgrading, development and capital renewal of public on and off-street parking facilities in accordance with the principles of the Contribution Plans required under the Planning Act and Council's asset management policy.

Darwin CBD Parking Strategy

Draft Implementation Plan

City of Darwin

October 2013

Ref No. 20110140RA7

Client Ref No. 2011/037

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Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
0	Draft for Consultation with Council	PCS	Client	PCS	1 October 2013
1	Approved by Council for consultation with PAC			PCS	15 October 2013

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Contents

Introduction	1
Implementation Plan	2
Draft Implementation Plan – By Action Number	3
Draft Implementation Plan – By Priority	8

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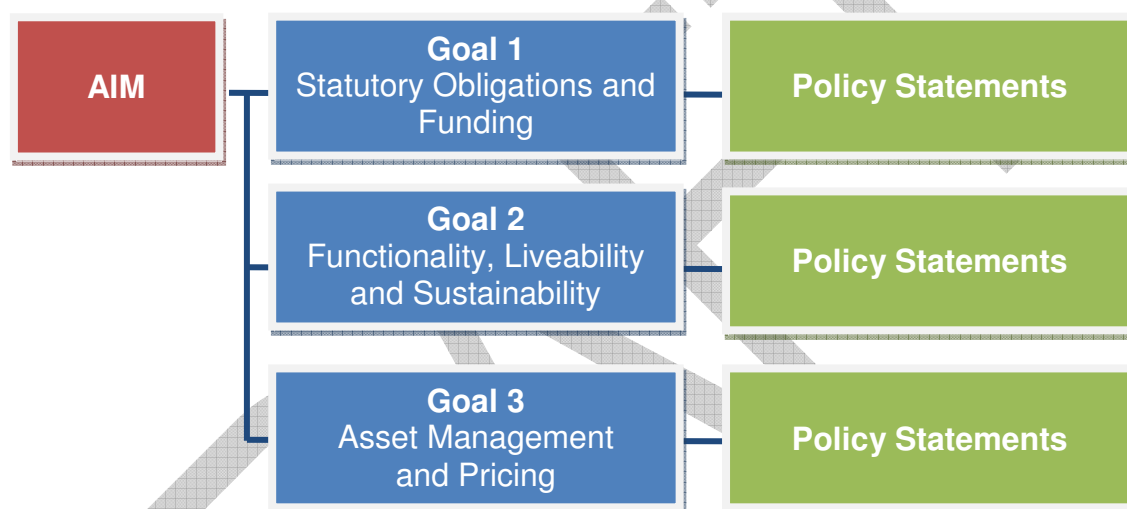
Introduction

In July 2013 the City of Darwin endorsed the Darwin CBD Parking Strategy, to establish Council's long-term direction to the provision and management of parking throughout the Darwin CBD.

The Parking Strategy is based on an overall **AIM** for the management of parking supported by three **GOALS** that broadly respond to the following themes:

- Statutory Obligations and Funding
- Functionality Liveability and Sustainability
- Asset Management and Pricing.

A series of **POLICY STATEMENTS** provide further detail on the direction required for each of the Goals, as outlined below.



The Darwin CBD Parking Strategy is a policy document that establishes a broad direction for parking into the future.

This Implementation Plan outlines desirable actions for each Goal and associated Policy Statements that should be taken to bring the Strategy to fruition.

Both the Strategy and Implementation Plan are based on an incremental approach to change, recognising that the supply and management of parking has an inter-relationship with various other strategies being developed for the Darwin City and surrounding areas.

Many of the actions and triggers are outside of Council's immediate control and will rely upon an ongoing working partnership between the City of Darwin, various Departments within the Northern Territory Government, private industry and the community.

The parking 'landscape' in the CBD is likely to respond to various external events including population growth, economic development, City developments, etc, as much as it responds to car parking policy settings.

The precise timings of even anticipated events such as the duplication of McMinn Street will also change the timing for implementing actions and the impacts of policy settings.

To ensure that the recommended policy settings are appropriate and actions implemented at the correct time, a program of constant monitoring and review of the parking situation is recommended.

Implementation Plan

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Darwin CBD Parking Strategy

Draft Implementation Plan – By Action Number

Number	Actions	Anticipated Outcomes	Responsible Agency	Goal	Policy Statement	Timing	Priority	Related Action/ Comment
1.1.1	Engage with the NT Government about revising car parking rates, requiring new on-site parking to be made publicly accessible and amending NTPS to allow car parks with a demonstrated oversupply compared to demand to be converted to publicly accessible commercial off-street parking.	Consideration of proposed amendments to the Northern Territory Planning Scheme by the Planning Minister, including: <ul style="list-style-type: none"> • 'Unbundling' car parking, i.e. providing some or all separately to the tenancy, with parking not taken up by tenants for commercial parking; • Adoption of transparent parking discount rates as a basis for reducing parking requirements; • Recognition of changing demographics and consideration of the CBD Master Plan; • Review General parking rates for the CB Zone contained within Clause 6.5.1 of the NTPS. 	CoD NTG	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.1 – Alignment of Statutory Parking Obligations	Engage with NTG by December 2014 Actual changes to NTPS subject to NTG	1 - High	1.1.3
1.1.2	Write to NT Government and seek inclusion of appropriate rates for bicycle parking and end-of-trip facilities in statutory planning requirements as per Austroads guidelines.	Provision for alternative road users in future developments.	CoD NTG	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.1 – Alignment of Statutory Parking Obligations	Engage with NTG by July 2014 Actual changes to NTPS subject to NTG	1 - High	NTG may have already initiated change to Planning Scheme
1.1.3	Investigate supply/demand and usage of private car parks.	Potential unlocking of existing 'untapped' parking.	CoD NTG	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.1 – Alignment of Statutory Parking Obligations	Undertake assessment of parking numbers, locations, and current usage to determine available 'supply' by June 2016	2 - Moderate	1.1.1
1.2.1	Prepare a new Contributions Plan for future in-lieu contributions, including appropriate legal advice on ability to modify existing Plan.	In-lieu contributions and local rates funds continue to be managed and expended in accordance with legislated requirements. Reduction of the discount rate from 50% to 40% on construction costs in the first instance, potentially reducing subject to revision of parking generation rates. Include costs of providing motor cycle parking, spaces for alternative power vehicles, and bicycles/end of trip facilities into construction costs. Enable future contributions to be directed towards initiatives that	CoD NTG	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.2 – Car Parking In-Lieu Contributions	Seek legal advice on ability to modify existing Contributions Plan or constraints on establishing new Plan by March 2014 Draft New Contributions Plan by June 2014	1 - High	1.2.2 1.4.1

CoD – City of Darwin

NTG – NT Government

NTPS – NT Planning Scheme

Number	Actions	Anticipated Outcomes	Responsible Agency	Goal	Policy Statement	Timing	Priority	Related Action/ Comment
		reduce the demand for car parking, as an alternative to supplying additional car parking, or for funds to be directed toward supporting initiatives including CBD bus loop service.						
1.2.2	Update the cost rates used in the existing and future Contributions Plans annually.	Appropriate costing and recovery from future developments.	CoD	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.2 – Car Parking In-Lieu Contributions	Annually in August	4 - Ongoing	1.2.1
1.2.3	Review Council and other land holdings for compatibility with provision of new car parking facilities against the CBD Master Plan.	Identification of appropriate site for the potential development of new parking facilities.	CoD	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.2 – Car Parking In-Lieu Contributions	December 2015	3 - Low	
1.3.1	Review the incentive offered to exit the Local Rate Levy.	Conclude Local Rate Levy scheme on 30 May 2021.	CoD	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.3 - Local Rate and In Lieu Contributions	Undertake review by 2016 to enable 5 year transitional period	3 - Low	
1.4.1	Review construction of 800 bay multi-level car park facility at the Cavenagh Street site (per previous Contributions Plan) subject to review of Contributions Plan, finalisation of CBD Master Plan and monitoring ongoing demand in parking.	Construction of additional multi-storey car parking as/when required (to fulfil existing obligation to Contributions Plan if retained).	CoD	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.4 - Disbursement of Fees and Other Income	2016 - 2018, in accordance with Council's 2013 long-term capital works program	1 - High	1.2.1 2.2.1
1.4.2	Utilise the financial parking model to assess impact on alternative demand and revenues scenario.	An estimate of impacts and revenue streams which can be used to inform decision making.	CoD	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.4 - Disbursement of Fees and Other Income	Finalise model by June 2014 Modelling as required	2 - Moderate	3.1.2
2.1.1	Adjust Zone A – B – C on street zones to reflect actual usage/demand as revealed by parking turnover survey.	More appropriate allocation of kerbside space.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.1 – Priorities and Principles for Allocating Kerbside Space	Prepare revised on-street parking plan for consultation by April 2014 Implementation March–July 2014	1 - High	2.1.2 2.1.3 2.1.4 2.1.5
2.1.2	Consider the implementation of 1 Hour Parking zones in areas requiring higher turnover (e.g. Cavenagh Street).	Reduced incidence of all day parking and better turnover of spaces in commercial precinct.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.1 – Priorities and Principles for Allocating Kerbside Space	Prepare revised on street parking plan for consultation by April 2014 Implementation by July 2014	1 - High	2.1.1 2.1.3 2.1.4 2.1.5
2.1.3	Develop guidelines for the ongoing management of on street parking.	Consistent approach to day-to-day management of on street parking.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.1 – Priorities and Principles for Allocating Kerbside Space	Review of on-street parking management completed by March 2015	1 - High	2.1.1 2.1.2 2.1.4 2.1.5

Number	Actions	Anticipated Outcomes	Responsible Agency	Goal	Policy Statement	Timing	Priority	Related Action/ Comment
2.1.4	Review disability parking amounts, locations and access to a Continuous Accessible Path of Travel (CAPT) as part of providing well-located parking for the use of people with disabilities.	Provision of adequate parking for people with disabilities.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.1 – Priorities and Principles for Allocating Kerbside Space	Prepare revised on street parking plan for consultation by June 2014 Implementation by December 2014	1 - High	2.1.1 2.1.2 2.1.3 2.1.5
2.1.5	Review distribution of taxi zones and develop guidelines for special use permits (e.g. tourist operators).	Provision of adequate and well located taxi spaces to service demand areas Better management of special use permits.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.1 – Priorities and Principles for Allocating Kerbside Space	Prepare revised on street parking plan for consultation by April 2014 Implementation by July 2014	1 - High	2.1.12.2.22.1.32.1.4
2.2.1	Incorporate Parking strategy goals and objectives into CBD master plan, CBD traffic plan, Darwin Transport (public transport) strategy, and Darwin Bike Plans.	Consistency of objectives in overall transport and land use planning. Promote zoning for new long-term car parking stations to be at the periphery of the CBD.	CoD NTG	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.2 – Strategic Transport and Land Use Planning	Ongoing liaison with relevant authorities	1 - High	
2.2.2	Review Council held properties to identify strategic locations for future parking facilities in the context of the NTG Greater Darwin Transport Plan.	Identification and securement of land around the CBD periphery for future long term parking needs including potential for park and ride facilities	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.2 – Strategic Transport and Land Use Planning	Ongoing	4 - Ongoing	
2.2.3a	Ensure integration of cycling initiatives within the development of the Darwin Bike Plan.	Provision of adequate on and off street bike parking facilities.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.2 – Strategic Transport and Land Use Planning	Ensure inclusion of bike parking as part of development of bike strategy by April 2014	1 - High	
2.2.3b	Ensure integration of cycling initiatives within the development of the Darwin Bike Plan.	Provision of 1 - High quality secure lock ups in Council operated off street parks having 200+ parking spaces.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.3 - Design and Construction of Car Parks	Provision of additional bike lock up storage by March 2015	2 - Moderate	
2.3.1	Investigate opportunities to retro-fit ground floor activities in to China Town Car park and to improve frontages of China Town and West Lane Car Parks.	Improved urban design and land use outcomes.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.3 - Design and Construction of Car Parks	Review completed by December 2015	3 - Low	
2.4.1	Better manage / control the informal parking along McMinn Street through liaison with NTG.	Progressive transitioning of current informal uncharged parking to formal changed parking. Increased parking charges commensurate with other longer term parks in Darwin CBD. Reduction of parking availability as a transitional mechanism toward ultimate duplication of McMinn Street and loss of parking.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.4 – Enforcement	Initiate liaison with NTG to develop appropriate arrangements by June 2015	2 - Moderate	

Number	Actions	Anticipated Outcomes	Responsible Agency	Goal	Policy Statement	Timing	Priority	Related Action/ Comment
2.4.2	Review existing parking enforcement activities to ensure that enforcement activities are promoting turnover (and hence availability of spaces) as appropriate to zoning.	Reduce incidence of long-term parking in Zone A spaces.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.4 – Enforcement	Undertaken review of enforcement strategies by June 2014	1 - High	2.4.3
2.4.3	Negotiate with the NTG regarding the appropriate level for expiation fees.	Reduce incidence of long-term parking in Zone A and B spaces.	CoD NTG	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.4 – Enforcement	Initiate discussion with NTG by June 2015	2 - Moderate	2.4.2
2.5.1	Investigate implementation of alternative technologies including pay-by-phone, credit card payment, in pavement sensors, number plate recognition.	Improved management of car parking, charges and enforcement activities.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.5 – Technology and Information Systems	Undertake review by December 2014	1 - High	
2.5.2	Review implementation of alternative car park technologies in multi storey car parks from current pay-n-display to number plate recognition or pay for time systems.	Improved management of car parking, charges and enforcement activities.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.5 – Technology and Information Systems	Undertake review by December 2014	2 - Moderate	
2.5.3	Develop and implement a consistent signage strategy for off street parking areas.	Improved conspicuity and legibility of off street parks and charges.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.5 – Technology and Information Systems	Implement improved parking signage strategy by December 2014	1 - High	
3.1.1	Prepare and maintain physical and financial plans for the upgrading, renewal and development of parking facilities.	Appropriate future forecasting and planning.	CoD	Goal 3: Asset Management and Pricing of Off-Street Parking	Policy Statement 3.1 – Pricing Principles	Ongoing	4 - Ongoing	
3.1.2	Increase charges for on-street and off-street car parking at above-CPI rates for the next 7 years to bring charges onto a more commercially-realistic footing.	Improved management of parking and availability. Incremental move toward commercially based parking charges and rates of return	CoD	Goal 3: Asset Management and Pricing of Off-Street Parking	Policy Statement 3.1 – Pricing Principles	Ongoing review by June each year	4 - Ongoing	1.4.2
3.1.3	Review Council managed reserved parking in off-street car parks.	Transition Darwin Oval Car Park to short-medium term parking Incremental move toward market-based rates Remove reserved parking from prime lower levels in multi-storey car parks. Increase availability of existing parking and to stimulate commercially provided reserved parking.	CoD	Goal 3: Asset Management and Pricing of Off-Street Parking	Policy Statement 3.1 – Pricing Principles	Undertake review by December 2014	2 - Moderate	
4.1.1	Undertake parking usage surveys to identify occupancy and turn over rates.	Improved data regarding demand / usage in comparison to 2011 surveys to inform decisions	CoD	This action is reflective of Goals 1, 2 and 3		Schedule surveys for August 2014 (and every subsequent 3 years thereafter)	2 - Moderate	

Number	Actions	Anticipated Outcomes	Responsible Agency	Goal	Policy Statement	Timing	Priority	Related Action/ Comment
4.1.2	Amend Council Parking Policies to reflect adopted CBD Parking Strategy adopted July 2013.	Alignment of Council's formal policies with Parking Strategy.	CoD	This action is reflective of Goals 1, 2 and 3		Draft new Council policies by June 2014	1 - High	
4.1.3	Develop a range of indices to guide progression of Parking Strategy (population, commercial growth, actual parking usage, traffic volumes, tourism, etc.)	Better understanding of progression of parking strategy in the short-mediums terms.	CoD	This action is reflective of Goals 1, 2 and 3		December 2015	2 - Moderate	1.1.1

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Darwin CBD Parking Strategy
Draft Implementation Plan – By Priority

Number	Actions	Anticipated Outcomes	Responsible Agency	Goal	Policy Statement	Timing	Priority	Related Action/ Comment
1.1.1	Engage with the NT Government about revising car parking rates, requiring new on-site parking to be made publicly accessible and amending NTPS to allow car parks with a demonstrated oversupply compared to demand to be converted to publicly accessible commercial off-street parking.	Consideration of proposed amendments to the Northern Territory Planning Scheme by the Planning Minister, including: <ul style="list-style-type: none"> • 'Unbundling' car parking, i.e. providing some or all separately to the tenancy, with parking not taken up by tenants for commercial parking; • Adoption of transparent parking discount rates as a basis for reducing parking requirements; • Recognition of changing demographics and consideration of the CBD Master Plan; • Review General parking rates for the CB Zone contained within Clause 6.5.1 of the NTPS. 	CoD NTG	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.1 – Alignment of Statutory Parking Obligations	Engage with NTG by December 2014 Actual changes to NTPS subject to NTG	1 - High	1.1.3
1.1.2	Write to NT Government and seek inclusion of appropriate rates for bicycle parking and end-of-trip facilities in statutory planning requirements as per Austroads guidelines.	Provision for alternative road users in future developments.	CoD NTG	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.1 – Alignment of Statutory Parking Obligations	Engage with NTG by July 2014 Actual changes to NTPS subject to NTG	1 - High	NTG may have already initiated change to Planning Scheme
1.2.1	Prepare a new Contributions Plan for future in-lieu contributions, including appropriate legal advice on ability to modify existing Plan.	In-lieu contributions and local rates funds continue to be managed and expended in accordance with legislated requirements. Reduction of the discount rate from 50% to 40% on construction costs in the first instance, potentially reducing subject to revision of parking generation rates. Include costs of providing motor cycle parking, spaces for alternative power vehicles, and bicycles/end of trip facilities into construction costs. Enable future contributions to be directed towards initiatives that reduce the demand for car parking, as an alternative to supplying additional car parking, or for funds to be directed toward supporting initiatives including CBD bus loop service.	CoD NTG	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.2 – Car Parking In-Lieu Contributions	Seek legal advice on ability to modify existing Contributions Plan or constraints on establishing new Plan by March 2014 Draft New Contributions Plan by June 2014	1 - High	1.2.2 1.4.1

Number	Actions	Anticipated Outcomes	Responsible Agency	Goal	Policy Statement	Timing	Priority	Related Action/ Comment
1.4.1	Review construction of 800 bay multi-level car park facility at the Cavenagh Street site (per previous Contributions Plan) subject to review of Contributions Plan, finalisation of CBD Master Plan and monitoring ongoing demand in parking.	Construction of additional multi-storey car parking as/when required (to fulfil existing obligation to Contributions Plan if retained).	CoD	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.4 - Disbursement of Fees and Other Income	2016–2018, in accordance with Council's 2013 long-term capital works program	1 - High	1.2.1 2.2.1
2.1.1	Adjust Zone A – B – C on street zones to reflect actual usage/demand as revealed by parking turnover survey.	More appropriate allocation of kerbside space.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.1 – Priorities and Principles for Allocating Kerbside Space	Prepare revised on-street parking plan for consultation by April 2014Implementation March–July 2014	1 - High	2.1.22.1.32.1.42.1.5
2.1.2	Consider the implementation of 1 Hour Parking zones in areas requiring higher turnover (e.g. Cavenagh Street).	Reduced incidence of all day parking and better turnover of spaces in commercial precinct.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.1 – Priorities and Principles for Allocating Kerbside Space	Prepare revised on street parking plan for consultation by April 2014 Implementation by July 2014	1 - High	2.1.1 2.1.3 2.1.4 2.1.5
2.1.3	Develop guidelines for the ongoing management of on street parking	Consistent approach to day-to-day management of on street parking	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.1 – Priorities and Principles for Allocating Kerbside Space	Review of on-street parking management completed by March 2015	1 - High	2.1.1 2.1.2 2.1.4 2.1.5
2.1.4	Review disability parking amounts, locations and access to a Continuous Accessible Path of Travel (CAPT) as part of providing well-located parking for the use of people with disabilities	Provision of adequate parking for people with disabilities	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.1 – Priorities and Principles for Allocating Kerbside Space	Prepare revised on street parking plan for consultation by June 2014 Implementation by December 2014	1 - High	2.1.1 2.1.2 2.1.3 2.1.5
2.1.5	Review distribution of taxi zones and develop guidelines for special use permits (e.g. tourist operators)	Provision of adequate and well located taxi spaces to service demand areas. Better management of special use permits	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.1 – Priorities and Principles for Allocating Kerbside Space	Prepare revised on street parking plan for consultation by April 2014 Implementation by July 2014	1 - High	2.1.1 2.2.2 2.1.3 2.1.4
2.2.1	Incorporate Parking strategy goals and objectives into CBD master plan, CBD traffic plan, Darwin Transport (public transport) strategy, and Darwin Bike Plans	Consistency of objectives in overall transport and land use planning. Promote zoning for new long-term car parking stations to be at the periphery of the CBD.	CoD NTG	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.2 – Strategic Transport and Land Use Planning	Ongoing liaison with relevant authorities	1 - High	
2.4.2	Review existing parking enforcement activities to ensure that enforcement activities are promoting turnover (and hence availability of spaces) as appropriate to zoning.	Reduce incidence of long term parking in Zone A spaces	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.4 – Enforcement	Undertaken review of enforcement strategies by June 2014	1 - High	2.4.3

Number	Actions	Anticipated Outcomes	Responsible Agency	Goal	Policy Statement	Timing	Priority	Related Action/ Comment
2.5.3	Develop and implement a consistent signage strategy for off street parking areas	Improved conspicuity and legibility of off street parks and charges	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.5 – Technology and Information Systems	Implement improved parking signage strategy by December 2014	1 - High	
4.1.2	Amend Council Parking Policies to reflect adopted CBD Parking Strategy adopted July 2013	Alignment of Council's formal policies with Parking Strategy	CoD	This action is reflective of Goals 1, 2 and 3		Draft new Council policies by June 2014	1 - High	
2.2.3a	Ensure integration of cycling initiatives within the development of the Darwin Bike Plan	Provision of adequate on and off street bike parking facilities	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.2 – Strategic Transport and Land Use Planning	Ensure inclusion of bike parking as part of development of bike strategy by April 2014	1 - High	
2.5.1	Investigate implementation of alternative technologies including pay-by-phone, credit card payment, in pavement sensors, number plate recognition.	Improved management of car parking, charges and enforcement activities	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.5 – Technology and Information Systems	Undertake review by December 2014	1 - High	
1.1.3	Investigate supply/demand and usage of private car parks	Potential unlocking of existing 'untapped' parking	CoDNTG	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.1 – Alignment of Statutory Parking Obligations	Undertake assessment of parking numbers, locations, and current usage to determine available 'supply' by June 2016	2 - Moderate	1.1.1
1.4.2	Utilise the financial parking model to assess impact on alternative demand and revenues scenario	An estimate of impacts and revenue streams which can be used to inform decision making	CoD	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.4 - Disbursement of Fees and Other Income	Finalise model by June 2014 Modelling as required	2 - Moderate	3.1.2
2.4.1	Better manage / control the informal parking along McMinn Street through liaison with NTG	Progressive transitioning of current informal uncharged parking to formal changed parking. Increased parking charges commensurate with other longer term parks in Darwin CBD. Reduction of parking availability as a transitional mechanism toward ultimate duplication of McMinn Street and loss of parking.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.4 – Enforcement	Initiate liaison with NTG to develop appropriate arrangements by June 2015	2 - Moderate	
2.4.3	Negotiate with the NTG regarding the appropriate level for expiation fees	Reduce incidence of long-term parking in Zone A and B spaces	CoD NTG	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.4 – Enforcement	Initiate discussion with NTG by June 2015	2 - Moderate	2.4.2
2.5.2	Review implementation of alternative car park technologies in multi storey car parks from current pay-n-display to number plate recognition or pay for time systems.	Improved management of car parking, charges and enforcement activities.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.5 – Technology and Information Systems	Undertake review by December 2014	2 - Moderate	

Number	Actions	Anticipated Outcomes	Responsible Agency	Goal	Policy Statement	Timing	Priority	Related Action/ Comment
3.1.3	Review Council managed reserved parking in off-street car parks.	Transition Darwin Oval Car Park to short-medium term parking Incremental move toward market-based rates Remove reserved parking from prime lower levels in multi-storey car parks. Increase availability of existing parking and to stimulate commercially provided reserved parking.	CoD	Goal 3: Asset Management and Pricing of Off-Street Parking	Policy Statement 3.1 – Pricing Principles	Undertake review by December 2014	2 - Moderate	
4.1.1	Undertake parking usage surveys to identify occupancy and turn over rates.	Improved data regarding demand / usage in comparison to 2011 surveys to inform decisions.	CoD	This action is reflective of Goals 1, 2 and 3		Schedule surveys for August 2014 (and every subsequent 3 years thereafter)	2 - Moderate	
2.2.3b	Ensure integration of cycling initiatives within the development of the Darwin Bike Plan.	Provision of 1 - High quality secure lock ups in Council operated off street parks having 200+ parking spaces.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.3 - Design and Construction of Car Parks	Provision of additional bike lock up storage by March 2015	2 - Moderate	
4.1.3	Develop a range of indices to guide progression of Parking Strategy (population, commercial growth, actual parking usage, traffic volumes, tourism, etc).	Better understanding of progression of parking strategy in the short-mediums terms.	CoD	This action is reflective of Goals 1, 2 and 3		December 2015	2 - Moderate	1.1.1
1.2.3	Review Council and other land holdings for compatibility with provision of new car parking facilities against the CBD Master Plan.	Identification of appropriate site for the potential development of new parking facilities.	CoD	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.2 – Car Parking In-Lieu Contributions	December 2015	3 - Low	
1.3.1	Review the incentive offered to exit the Local Rate Levy.	Conclude Local Rate Levy scheme on 30 May 2021.	CoD	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.3 - Local Rate and In Lieu Contributions	Undertake review by 2016 to enable 5 year transitional period	3 - Low	
2.3.1	Investigate opportunities to retro-fit ground floor activities in to China Town Car park and to improve frontages of China Town and West Lane Car Parks.	Improved urban design and land use outcomes.	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.3 - Design and Construction of Car Parks	Review completed by December 2015	3 - Low	
1.2.2	Update the cost rates used in the existing and future Contributions Plans annually.	Appropriate costing and recovery from future developments.	CoD	Goal 1: Statutory Obligations and Funding of Off-Street Parking	Policy Statement 1.2 – Car Parking In-Lieu Contributions	Annually in August	4 - Ongoing	1.2.1
2.2.2	Review Council held properties to identify strategic locations for future parking facilities in the context of the NTG Greater Darwin Transport Plan.	Identification and securement of land around the CBD periphery for future long term parking needs including potential for park and ride facilities	CoD	Goal 2: Functionality, Liveability and Sustainability	Policy Statement 2.2 – Strategic Transport and Land Use Planning	Ongoing	4 - Ongoing	
3.1.1	Prepare and maintain physical and financial plans for the upgrading, renewal and development of parking facilities.	Appropriate future forecasting and planning.	CoD	Goal 3: Asset Management and Pricing of Off-Street Parking	Policy Statement 3.1 – Pricing Principles	Ongoing	4 - Ongoing	

Number	Actions	Anticipated Outcomes	Responsible Agency	Goal	Policy Statement	Timing	Priority	Related Action/ Comment
3.1.2	Increase charges for on-street and off-street car parking at above-CPI rates for the next 7 years to bring charges onto a more commercially-realistic footing.	Improved management of parking and availability. Incremental move toward commercially based parking charges and rates of return.	CoD	Goal 3: Asset Management and Pricing of Off-Street Parking	Policy Statement 3.1 – Pricing Principles	Ongoing review by June each year	4 - Ongoing	1.4.2

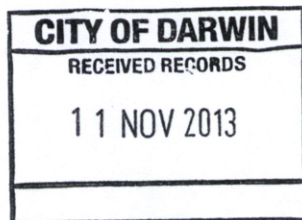
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Northern
Territory
Government

ATTACHMENT C

DEPARTMENT OF LANDS, PLANNING AND THE ENVIRONMENT



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Our ref DDLP2011/1893

The Right Worshipful Lord Mayor of Darwin
Ms Katrina Fong Lim
City of Darwin
GPO Box 84
DARWIN NT 0801


Dear Lord Mayor

I refer to the Darwin CBD Parking Strategy draft Implementation Plan released by the City of Darwin on 23 October 2013, for review by the Darwin CBD Parking Advisory Committee.

Review of the draft Implementation Plan has highlighted a number of policy matters for the NT Government. The Department of Lands, Planning and the Environment is pleased to work with the City of Darwin, to implement the car parking strategy.

The Department's nominated representative on the Darwin CBD Parking Advisory Committee is Mark Meldrum, Director Lands Planning, he can be contacted on 8999 6109 or via email mark.meldrum@nt.gov.au.

Yours sincerely


JOHN COLEMAN
Chief Executive

6 November 2013



SUBMISSION ON THE CITY OF DARWIN CBD CAR PARKING STRATEGY

The Urban Development Institute of Australia (Northern Territory) again congratulates the City of Darwin for the manner in which it has addressed the critically important and complex issue of CBD parking.

We note that the Darwin CBD Masterplan will provide further guidance on parking issues within Darwin and support the development of an Action Plan which is in harmony with the Masterplan. Our previous submission referred to the importance of such a strategic approach, guided by an understanding of what the city is to become and how it will get to that point.

Parking in CBD buildings

We note that the Draft Strategy has specifically identified the need for equity in dealing with the provision of parking within CBD buildings, another matter we had previously commented on.

UDIA (NT) notes that Body Corporates are not entitled to rent parking space to the general public under current arrangements. We believe that a rule change allowing developers to provide one car park for each apartment and additional parks on a pooling basis, would be preferable to the current system.

Such a change would allow Body Corporates to enter into long-term lease arrangements with some CBD businesses / workers to provide day-time car parking spaces, provided there is provision for automatic planning approval for public car parking in CBD buildings (as we have previously suggested).

UDIA (NT) supports the provision of long-term car parks on the fringes of the CBD, as acknowledged in previous Council commitments and the Strategy, as well as in the draft CBD Masterplan. We also support the introduction of a public transport service (such as small buses) on a continuous daily loop as a further aid to reducing congestion in the CBD.

As we have previously noted, there may be scope for some of the funds gathered for the provision of car parking through parking shortfall levies to be used to fund the establishment of such a service, as it is clearly directly related to parking, the reduction of congestion and improvement of public amenity.

UDIA (NT) believes the CBD Car Parking Strategy is generally based on sound principles and we strongly support the need for the final Action Plan to be consistent with the intent and direction of the Darwin CBD Masterplan.

We applaud the intention to achieve greater equity in the provision of parking within CBD buildings and look forward to working with the City of Darwin in the development of that more equitable approach.

For further information on UDIA (NT)'s position, or clarification of comments contained in this document, please contact Graeme Suckling on 0457 882 793 or email ceo@udiant.com.au