Malaga Parking Strategy

Version 2 - November 2014
1 Background

The first Malaga Parking Strategy was approved by the City Executive and released in September 2011. Since then more than 250 verge parking bays have been completed in Camboon Road (south), Cusack Road, Hunt Street, Enterprise Crescent, Bonner Drive, Capital Road, Holder Way and Truganina Road.

Malaga was developed from the 1980’s as a garden suburb with wide road verges planted with trees and shrubs. Many businesses have enhanced their verges.

By 2005 uncontrolled parking on streets became evident. The City of Swan was pushed to provide additional parking throughout the area. As part of the acceptance of change and intensification of business some verge parking has been developed and more is yet to come. As far as possible, trees and shrubs have been retained for landscape purposes.

Since 2011 there has also been an emphasis on education of businesses about the ongoing requirements of development approvals, including vehicle parking expectations. The Malaga and Districts Business Association (MDBA) has been a partner in this initiative. In some cases persistent breaches of development approvals resulted in court action and fines.

1.1 Development of Malaga

In 2014 it is evident Malaga is undergoing a transformation from predominantly industrial into a more complex makeup. Commercial, retail and office uses are now common, especially along the main thoroughfares of Beach Road, Marshall Road, Malaga Drive, Irvine Drive, Kent Way and in streets adjacent to major roads.

This is an expected and normal transformation that results from increasing density and maturation of the area. Road congestion impact and changes to parking demand is especially felt through change of purpose or incremental expansion at high volume trading sites like fast food outlets.

Increasing congestion is especially evident along major routes. Zoning changes have been under consideration for over a year and new developments at the eastern end of Malaga have been initiated following new road construction.
General parking provision is determined by the Local Planning Scheme 17 (LPS 17) and the number of bays is pursuant to Local Planning Policy, "Vehicle Parking Standards, POL-TP-129".

1.2 Malaga Place Plan / Local Area Plan

Local area planning consultations have been conducted periodically in Malaga since 2007. The consultations have included discussion on trends and issues affecting business. A perceived lack of parking was often an issue because the real causes were not well understood.

Three issues that continue to be raised are

- difficulties in traffic flow and sometimes a perception of a lack of sufficient parking;
- a lack of alternate transport options such as public transport, cycling and walking; and
- current land use limitations and zoning

Malaga is relatively well served by major external road networks. Bus routes primarily service the major roads, including Alexander Drive, Beach Road and Malaga Drive. Only 3% of workers arrive at work by bus, cycle or on foot. Transport remains a topic of interest in Malaga.

Despite continued parking improvements, some persistent undesirable parking behaviour continues or reappears when businesses change. Therefore parking compliance activity will become more evident, especially in areas where improvements have been made. Parking on Beach Rd/ Marshall Rd is at capacity in some parts and verge parking there is not possible because of traffic safety needs and traffic speeds.

There will come a time when a free public bus will be necessary for workers arriving in Malaga by private vehicle but parking away from their place of work. This is a longer term initiative to enable customer parking at each business site.
1.3  Impact of business behaviour on parking availability

Whilst there is a perception that uncontrolled street parking is illegal it is not always so. Congestion of streets caused by uncontrolled parking can however, impact on business and verge treatments and on access for larger vehicles to and from business premises.

In streets where additional verge parking has been provided there is an obvious improvement in parking behaviour. Although the uptake is high in the additional bays there are usually a few empty bays.

Nevertheless there are still some people who park inappropriately, potentially causing crashes, unnecessary damage to verges and kerbs or inconvenience to others.

Regular parking compliance activity has not been a feature in Malaga nor is it expected to be well supported by business when it does. Therefore a cautious approach to commencing this is being taken for the present. The City will continue to work with the Malaga and Districts Business Association and individual businesses on this matter.

Persistent breaches of development approval (DA) conditions will result in compliance activity.

2  Informing parking issues

2.1  City of Swan monitoring

Prior to the Strategy implementation there were many parking “hot-spots” in Malaga. Opinions about what caused them were varied. Through the use of aerial photography, detailed land use and parking behaviours were identified. The main cause of street parking congestion remains the incorrect or illegal use of required parking on business sites, in breach of Development Approval conditions.

No formal parking surveys have been carried out in Malaga since 2009 but Place staff, compliance staff and Community Safety Advocates have become observers of parking activity. Over time the improved relationship with business has also led to people who work in Malaga providing information to the City.
In each area where additional parking has been constructed, development compliance activity has also been improved. Together with improved information for businesses these activities have resulted in significant improvement to access and parking in streets.

A few streets remain an ongoing problem, for example habitual parking on roadways by businesses involved in motor vehicle services remains an issue in a number of locations. Persistent dumping of rubbish also continues after hours and on weekends at a few sites.

### 2.2 Evidence from aerial photography

Analysis of aerial photography has provided a great deal of information about the actual uses of properties, some of which continues to be contrary to DA’s. Further analysis has been part of this review to discover the outcomes of past initiatives and the emerging hot spots, again using current aerial photography.

In parts of Malaga many parking bays constructed within properties become unavailable because of business use of that space for fabrication; or storage of stock, plant and waste. In some areas this contributes to road congestion caused by unnecessary vehicle parking.

### 3 Role of parking and alternate access modes

The City of Swan’s role is to;

- Ensure the provision of sufficient parking through its planning systems
- Ensure that parking required by businesses and provided in accordance with development approvals is implemented and used appropriately;
- Ensure that parking for visitors, deliveries and despatching of products conforms to policy requirements of planning rules and policies.

- Support the viability of businesses through appropriately located and shared verge parking;
- Ensure that where applicable, provision of verge parking should still allow for verges to be maintained in good condition and trees retained without being damaged; and

This Strategy attempts to balance these desired outcomes.
4 Provision of parking in Malaga

There are complex challenges to provide parking in accordance with the City’s statutory planning framework. Where off-street parking cannot be provided by a developer or where parking is required in excess of the minimum, the planning framework provides guidance on implementation.

4.1 Planning Framework

The City understands that Malaga is maturing with some businesses approaching the limits of their existing land capacity and that there can be very significant costs in relocation or for using off-site storage. There is also a natural evolution from mainly manufacturing toward non-industrial uses in support thereof, which requires more parking per area of business.

4.1.1 POL-TP-129 (Vehicle Parking Standards)

The Council may accept or require a cash payment in lieu of the provision of parking under Policy POL-TP-129 adopted as a local planning policy under Local Planning Scheme 17 (LPS 17).

The purpose of providing for cash payment in lieu of providing parking spaces is to facilitate co-ordinated and consolidated development through the provision of common parking reserves in public areas.

The Policy sets out the requirements for acceptance and use of cash-in-lieu as follows:

"The Council may accept or require a cash payment in lieu of the provision of paved car parking spaces, subject to the following requirements:

- Except as otherwise provided a cash-in-lieu payment shall be not less than the estimated cost to the owner of providing and constructing the parking spaces required by this policy, plus the value, as estimated by a licensed valuer appointed by the Council, of that area of land which would have been occupied by the parking spaces and manoeuvring area;
- Before the Council agrees to accept a cash payment in lieu of the provision of parking spaces, the Council must either have provided a public parking station nearby, or must have firm proposals for providing a public station nearby within a period of not more than five years from the time of agreeing to accept the cash payment;
• Payments made under this policy shall be paid into a special fund to be used to provide public parking stations in the close proximity of the subject land;
• All costs incurred in obtaining the valuation shall be borne by the applicant for approval to commence development; and
• Where in the opinion of the Council, there is likely to be a sharing of public parking facilities by uses with significantly different peak demand times, the cash-in-lieu contribution in respect of the requisite number of parking spaces may be reduced by up to 50 per cent of that otherwise applicable"

Implementation of this Policy requires the identification of suitable locations on public land on which these parking areas can be provided.

4.2 Challenges

The City has a responsibility to ensure that each business does not impinge on, or act to the detriment of another business, or to the area. With regard to the provision of public parking the specific challenges are:

Street geometry
Curved roads contain sections with poor sightlines that are hazardous to drivers and that affect the potential for verge parking development.

Available space off street
The City of Swan does not own land that can be developed for public car parking or for a possible base for a local CAT bus system.

Parklands
The bush reserves in Victoria Rd and along the Reid Highway are environmentally sensitive and have no potential for parking development.

Road alignment
The roads have typically been centred in road reserves. This creates difficulties for the development of verge parking when also allowing for pedestrian access off the roadway.

Truck loading and unloading on streets
The major roads are frequented by large trucks and it is becoming habitual for some of these to park and unload in roadways causing temporary blockages or traffic impediments.
Attitude of drivers
From a traffic safety perspective the large number of vehicle entry points in some roads is also difficult. Customers typically expect to park at the entrance to a destination. When on-site parking is unavailable, drivers often find it more convenient to park on an adjacent roadway including places that should not be used for parking.

4.3 Costs and responsibility

The cost of provision of additional bays varies at each location as circumstances differ. In 2013/14 the cost of verge parking was between $3500 and $4500 per bay.

The actual cost of provision in each location will depend on the slope, cut or fill required, relocation of drainage points or pipes, removal of vegetation and replacement of vegetation and irrigation.

For the present Commercial and Economic Development staff retain the responsibility for initiating the charters for the work and Operations staff the design and construction phases.

5 Conclusion

The current planning framework provides regulated guidance on the provision of off-street parking and also allows for implementation of alternative on-street parking through a cash-in-lieu system, this Strategy supports the following

- Identification of areas where public parking can be provided in accordance with the cash-in-lieu system;
- Implementation of compliance controls and its role in addressing parking shortages and traffic congestion; and
- Provision of information about parking and education of businesses and workers in Malaga about their parking and development application obligations.

Implementation – See next page
6 Implementation Strategy

The following recommended actions address the parking issues and challenges discussed in this document. Continued provision of additional verge public parking will remain a priority alongside compliance activity. The compliance activity will move from being totally focussed on development approvals and the use of private land to a broader initiative including parking compliance activity in public areas.

It is apparent that in a few places the need for additional verge parking is being created by a single business. Where damage to grassed areas or impediments to traffic is apparent because of such parking behaviours an alternate approach can be taken.

In these situations the City retains the option to seek a contribution from that business / landowner toward the installation of additional parking rather than simply restricting parking where a nuisance is detected or damage being done to a verge. With such contribution additional parking can be constructed as additional works to this plan. This mechanism can also be applied in an ad hoc way on request and where an assessment shows both a need and a safe parking provision is possible.

The tables following show a continued pattern of monitoring and action to improve access on Malaga roads and increase parking capacity.

A full review of this iteration of the Malaga Parking Strategy will be necessary in 2017/2018 to assess emerging need against development actualities and trends at the time.

6.1 Short term provision

Table 1 is the suggested additional parking provision in the period 2015 to 2018. It is, as always, budget dependent and cash–in–lieu dependent. It also depends on periodic reviews and updates. Priorities can change over the period of this Strategy.

See over page for table 1
Table 1  Recommended parking improvements 2015 to 2018

Construct at least 210 extra bays. Parking prohibition signage indicated at 4 sites.
(See section 4.3 above for costs and responsibilities)

<table>
<thead>
<tr>
<th>Map ref</th>
<th>Priority</th>
<th>Location</th>
<th>Number of bays</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Equal 1</td>
<td>Kent Wy</td>
<td>10 +</td>
<td>- Restrict parking west of Crocker Drive by signage.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Construct embayed parking, on the south side of Kent Wy, west of Crocker Dr.</td>
</tr>
<tr>
<td>2</td>
<td>Equal 1</td>
<td>Townsend St</td>
<td>15</td>
<td>- Angle parking on the north side of the road and east of the roundabout at Oxleigh Dr.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- It also requires prohibitive signage along Townsend, east of the parking provision.</td>
</tr>
<tr>
<td>3</td>
<td>Equal 1</td>
<td>Commerce St</td>
<td>15 to 30</td>
<td>- Create two sets of angle parking, each about 12 bays but retaining trees. One set at the northern end / western side; the other also on the western side midway along the Street</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>Milrose Dr</td>
<td>20 to 30</td>
<td>- This is a constrained street with curves and sloping verges and many entry points to businesses.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Bays are to be spread along as much of the verge as possible.</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
<td>Beringarra Ave</td>
<td>20 to 40</td>
<td>- The western end near Milrose Dr.</td>
</tr>
<tr>
<td>6</td>
<td>6</td>
<td>Agett Rd</td>
<td>15 +</td>
<td>- Additional parking on one side only with prohibitions on other side.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Discuss delivery truck access with local businesses first.</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>---</td>
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<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>7</td>
<td>7</td>
<td>Irvine Dve</td>
<td>30</td>
<td>Small improvements periodically. Consider making the road safer with traffic calming. There are 60 driveway entries and three T junctions in 1 km of roadway and the northern section of the road curves.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Detail to be added from 2016</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>8</td>
<td>Camboon Rd</td>
<td>25</td>
<td>There is some scope for additional verge parking however this should not be considered unless businesses are using their required provision appropriately. Also requires compliance activity and then a later reassessment</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2017/18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Equal 8</td>
<td>Crocker Dr</td>
<td>15</td>
<td>As required due to increasing density of use. Will require a reappraisal</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2017/18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>10</td>
<td>Harlond Ave</td>
<td>50</td>
<td>The verge here is under Western power lines so will require permission before commencement</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2018</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Figure 1  Planned verge parking areas 2015 to 2018
6.2 Longer term provision

Potential verge parking locations beyond 2018 is reflected in Table 2 and the locations of these streets are as shown in Figure 2. Regular assessments will need to continue to validate and to take account of changes on the composition and density of businesses throughout the area. Other locations might become priorities as indicated in item 10 in the table.

The importance of the following provisions lies in how well they integrate with land use changes along Beach Road / Marshall Road and intensification of industry in the portion of Malaga east of Malaga Drive and south of Marshall Road.

Individual businesses east of Malaga Drive especially those along the three main east west roads (Mulgul Road, Beringarra Avenue and Victoria Road) typically occupy larger lots than businesses west of Malaga Drive. Any incursion of parking onto those roads will usually be able to be identified back to particular businesses. This suggests a different approach based on compliance activity and discussion with these businesses for their cooperation and involvement in the development of verge parking adjoining their businesses. Nevertheless some additional parking may be required in these areas in time.

Particular problems or anomalies can continue to be identified by any place, compliance or planning staff who visit Malaga or who work from the Ballajura Place Office.

The possible parking development in the unmade section of Inverness Crescent will only be required if nearby businesses intensify or as a commuter parking hub. This depends on the rate of development and change of business along Beach Road between Camboon Road and Crocker Drive; and nearby.

The suggestions in the following table are not prioritised as this will become evident over time and through the 2017/2018 review.
### Table 2  Possible improvements from 2019

To be confirmed and prioritised as necessary in 2017/18

<table>
<thead>
<tr>
<th>Reference</th>
<th>Location</th>
<th>Capacity</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>New hot spots as they emerge</td>
<td>50</td>
<td>To allow for improvements as changes to density of use and business ownership requires attention in any location</td>
</tr>
<tr>
<td>11</td>
<td>Mulgul Rd</td>
<td>20 to 50</td>
<td>This is a developing area that will need to be watched.</td>
</tr>
<tr>
<td>12</td>
<td>Stanford Wy</td>
<td>20 to 40</td>
<td>Western edge is possible under an existing canopy of large trees if congestion builds in this area. Do not damage trees</td>
</tr>
<tr>
<td>13</td>
<td>Inverness St</td>
<td>140</td>
<td>Unmade road reserve that could become a car park servicing the Highway Service and other commercial areas nearby</td>
</tr>
<tr>
<td>14</td>
<td>Beach Rd Ext</td>
<td></td>
<td>West to Crocker Dr. Reconsider after Inverness Cr</td>
</tr>
<tr>
<td>15</td>
<td>Victoria Rd</td>
<td>20 to 40</td>
<td>A major through Rd that will need a further assessment of traffic and access to ensure safety of pedestrians and vehicles if verge parking is considered. Only small sections are likely.</td>
</tr>
<tr>
<td>16</td>
<td>Juna Dr</td>
<td></td>
<td>Requires compliance activity and then a later reassessment.</td>
</tr>
<tr>
<td>17</td>
<td>Pavers Cir</td>
<td></td>
<td>This is clearly influenced by Hod St problems.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Education and compliance is required before a reassessment. Verge parking provision is not recommended</td>
</tr>
</tbody>
</table>
Figure 2  Possible future verge parking works (2019+)