

Report No. 13.16 Bangalow Parking Management Strategy

Directorate: Infrastructure Services
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Theme: Community Infrastructure
Local Roads and Drainage

Summary:

Council engaged Traffic and Parking Systems Group (TPS) to prepare a parking management strategy for the Bangalow town centre to consider current demand and alternative arrangements, including alternative time restrictions and the potential implications of introducing a pay parking system.

The strategy detailed in the report recommends immediately modifying the time restrictions throughout the town centre, followed by close monitoring of parking demand and infringements, to quantify the appropriateness of the time restrictions and the number of infringements throughout the town centre. If the number of infringements persists, it is recommended to consider introducing a pay parking system in the area to assist in regulating parking behaviour in the area.

\$15,000 is estimated as the capital cost for the investigation and community consultation for the proposed parking scheme.

RECOMMENDATION:

1. That Council support the Bangalow Town Centre Parking Management Strategy (E2016/80882) prepared by Traffic and Parking Systems Group (TPS) as a basis for community engagement.
2. That Council endorse investigation and community consultation with the Bangalow community regarding the implementation of a revised parking layout and pay parking scheme in the town centre.
3. That a budget of \$15,000 is allocated from the Pay Parking Reserve to perform the investigation and community consultation with the Bangalow community regarding the implementation of a revised parking layout and pay parking scheme in the town centre.
4. That Council consider the results of the investigation and community consultation, along with the recommendation from the Local Traffic Committee at the 22 June 2017 meeting in determining its adoption of a revised parking management strategy/pay parking scheme.

Attachments:

- 1 Bangalow Town Centre Parking Management Strategy by TPS Traffic and Parking Systems Pty Ltd, E2016/80882

Report

Council engaged Traffic and Parking Systems Group (TPS) to prepare a parking management strategy for the Bangalow town centre to consider current demand and alternative arrangements, including alternative time restrictions and the potential implications of introducing a pay parking system. Bangalow's location and proximity to other major local cities and towns places it as a popular destination for regional and interstate residents and tourists, increasing demand for infrastructure such as public car parking. The study area of the report is detailed in Figure 1. It is shown that Bangalow's access and circulation is constrained mostly to Byron Street, due to Deacon Street having one-way traffic only at the western extent.

Figure 1: Bangalow parking management strategy study area



Council has been successful in managing demand for public car parking in the past, having introduced a pay parking system in the Byron Bay town centre and Marine Parade in Wategos Beach. Using a mix of time restrictions with an allowance for residential permits has been demonstrated in both of these projects to increase the turnover of visitors to the area, aiding in the number of vacant car parks available for use.

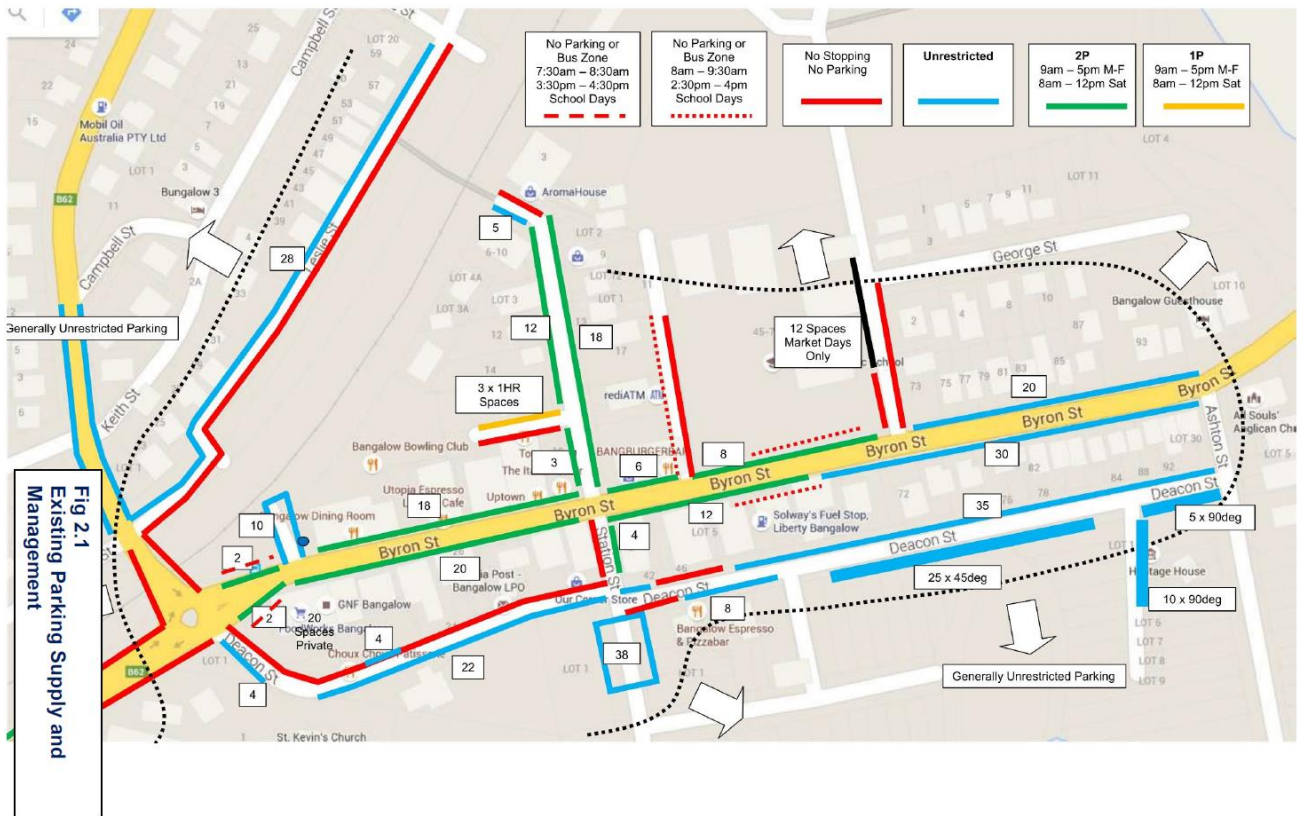
The strategy detailed in the report recommends immediately modifying the time restrictions throughout the town centre, followed by close monitoring of parking demand and infringements, to quantify the appropriateness of the time restrictions and the number of infringements throughout the town centre. If the number of infringements persists, it is recommended to consider introducing a pay parking system in the area to assist in regulating parking behaviour in the area.

The report also suggests that Council should consider the use of the railway land to the north of the town centre as additional parking supply, as part of an overall master plan for the Bangalow Town Centre although initial community feedback indicates that this option is not favoured. Lastly, it was recommended to consider entering into agreements with private land owners in the area so that pay parking can be introduced further throughout Bangalow.

Current and Proposed Parking Supply

The current parking arrangement in Bangalow town centre has a strong bias towards 2 hour and long term parking, which significantly reduces the efficiency and turnover of the town's car parking system in premium car parking locations. The current parking supply is shown in Figure 2 below.

Figure 2: Existing Bangalow parking supply and management



The proposed distribution is vastly different to the current supply, as outlined in Table 1 below. Data indicated that the efficiency of the current parking situation is in dire need of immediate action.

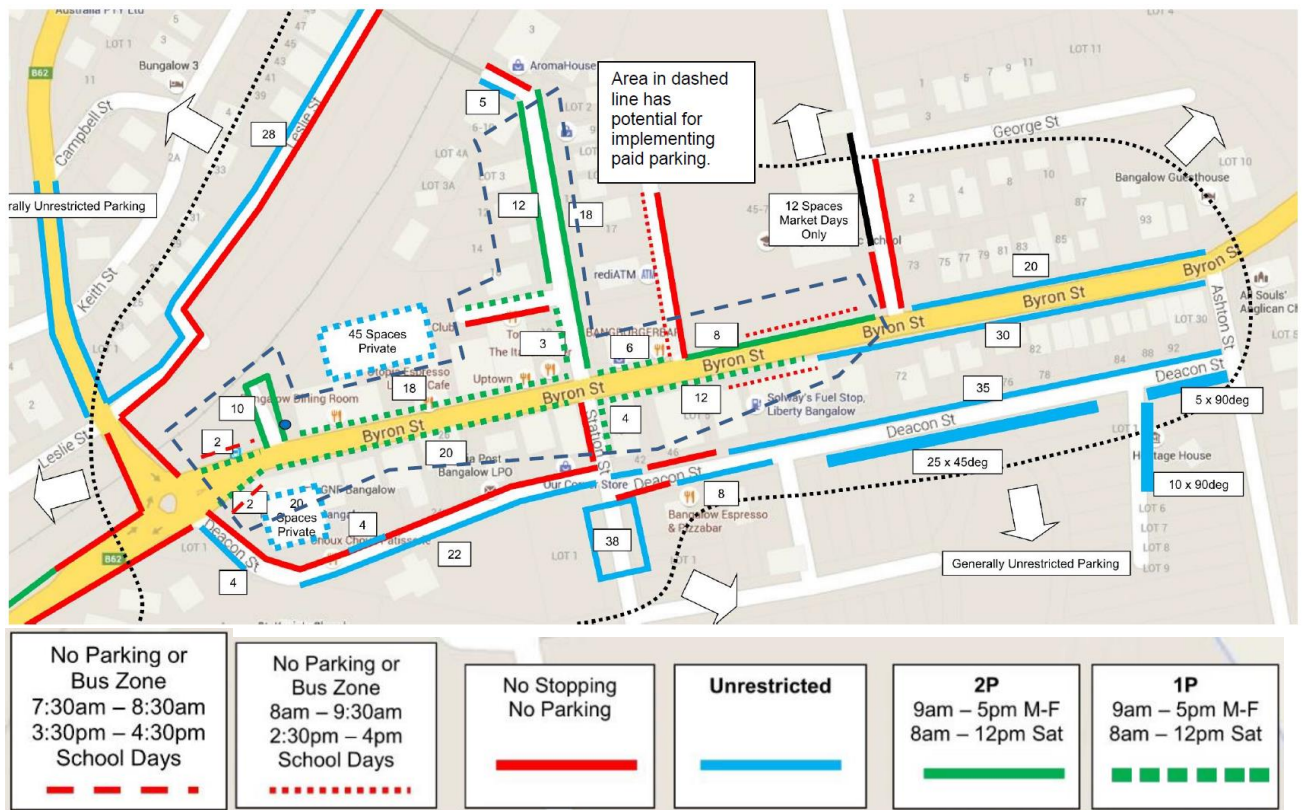
Table 1: Appropriate and current supply of car parks in Bangalow town centre

Duration Limit	Appropriate supply		Current supply	
	%	Spaces	%	Spaces
1P or less	25%	79	1%	3
2P	25%	79	33%	105
3-4P	20%	63	0%	0
All day (UR)	30%	95	67%	212
Total		317		317

The proposed parking supply arrangement is outlined in the TPS report and has been calculated based on previous experience in provincial centres. It is indicated that 30% of parking should be allocated to employee and other long term parking demands, 20% to medium term parking

(generally between 3-6 hours), with the remaining 50% to be split between 1 and 2 hour duration limits. The layout of this distribution of is shown in Figure 3 below.

Figure 3: Proposed Bangalow parking management plan



Statutory and Policy Compliance Implications

The following details the requirements for Council to implement a pay parking scheme. RMS guidelines contain details where Council must either comply or consider them, and specifies where RMS concurrence or approval is needed. Both guidelines are available online:

<http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/payparkingv4.pdf>
<http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/permit-parking.pdf>

The guidelines are assumed to be current despite having reference to the now repealed *Road Transport (Safety and Traffic Management) Regulation 1999* which has been replaced by the *Road Transport (General) Regulation 2013* which within Part 5 details parking schemes:

<http://www.legislation.nsw.gov.au/maintop/view/inforce/subordleg+367+2013+cd+0+N>

The RMS guidelines empowers a parking authority (i.e. Council) to establish and operate a parking scheme, be it a meter, ticket, phone or coupon system employed, noting the model discussed within this report is akin to a Meter Parking Area system based on 'pay by plate'. This is possible as follows.

At s61 within "Subdivision 1 Metered Parking Schemes" the following is stated:

A parking authority may set aside the whole or any part of a road in its area of operations as a metered parking area.

Note. Rules 207–1 and 207–2 of the Road Rules 2014 make provision for parking in metered parking areas. Clause 3 (1) defines a **metered parking area** and **metered parking space** to have the same meanings as in rule 207–1.

As for 'pay by plate' this appears confirmed at s62 Parking Meters which states:

(1) The parking meter for a metered parking space must indicate:

....

(d) in the case of a metered parking space for a registration metered parking area—that the registration number of the vehicle must be entered for use of the parking space.

Similarly, the guidelines and regulation allow Council to fix fees for parking in metered parking spaces by resolution of the Council and to charge different fees for different areas, days or times of day should they wish. Nevertheless Council need to adhere to the RMS guidelines where they are mandatory; and where they are not they are considered good practice and recommended.

To date Council have worked with the RMS through the LTC as per the guidelines to establish the pay parking scheme in the Byron Bay town centre and Marine Parade. This will need to continue if Council wish to proceed with the parking scheme described, including exemptions, noting that the Pay Parking guideline states Council as a parking authority:

...is not entitled to provide or to charge for parking in pay parking spaces if it fails to comply with the RMS guidelines.

RMS guidelines have to date been met and no objection received from the RMS. However no approval or concurrence will be forthcoming from RMS until Council conclude and refer a completed parking study to them. The recommendation made in this report seeks to provide staff such opportunity and avoid a continuous feedback loop between Council and RMS.

As for a Resident Parking Permit scheme, it is intended this be employed with the same arrangements as the previously employed schemes for Byron Bay in residential streets for those that reside in that street (and their guests) to be exempt through provision of a resident's scheme permit (preferably based on registration plate as well).

As for enforcing a Metered Parking Area (i.e. pay parking scheme) Rule 207 Road rules 2014 applies and reads as follows:

(6) Driver must pay relevant parking fee for ordinary metered parking area

A driver must not park in a metered parking space for an ordinary metered parking area without paying the relevant parking fee for the space for at least the minimum period of time for which parking in the space must be paid for.

(8) Driver must enter registration number and pay relevant parking fee for registration metered parking area

A driver must not park in a metered parking space for a registration metered parking area without:

- (a) entering the registration number of the vehicle into the parking meter for the space, and
- (b) paying the relevant parking fee for the space for at least the minimum period of time for which parking in the space must be paid for.

As Part (6) states, the driver must pay and while Part (8) requires the registration plate to be entered and pay the relevant fee. In Council's scenario of providing an exemption to "paying the relevant parking fee" a pre-registered registration plate entered at the meter would be akin to paying the fee. However, if the registration was not entered, no payment would be made and the offence of "Park without paying meter fee" would be committed.

As for enforcing a Resident Parking Permit area the offence is typically aligned with parking beyond the signed time limit, which of course does not apply to those exempt.

Financial Implications

\$185,000 is estimated as the capital cost to implement the parking scheme if Council were to buy the meters. However, Council has entered into a contract for the lease of the parking meters and this contract allows for the number of pay parking meters to be increased if Council decides to introduce pay parking into other areas, such as Bangalow. \$15,000 will be required for investigation and community consultation with the Bangalow community regarding the implementation of a revised parking layout and pay parking scheme in the town centre.

The operating costs of the system including operating and enforcement costs, is expected to be \$220,000 per year. The estimated revenue of the meter system and enforcement is expected to be approximately \$930,000 per year. Therefore the estimated profit of implementing the scheme will be approximately \$710,000. This estimate does not include the revenue gained from the purchase of resident scheme annual permits or a proposed increase in paid parking rates from \$3/hour to \$4/hour as per resolution 17-023 (2 February 2017).

Based on the estimated costs and revenue (based on \$3/hour), it is expected the upfront capital costs will be recouped in the first full year the scheme operates.

Table 2: Estimate revenue and costs of metered parking in Bangalow town centre

Capital Costs (Ex GST)	
No. Meters	15
Meter (inc. Installation)	\$150,000.00
Incidental Costs @ 20%	\$30,000.00
Enforcement Technology	\$5,000.00
Total Capital Cost	\$185,000.00

Profit / Loss p.a (Ex GST)	
Meter Revenue	\$621,270.00
Operating Costs	-\$112,340.75
Profit p.a.	\$508,929.25
Enforcement Revenue	\$310,635.00
Enforcement Operating costs	\$106,063.50
Net Profit	\$713,500.75

Meter System Operating Profit p.a. (Ex GST)	
Meter Revenues	\$621,270.00
Meter Comprehensive Maintenance	\$45,000.00
Management	\$20,000.00
Credit Card costs	\$36,240.75
Finance on Capital @ 6%	\$11,100.00
Total Costs	\$112,340.75
Operating Profit p.a.	\$508,929.25

Enforcement Operating Profit p.a. (Ex GST)	
Enforcement Revenues	\$310,635.00
Staff & Vehicle etc. costs	\$75,000.00
Processing & Legal costs	\$31,063.50
Total Costs	\$106,063.50
Operating Profit p.a.	\$204,571.50

Parking System Operating Profit p.a. (Ex GST)	
Meter system	\$508,929.25
Enforcement	\$204,571.50
Operating Profit p.a.	\$713,500.75

Recommended Actions

Subject to Council endorsement, the following actions will be required to commence the process of implementing the Bangalow parking scheme:

- 5
- Council to adopt the Bangalow Town Centre Parking Management Strategy (#E2016/80882) prepared by Traffic and Parking Systems Group (TPS).
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- Council to allocate budget for investigation and consultation with the Bangalow community regarding the proposed changes to the parking layout and the introduction of a pay parking scheme to the town centre
 - Budget of \$15,000 – 2 months
- 15
- Seek a recommendation from the Local Traffic Committee at meeting on the 16 May 2017 regarding the investigation and community consultation regarding the proposed changes to the Bangalow town centre parking layout and the implementation of a pay parking scheme.
- 20
- Council to consider consultation report and Local Traffic Committee recommendation at meeting on 22 June 2017 to adopt the implementation of the revised parking layout and pay parking scheme
 - If adopted, seek approval from Local Traffic Committee at meeting on 18th July 2017 to implement revised parking layout and pay parking scheme
 - Budget of \$5,000 – 1 month
- 25
- If adopted, seek concurrence from RMS to implement revised parking layout and pay parking scheme
 - Budget of \$5,000 – 1 month
 - Implement revised parking layout and pay parking scheme
 - Capital Budget included into the contract for the lease of the pay parking meters
 - 4 months (due to lead time of parking meters)