

Title: Central Business Zone Parking
Policy No: 358
Responsibility: Director Technical Services

Version	Decision Number	Decision Date	History
1	19\4915	28/08/07	Adopted
2			
3			
4			

AREA OF APPLICATION

For the purposes of the proposed policy, the “Central Business Zone” is the historical Central Business Zone area bounded by the Esplanade, Daly Street and McMinn Street. It is also the area to which the Council’s rateable shortfall levy applies, and the area to which the Council’s data base on private parking spaces relates.

OBJECTIVE

The objective of the Central Business Zone Parking Policy is to:

- support the Central Business Zone as a viable centre of activity;
- provide adequate parking;
- promote and provide for non car options and car sharing;
- ensure that pricing structures for on and off-street parking are commercially realistic and support economic development;
- ensure that in lieu car parking contribution and shortfall rates reflect the cost that will be incurred for the provision for the provision of future facilities;
- maximise the utilisation of existing on and off-street car parking facilities;
- ensure that future facilities are planned for and appropriately funded;
- ensure that existing and future multi story parking facilities are energy efficient and that future facilities are capable of reuse.

The policy comprises of the following policy statements and action plans:

Policy Statement No. 1

To facilitate the availability and efficient operation of on and off-street parking facilities, whereby operating costs are met by the users, is consolidated over the next decade.

It will be necessary to continue the use of Council’s detailed economic model for staged implementation of legislative and financial action plans to achieve the desired outcome within an acceptable time frame.

Policy Statement No. 2

Where consistent with other planning objectives, encourage the maximum usage of public parking facilities throughout the entire day.

This policy acknowledges the need to maximize use of the public asset (day and night) to increase both the community benefit and economic viability.

Policy Statement No. 3

Seek to achieve equity in costs for car parking by the developers who:

- **have provided on-site parking;**
- **have not provided parking facilities, but who have paid in-lieu;**
- **have not provided parking or in-lieu contribution payment.**

The effective implementation of this policy will involve the development of strategies and actions which account in a balanced way for parking bays provided under previous legislative arrangements, and those currently prevailing. In particular, it acknowledges that annual parking levies under the Darwin Parking Local Rates Regulations will remain in force and recognises that Council has in place an exit mechanism for those who do not wish to continue payment.

Policy Statement No. 4

Ensure that in-lieu car parking contributions and shortfall rate charges reflect realistic costs that would be incurred in the provision of convenient city public car parking in the vicinity of the development and that appropriate legislative arrangements including Contribution Plans are put in place.

This policy acknowledges the public responsibility of Council to ensure that contributions or rate levies under the Planning Act or the Darwin Parking Local Rates Regulations are consistent with real costs of providing those spaces not accommodated within the development. Similarly it acknowledges the obligation to establish a physical and economic plan to provide those spaces so funded within an appropriate location and time frame. The outcome is a funded and staged city car park implementation business plan.

Policy Statement No. 5

Maintain forward physical and financial plans for the upgrading, development and redevelopment of public on and off-street parking facilities in accordance with the principles of the Contribution Plans required under the Planning Act.

This is a requirement of the Planning Act.

Policy Statement No. 6

In choosing sites for future multi-level public parking facilities to serve the Darwin Central Business Zone, have regard for the location of the site in relation to the Central Business Zone core area, as well as future site access and future traffic flows as a consequence of the construction of the future Barneson Street connector road and all other relevant issues.

This policy will ensure that future public parking facilities are developed in the optimum location to serve the Central Business Zone core area.

Policy Statement No. 7

Develop public car parking facilities on Council land in as efficient a manner as possible, having regard for sustainability, optimum design criteria, optimum usage of the lot for parking purposes, and optimum financial benefit to the Council.

Council land designated for public parking purposes should be used and developed for that purpose unless there are compelling reasons to the contrary. If commercial development is permitted, the net number of additional public parking spaces required on the lot, in terms of the relevant parking strategy, should always be attained.

Policy Statement No. 8

Maintain a pricing structure for on and off-street parking which is economically viable and fosters good economic development in the best interest of the city, having regard for all issues relating to the supply and demand of car parking in the Darwin Central Business Zone.

Charges in respect of both on and off-street facilities should be increased, in real terms, every few years in accordance with pre-determined parking strategies. Council should strive to ensure that, at the very least, charges keep pace with inflation at other times.

Policy Statement No. 9

Council supports the use of non car options such as public transport, cycling, walking, motor cycles and car sharing.

This policy statement reflects Council's support for non car options and other alternatives which will lead to positive environmental and health outcomes.

Policy Statement No. 10

Council will strive to ensure that existing and future multi-storey parking facilities maximise energy efficiency and will be designed to be capable of reuse by not allowing sloping floor decks or low floor to ceiling clearances.

ACTION PLANS

Action Plan No. 1

Review current parking operations to assess if income and expenditure for both on and off-street parking are at optimum levels.

Action Plan No. 2

More actively market off-street parking facilities to maximise usage of current infrastructure.

Action Plan No. 3

Review on-street parking time limits, disability and special zones to ensure optimum supply and durations at intervals of not greater than 2 years.

Action Plan No. 4

Prepare concept plans for the construction of an 800 bay multi-level public parking facility on the Council-owned existing Cavenagh Street ground level public parking facility (at about population level 135,000 for Greater Darwin area), and, in the medium term, the retention of approximately 200 of the existing 393 ground level parking bays. Particular attention should be given to the possibility of direct access to the new facility being gained from the proposed Barneson Street connector road.

Action Plan No. 5

Take the necessary steps to acquire a portion of Lot 5649 McMinn Street, located in the western corner of the lot at the intersection of McMinn Street and Barneson Street, in the vicinity of the old Shell depot, and which has an area of approximately 4,500 square metres, for the purposes of:

- (a) Initially, constructing a ground level public parking facility to accommodate approximately 200 vehicles when the existing McMinn Street facility is resumed by the N.T. Government for the duplication of McMinn Street, and ;**
- (b) Constructing a multi-level public parking facility, (at about population level 160,000 for Greater Darwin area), to accommodate approximately 800 vehicles.**

Action Plan No. 6

In the event that the portion of Lot 5649 McMinn Street is not available for the development of future parking facilities, explore other options, including the staged construction of two multi level facilities on the Cavenagh Street site, at approximate population levels for Greater Darwin of 135,000 and 155,000, and the option of constructing the second multi-level facility on the Mitchell/Daly street site at approximate population level 155,000.

Action Plan No. 7

In conjunction with the Northern Territory Government, carry out a detailed review of car parking generation rates in the Central Business Zone, with a view to requesting the Northern Territory Government to appropriately amend the Planning Scheme if the review finds significant differences between the actual rates and the provisions of the Planning Scheme.

Action Plan No. 8

Encourage the Northern Territory Government to implement similar parking strategies and pricing regime to maintain consistencies and commodity value.

Action Plan No. 9

Actively support and promote non car options and car sharing and upgrade cycling facilities within the Central Business Zone.

Proposed Action Plan No. 10

Conduct an energy audit at West Lane and Chinatown Car Park's and implement findings.

Proposed Action Plan No. 11

Optimise parking management by ensuring that cost effective durable technology is in place and undertake high levels of enforcement.

Proposed Action Plan No. 12

Review the role, function and composition of the Central Business Zone Car Parking Advisory Committee.

Proposed Action Plan No. 13

Review the Parking Policy and Action Plans at not more than five year intervals.