Central Kingston

Car Parking Strategy

PREPARED FOR KINGBOROUGH COUNCIL | 6 OCTOBER 2023 | 300304896

We design with community in mind

Stantec

Revision

Revision	Date	Comment	Prepared By	Approved By
A	6 October 2023	Final	Danielle Cruickshank	Chris Coath

For and on behalf of

Stantec Australia Pty Ltd

Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

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Executive Summary

Introduction

The Kingston Parking Strategy has been prepared to guide Council in the effective management of parking resources to support Central Kingston, both now and into the future, in line with Council's place and land use objectives for the centre.

The preparation of a parking strategy seeks to provide the guidance that is needed to balance competing demands relating to transport, sustainability and the local economy, which supports Kingston's role as a key retail and commercial centre for the area that features retail amenity, safe and accessible active transport routes and green spaces. Actions within the strategy have been selected to maximise the efficiency of car parking use and management to ensure that it does not unduly dominate the CBD and detract from other 'place' and land use enhancements envisioned.

Structure of the Strategy

The Strategy outlines the strategic context within Council's other related strategies and provides an overview of the existing demographic and travel characteristics of the area.

The Strategy sets out the parking objectives that will guide the management of parking in Kingston, based on the vision for Central Kingston documented in the Kingston Place Strategy.

It also outlines the parking management strategies to be undertaken to achieve the objectives and a prioritised list of recommendations and actions.

Purpose

Council's existing parking strategy was prepared in 2016 and provides a framework to achieve a fair distribution of available parking spaces (on street and off street) to meet the community's parking needs at different times of the day, week and year as well as into the future.

Since 2016 there have been a number of developments in Kingston and surrounds to warrant a review of the strategy and a revised set of recommendations. Recent developments include:

- Ongoing development of the old Kingston High School site – Kingston Park
- Redesign and redevelopment of the Channel Highway, Kingston – Transform Kingston
- Development of the Kingston Place Strategy 2020-2050
- The completion of Park and Ride facilities at the Kingston Wetlands, Huntingfield and Firthside
- Increasing population and new demographic data for both the Kingborough and Huon Valley catchment areas.

As a result of these changes, Council has requested an update to the strategy that includes updated mapping for an expanded study area, revised strategy goals, outcomes and strategic framework and revised parking recommendations and actions.

The preparation of an updated strategy is an action of Council's 2022/23 Annual Plan.

Council's role

Parking is an asset that is managed both publicly and privately.

Council is responsible for managing local parking arrangements, including the management of public parking facilities, allocation of on-street space and parking restrictions, enforcement of parking regulations, management of any parking permit schemes and administering the statutory planning process. Council is also responsible for advocating to external stakeholders, including the State and Federal Governments, on behalf of the community.

Existing Conditions

The Kingston area is currently highly dependent on car use to meet the travel needs of residents and visitors, emphasised by poor walkability in the centre and discontinuous on-street cycle lanes and limited bicycle parking and storage facilities. Council's ability to reduce car dependency is impacted by the efficiency, frequency, and cost of the area's public transport services (which is outside Council's direct control) as well as pedestrian and cycling amenity.

Existing demand for long stay parking in the CBD is generally at capacity, used by both local workers and Hobart commuters, with capacity for long stay parking existing in the CBD periphery and at the external park-and-rides. On the other hand, short stay parking demands in the CBD are moderate, with many vacancies available for parking stays of less than three hours.

Key Findings

Strategic Context:

- Since 2016, Council has actively worked to set a framework and strategy for the management of on-street and off-street parking in Kingston. Previous actions have sought to respond to emerging issues, such as land use changes through redevelopment of CBD land, increasing demand for long stay parking generating by Hobart commuters and the high car dependency of a growing population.
- With the adoption of the Place Strategy and the projects within the Transform Kingston program, there is a move towards improving facilities for pedestrians and cyclists and realising the benefits of creating new green spaces and outdoor dining opportunities along the main strip.
- There is a desire to make better use of high-value land in the CBD than for accommodating the long stay parking demands of commuters that do not directly support the local economy.
- Work to move commuters outside of the CBD has already commenced via the Hobart City Deal Southern Projects, which provides a basis for further action to manage commuter and long stay parking demands within the CBD.

Demographics and Operation:

- As of 2021, the population of the Kingborough Council area was 40,082 persons, with 12,288 persons living in Kingston.
- Kingborough is one of Tasmania's fastest growing municipalities, with population growth projected to remain stable into the near future. The population of the Kingborough Council area is expected to grow by around 30% over the next 20 years, increasing to around 16,000 people by 2041.
- The bulk of the local residential community that is serviced by Central Kingston is located within a 3km radius. These findings are further supported by origin-destination data sourced from TomTom O/D analysis, which shows that around one third of all trips to and from Central Kingston start and finish in the residential areas to the south of the CBD.

Transport Network and Travel Characteristics:

- ABS Census data indicates 56% of households in Kingston have access to two or more motor vehicles with approximately 94% of all households owning at least one vehicle.
- The car is the preferred mode of travel for journey-to-work trips, with 67% of journey-to-work trips undertaken as either a car driver or passenger.
- Over the last ten years, the proportion of journey to work trips by private vehicle by residents of Kingborough has reduced, whilst the proportion of trips made by public transport and active travel modes (cycling and walking) has remained steady. Census data also indicates an increase in the number of people working from home, which is equal to the drop in car use. This suggests that some people who would typically drive to work have chosen to instead work from home.
- The experience of walking along key streets in and around Central Kingston is currently unpleasant, uninteresting and unsafe, with walking links to Central Kingston from surrounding residential development generally poor or non-existent.

- There is an established network of on-road and off-road cycling facilities around the periphery of Central Kingston, including a mix of on-road lanes and shared paths, but there is typically poor links for cyclists to access and circulate through Central Kingston, with discontinuous on-street cycle lanes and limited bicycle parking and storage facilities.
- Buses are the only mode of public transport available in Kingston. During the peak AM and PM periods, buses run at a frequency of 4 to 10 minutes to and from Hobart to Kingston. Outside of peak, there are around 6 services per hour running through the CBD, connecting to Hobart as well as the surrounding areas of Blackmans Bay, Margate, Dover, Summerleas and Geeveston.
- The road network within Central Kingston has undergone recent changes, including converting Channel Highway (Main Street) from an arterial road to a collector road and the construction of a new road link – Goshawk Way – through the Kingston Park site. Central Kingston is bounded by a road loop of collector and arterial roads, with local streets providing access to the uses within the CBD.
- There is currently a high car dependency for the Kingston area, emphasised by the poor walkability in the CBD and the discontinuous on-street cycle lanes and limited bicycle parking and storage facilities.
- Council's ability to reduce car dependency is impacted by the efficiency, frequency and cost of the area's public transport services (which is outside Council's direct control) as well as pedestrian and cycling amenity.

Car Parking:

- The demand for long term parking spaces in Central Kingston has increased over time, attracting demand from either local CBD workers or Hobart commuters. As further changes to the former high school site at the north of the CBD have occurred, Council has maintained the long-term parking supply, which is typically at full capacity during weekdays.
- On-street parking within Central Kingston is typically subject to timed restrictions and is free of charge. High use locations are subject to timed restrictions less than 2 hours to service short trips and pick-up/drop-off activity, whilst those located in shopping areas are subject to 2- or 3-hour parking restrictions to allow people to engage in a variety of activities without having to move their car too often.
- There are currently no paid parking arrangements within the Kingston area.
- Council is responsible for the enforcement of parking restrictions across Kingston, including in privately-owned car parks. Enforcement activities are limited to manual recording of overstay and issuing of tickets.
- Parking surveys indicate that:
  - Long-term parking in the Kingston CBD (240 spaces) is at capacity.
  - Capacity exists within the long-term parking areas in the Kingston CBD periphery and at the external park-and-rides.
  - Short-term parking demands for on-street and off-street spaces in the Kingston CBD are moderate, with around 500 available vacancies.

Parking Objectives

The development of parking strategies and actions is based on the following parking objectives:

We want parking to…

Support the local economy – focus on providing for those who spend time and money within Central Kingston.

Be managed to prioritise access according to user needs – using a framework and hierarchy to manage the allocation of parking and on-street kerb space where competing demands exist.

Contribute to a safe and efficient people-focused transport network and urban environment – the management and provision of parking must not compromise the safety of vehicle, cyclist and pedestrian movements.

Encourage mode shift and reduce emissions – encourage use of alternate transport modes through improved facilities and appropriate parking timed restrictions and pricing.

Parking Strategy Summary of Actions

The parking strategies that form the basis of the action plan are summarised in the following table.

Item No.	Topic	Strategy	Alignment with Objectives
1	Parking Allocation	Adopt a Parking User Hierarchy to assist with fairly managing competing parking demands throughout Central Kingston.	• Support the local economy • Be managed to prioritise access according to user needs
2	Parking Allocation	Council to work with private landowners to optimise the allocation of parking within private sites including modifying short stay parking restrictions if capacity exists to cater for greater staff parking demands on site.	• Support the local economy • Be managed to prioritise access according to user needs
3	Parking Allocation	Council to work with the Department of State Growth to encourage the use of external Park and Ride facilities (such as the Huntingfield Park and Ride) in order to prioritise the use of unrestricted parking within the Central Kingston CBD for those who spend time and money within the centre.	• Support the local economy • Be managed to prioritise access according to user needs
4	Wayfinding and End of Trip Journey	Develop and implement a parking wayfinding strategy for Central Kingston to identify key areas of parking for different user needs. This should adopt at a minimum a static signage approach however could be enhanced with real time variable signage.	• Be managed to prioritise access according to user needs • Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
5	Wayfinding and End of Trip Journey	Continue to improve pedestrian routes and pedestrian wayfinding to encourage a 'park once' mentality within the centre to reduce vehicle circulation, congestion and emissions, in line with the actions of the Kingston Place Strategy and Transform Kingston program.	• Support the local economy • Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
6	Enforcement	Continue to enforce parking within Central Kingston and surrounding peripheral areas to ensure that parking is being used as intended.	• Support the local economy • Be managed to prioritise access according to user needs
7	Enforcement	Consider the adoption of additional parking enforcement technologies to assist in the efficiency of the task.	• Support the local economy • Be managed to prioritise access according to user needs
8	Managing Parking Overspill	Where parking overspill from commercial development occurs into residential streets immediately surrounding the CBD, Council should seek to adopt appropriate time restrictions to balance the use of streets for both residential and commercial purposes. This may include the adoption of unrestricted parking on one side of the street, 3P parking on one side of the street and the marking of individual parking bays to protect access to residential properties.	• Be managed to prioritise access according to user needs
9	Managing Parking Overspill	Council to monitor over time parking overspill into residential streets in order to consider if further management actions, such as the use of resident parking permits, are warranted.	• Be managed to prioritise access according to user needs

Item No.	Topic	Strategy	Alignment with Objectives
10	Future Technologies	Council will support the use of electric vehicles through: • Monitoring the use of existing Council provided EV charging facilities to understand their usage and identify the need for additional facilities • Exploring the feasibility of installing further charging facilities at Council buildings • Supporting and investigating private sector investment of electric charging infrastructure on Council-managed land • Supporting private sector investment of electric charging infrastructure on private land • Investigating the need for an Electric Vehicle Charging Policy to provide clarity in respect of the provision of electric charging facilities within public spaces (including on-street parking) • Investigating opportunities to formalise (through statutory or non-statutory mechanisms) the need to provide charging infrastructure in new developments, including charging to car space target ratios. • Where appropriate, encouraging retrofitting of EV infrastructure to car parking spaces in existing developments. This may include providing planning assistance or considering car parking space reductions. • Seeking to encourage Environmentally Sustainable Development (ESD) targets for new development – outcomes from the CASBE research project Elevating ESD Targets Planning Policy Amendment	• Encourage mode shift and reduce emissions
11	Future Technologies	Review opportunities within the public realm of Central Kingston to install infrastructure to support the parking of e-bikes and PMDs.	• Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
12	Supporting Place and Sustainable Transport Outcomes	Support the construction of a multi-level parking facility to support long stay commuter and staff parking as a mechanism to consolidate existing at-grade parking to improve land use and place outcomes within the centre.	• Support the local economy • Contribute to a safe and efficient people-focused transport network and urban environment
13	Supporting Place and Sustainable Transport Outcomes	Support the removal of at grade and on-street car parking where necessary to support improved, walking, cycling and place outcomes.	• Support the local economy • Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
14	Supporting Place and Sustainable Transport Outcomes	Support the introduction of paid parking as a demand management tool to address the high demand for long stay parking within the Kingston CBD.	• Support the local economy • Be managed to prioritise access according to user needs • Encourage mode shift and reduce emissions
15	Future Land Use Development	Maintain current car parking rate approaches for new land use developments in the short term, noting that: • Significant land use growth in Kingston that would necessitate varying the current frameworks is not expected in the short term (noting that this may change in the long term) • Existing planning mechanisms exist to vary the parking requirements to reflect actual expected parking demands • A cash-in-lieu scheme exists to compliment strategies to consolidate parking.	• Support the local economy

Introduction

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1. Introduction

1.1 Background

Council's plan for the future of the Kingston CBD is that of a well-managed and self-reliant centre capable of accommodating the needs of the growing population. With a population that exceeds 40,000 people, a more sustainable CBD that is not so reliant on Hobart is required to meet the needs of Kingborough's growing population. To support liveability in this part of Tasmania, the Kingston CBD needs to cater for a range of retail and service types. The future mix of uses in the CBD will be driven by population growth, changing trends in retail and service delivery, investment in improved centre functionality and public realm, and local employment opportunities.

To support this growth of the CBD there needs to be an appropriate balance between having too much and too little car parking. Too much parking will create an unattractive CBD, encourage too much traffic and make bus travel not viable – it is an inefficient use of valuable land (lost opportunities for usable space). Too little parking will create conflict in surrounding residential areas and will be an inconvenience for visitors and local workers. There needs to be sufficient parking to meet the essential needs of the area while still encouraging people to use other forms of transport – public transport, car-pooling, cycling and walking.

The availability of public parking within the central Kingston area is an ongoing concern for many people. There is an expectation that convenient short and long stay parking will be available within or on the fringe of the CBD. The demand for such parking comes from visitors to the CBD who need to park for a few hours, plus local workers and commuters to Hobart and other locations within the Greater Hobart Area who need to park all day.

Kingston is also, to an extent, competing with the Hobart CBD and inner suburbs for commercial businesses. These locations are attractive and easy to access with substantial worker amenity. This must therefore be considered as part of future planning, with retail amenity, sufficient car parking, safe and accessible active transport routes, and green spaces to become key features of the Kingston CBD.

The preparation of a parking strategy therefore plays an important role in creating balance in the provision and management of car parking to support Central Kingston however also maximising the efficiency of car parking use and management to ensure that it does not unduly dominate the CBD and detract from other 'place' and land use enhancements envisioned.

1.2 Context and Process

In 2016 Kingborough Council prepared a Central Kingston Parking Strategy to guide planning and development of car parking within the Kingston CBD.

Since 2016 there have been a number of developments in the area to warrant a review of the strategy and a revised set of recommendations. Recent developments include:

- Ongoing development of the old Kingston High School site – Kingston Park
- Redesign and redevelopment of the Channel Highway, Kingston – Transform Kingston
- Development of the Kingston Place Strategy 2020-2050
- The completion of Park and Ride facilities at the Kingston Wetlands, Huntingfield and Firthside
- Increasing population and new demographic data for both the Kingborough and Huon Valley catchment areas.

This Parking Strategy has therefore been prepared having regard to a review of:

- the 2016 parking strategy, including an understanding of the status of actions within the implementation plan.
- current demographic data and population growth projections.
- current parking locations, parking time restrictions and parking capacity within the study area.
- existing demands for parking, including origin and destination for parking trips to and from the study area.

The updated Central Kingston Parking Strategy will:

- update car parking mapping for the study area
- revise strategy goals, outcomes and strategic framework.
- revise Central Kingston parking recommendations.
- revise Central Kingston parking actions

1.3 Purpose

This Strategy has been developed to provide a framework for Council to ensure the community's parking needs are being met and provides the guidance that is needed to balance competing demands related to transport, sustainability and the local economy.

It is consistent with Council policy on parking, transport and sustainability with parking management actions for the Central Kingston drawing on best practice parking management principles and tailored to the local area.

The Strategy will enable Kingborough Council to ensure that it is achieving the best parking and accessibility outcomes consistent with the growth expectations of the CBD and surrounding area.

This strategy will also provide input and guidance into the future development of a Structure Plan for Central Kingston.

1.4 Study Area

The study area encompasses the Central Kingston area as well as the residential fringe and outlying commercial areas, as shown in Figure 1-1.

Figure 1-1 – Study Area

Source: Kingborough Council, *Central Kingston Parking Strategy Update – Consultant Brief*, April 2023

While the study area is focussed on the Central Kingston area it is recognised that the CBD supports the broader Channel region and rural Kingborough areas as well as the Huon Valley. As such while not forming part of the study area, the influence of these areas on Central Kingston is considered.

Strategic Context

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2. Strategic Context

2.1 Overview

The updated Kingston Parking Strategy will sit within a suite of existing Council plans and strategies and must also be consistent with Greater Hobart and Tasmania-wide policies and actions. This section has been prepared to summarise the parking context within other documents, including:

- Previous parking strategies and associated Council reports
- Kingborough Council plans and strategies
- Tasmanian Government and Department of State Growth initiatives.

2.2 Previous Parking Strategies

2.2.1 Central Kingston Parking Strategy (2016)

The Central Kingston Parking Strategy was prepared in 2016 to provide a framework for the management of on-street and off-street parking in Kingston. This was in response to the anticipated changes to the land uses within Central Kingston, including the redevelopment of the former Kingston High School site into a multi-functional area containing health care, community uses, public space, residential, retail and commercial uses.

The main goals of the strategy are to:

- *Provide equitable access to limited parking spaces for all users*
- *Ensure time restrictions for on and off street parking reflect the demand in the relevant area*
- *Enhance the signage, safety and amenity of parking supply*
- *Reduce car dependency, particularly for local trips.*

Actions for addressing existing and emerging parking issues were defined by the following three categories:

- *Improve use of existing supply*
  - Includes review of time restrictions and parking allocation, monitoring of parking occupancy in the centre and in surrounding residential areas, review of the enforcement policy and process, and communication with private car park operators.
- *Encourage more non-car trips*
  - Includes investigating potential shuttle bus services, bike parking and/or bike share facilities, car share scheme and promotion of travel smart initiatives.
- *Increase supply*
  - Includes review of existing areas to maximise provision, consideration of unbundled parking and reduced on-site parking provision and development of a cash-in-lieu policy.

Of the 24 actions contained within the Implementation Strategy, a total of four actions were delivered in full and a further eight actions delivered in part or that continue to be delivered ongoing. A summary of some of the key deliverables is provided below, with a detailed description of the delivery status of all actions as informed by Council provided in Appendix A.

- Council has no record of any formal CBD-wide review of timed restrictions and parking allocations across Central Kingston, with informal reviews instead completed as part of specific projects or localised issues.
- Council continues to monitor occupancy of on-street parking in residential areas, but impacts have been minimal since all day parking remains free in the CBD.
- No surveys or formal consultation has been facilitated with local businesses to address the allocation of parking supply on private land.
- The provision of signage and wayfinding has not been actioned, as well any mapping of car parking locations on Council's website.

- Investigation of technology solutions for parking enforcement has not progressed, with enforcement activities continuing to be conducted manually.
- The actions associated with the encouragement of more non-car trips have been delivered in part through installation of some bike racks at Kingston Park and other new developments, provision of active transport maps on the Council website and promotion of smart travel initiatives through the bike committee.
- Parking supply has been increased through the formalisation of long-term parking spaces at the wetlands and Denison Street and the construction of the temporary long-term car park at Skipper Lane. Council is continuing investigations regarding parking supply options for when the Skipper Lane site is developed.
- Park and Ride car parks have been delivered by the Department of State Growth at Firthside and Huntingfield.
- A cash–in-lieu contributions policy was developed and endorsed by Council in 2018 and reviewed again in 2022. Whilst there has not been a strong uptake in the use of this scheme since its adoption, it provides a mechanism for collecting funds to be used for car parking projects, with ongoing Council advocacy of the scheme required to increase future uptake.

2.2.2 Central Kingston Parking Plan (2019)

The Parking Plan was prepared to guide the development of future parking infrastructure needed to address the rapidly growing central Kingston area. It builds upon the earlier work completed as part of the 2016 Parking Strategy, following the implementation of many of the previous strategy recommendations.

The report identified the following core issues for the Kingston CBD:

- *High dependence on car travel for people working in Kingston*
- *Park and ride to Hobart more attractive from within Kingston CBD than outer Kingston*
- *Demand for long-term parking exceeding the supply of spaces*
- *Excess supply of short-term parking spaces, but mostly privately owned.*

A short-list of priority projects to address the future parking needs for Central Kingston are outlined in the Parking Plan, including:

- *Introduce paid parking*
  - Introduce paid parking in long-term car parks to reduce the demand for long term parking within the Kingston CBD
  - Address any overflow of long-term parking demand into adjacent residential streets through the introduction of timed restrictions (and a resident permit scheme, if required).
- *Huntingfield park and ride*
  - Upgrade the unsealed car park at Huntingfield to formalise as a park and ride facility for commuting to Hobart.
- *Shuttle service to areas outside of the Kingston CBD*
  - To reduce the demand for parking within the Kingston CBD, Council should consider providing a shuttle bus from car parks in outer Kingston to the CBD during the morning and evening peaks. Potential locations include Huntingfield and the overflow car park at the sports centre on Kingston View Drive.
- *Expand Kingston View Drive car park*
  - Council should consider expanding the existing overflow car park on Kingston View Drive. The expansion could also include a park and ride bus stop within the car park.
- *Provide a new car park opposite the Channel Highway / Browns Road junction*
  - Investigate the feasibility of a new car park off the Channel Highway opposite the junction with Browns Road. This car park could be used for park and ride, as well as parking for commuters working in Kingston. This location is near the bus stop on the Channel Highway which has a high frequency of bus services.
- *Improve information about parking*
  - Provide a page on the Council website to provide information about parking within Kingston with maps and information such as time restrictions, paid parking details, location of accessible parking, loction of bicycle parking and alternative travel mode details.

A comment on the status of each of these items was considered within the Kingston Parking Plan 2019 Council Report.

2.2.3 Council Report – Kingston Parking Plan 2019

This report was prepared by Council officers in September 2019 to inform Councillors on the findings of the Central Kingston Parking Plan and to review the broader implications for Council in relation to the ongoing need to provide for public parking in Kingston.

The report responds to the six priority projects detailed in the parking plan. A summary of the status of each of these items is provided in Table 2.1.

Table 2.1 – Kingston Parking Plan 2019 – Status of Actions

Project	Timeframe	Status
Improve information about parking	Short	Not actioned.
Introduce paid parking for long-term car parks within the CBD	Short	No actioned. It is acknowledged by Council that the introduction of paid parking may generate a negative reaction and that it must be sensitively managed. The preferred location for implementation of paid parking has been identified as the new temporary parking area within Kingston Park. In January 2020, Council moved a motion to postpone the introduction of any paid parking until after the formal park and ride facilities are in operation.
Provide a formal park and ride at Huntingfield	Short	Completed September 2022.
Provide a shuttle bus from outer areas to the CBD	Medium	Not actioned. September 2019 Council report stated that this proposal will not be investigated further at this stage. Recommended that it be deferred until after Kingston Park is more substantially developed and additional parking is provided at the Sports Centre and Huntingfield.
Provide a new car park on the Channel Highway, near Browns Road	Medium	Not actioned. September 2019 Council report recommended that a preliminary assessment be conducted to determine if a more detailed study is worth doing, due to the site being heavily constrained and likely to be expensive to build.
Expand the Kingston View Drive car park	Long	Not actioned. Remains as a potential action which would be part of an upgrade of Kingston View Drive and would be required once a connection is made to Spring Farm Road. Dependant on the provision of either a shuttle bus service or additional bus services.

The report also nominates some additional opportunities for increasing parking supply across Central Kingston, including:

- *a minor expansion of the Denison Street car park and/or a redesign to increase the number of spaces*
- *a minor expansion of the small car park at the Kingston wetlands*
- *improving the public car park at Kingston Beach and leasing some of the hotel's car park*
- *increasing the amount of all-day car parking within Channel Court (without compromising existing planning permit requirements).*

The report stated that future activity in Kingston should focus on the establishment of a truly sustainable and attractive CBD and while public parking is obviously an essential element of this, it is not the main driver. It was acknowledged that parking is a serious detractor to a quality public realm and is a low value use of land that diminishes the value and amenity of a centre. It is not practicable or desirable to have surplus parking available and there will be a need to balance the demand for parking with the other public space goals for the centre.

Central Kingston will need to be seen as a destination where residents and visitors spend a few hours undertaking a range of activities, supported by a range of transport options.

A revised set of actions was developed which consolidates the findings from the two parking studies and Council internal reviews, which are reproduced as follows:

1. *Incorporate the upgraded bus interchange within the reconstruction of the Channel Highway so that it provides an attractive and comfortable facility for bus users.*
2. *Assist DSG in developing the upgraded park-and-ride facility at Huntingfield.*
3. *Administer the City Deal funds for the 'Kingston Congestion' package so that bus stops and other park-and-ride facilities are provided – including a future park-and-ride facility at the Kingborough Sports Centre.*
4. *Agree in principle that paid parking will be instituted within the new (temporary) Kingston Park parking area and consider a further, more detailed report on how this will be implemented and communicated publicly – while waiting for an alternative park-and-ride facility to be provided.*
5. *In conjunction with the private developer, determine the public parking allocation within a future multi-storey parking facility and review potential building designs.*
6. *Advocate for improved public transport services within Kingborough so that there is able to be a significant modal shift from private cars to bus travel.*
7. *Investigate expansion opportunities for existing parking areas at Denison Street, the Kingston Wetlands and at Kingston Beach.*
8. *Promote increased active transport into central Kingston by way of improved and safer cycling routes and pedestrian pathways.*
9. *Develop a program of improved public communication (via website, signage, social media, print media etc) on the availability of parking within and around central Kingston.*

2.3 Kingborough Council

2.3.1 Kingston CBD Upgrades

Council is transforming the main street of Kingston, Channel Highway, into an attractive and inviting destination, improving the retail and commercial experiences for residents and visitors.

The design of the upgrade allows for future growth and improves pedestrian access for all, provides enhanced cycling capabilities, new green areas throughout the CBD and creates outdoor dining opportunities for cafes and restaurants along the main strip.

The upgrades will transform Kingston into an attractive and vibrant centre creating further investment and providing an engaging urban environment.

Figure 2.1 – Channel Highway Upgrade, Kingston

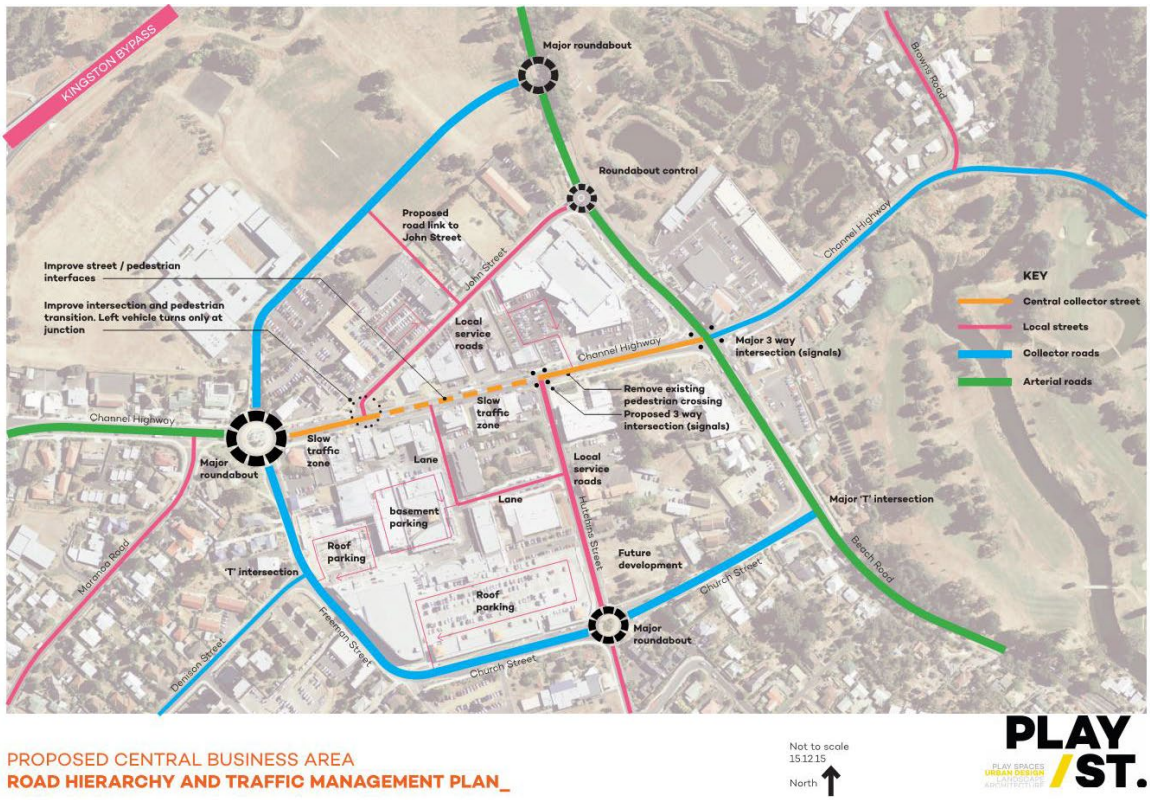
Source: https://www.kingborough.tas.gov.au/development/transform-kingston/kingston-cbd/=

These upgrades seek to improve conditions for a range of transport modes, including:

- Public transport facilities
  - Relocation of the Hobart-bound bus stop to a bus interchange hub
  - New bus shelter, enhanced seating and improved level access for all at the southbound bus stop on Channel Highway
- Pedestrian footpaths and crossings
  - 3 metre wide level footpaths improving all ability access as well as creating additional space for potential alfresco dining
  - Improved crossing facilities at the intersection of John Street and the Channel Highway
  - New zebra crossing on Channel Hwy from Liv Eat to Denison Dental
  - Raised platforms around the Hutchins Street roundabout and the entrance to the Channel Court shopping centre at the Channel Highway.
- Traffic calming and safety measures
  - A central median island up the centre of the Channel Highway with new streetlights and CCTV.
- Bike commuting facility upgrade
  - A new uphill bike lane for southbound cyclists.
- Carparking
  - Additional on-street car parking spaces will be created along Channel Highway
  - Short-term reduction in the supply of parking in the John Street carpark, to be ultimately replaced by public open space with seating and trees
  - Skipper Lane car park established to accommodate long-term parking demand.

Kingborough Council is also upgrading roads within central Kingston as identified in its five-year capital works plan. This includes new roundabouts, road widening and new road links, as well as the main street upgrades on Channel Highway through the CBD.

Figure 2.2 – Central Kingston Road Hierarchy and Traffic Management Plan



Source: https://www.kingborough.tas.gov.au/development/transform-kingston/kingston-park-roads/
https://www.kingborough.tas.gov.au/development/transform-kingston/kingston-park-roads/

2.3.2 Floor Space and Land Use Projections for Kingston CBD (2021)

This document provides analysis intended to assist Council in planning in and around the Kingston CBD. Ultimately, the report makes important findings in regard to demand for, and supply of retail and commercial office floor space in Kingston in coming years.

- *Findings and implications – retail:*
  - *Kingston's existing centre network floor space is likely to be able to accommodate future demand for retail floor space despite robust population growth*
  - *Growth in demand for floor space will be relatively flat, though this obscures redistribution of demand among retail categories*
  - *Centre retailers can be 'defended' from the loss of expenditure online with targeted investment in centre infrastructure*
  - *Establishment of a genuinely mixed-use centre can help support local retailers and promote overall centre viability.*
- *Findings and implications – commercial office:*
  - *Commercial office floor space in Kingston's centres is presently dominated by population-serving uses*
  - *Strategic office uses must be attracted to Kingborough to ensure that take-up of planned floor space occurs*
  - *Good urban design will support the take-up of new office floor space in Kingston.*

Sufficient car parking and safe and accessible active transport routes were noted key features of the Kingston CBD needed to attract and retain commercial tenants.

2.3.3 Kingston Place Strategy 2020-2050

The aims of the Place Strategy project are to:

- *Determine an integrated place strategy for central Kingston to support its long term social and economic success and increased self sufficiency*
- *Define a shared vision for the future of central Kingston that aligns stakeholders around common goals for the future*
- *Identify the priorities for infrastructure investments that will contribute positively to delivering the shared vision*

Four preliminary reports were delivered as part of the Place Strategy development process, including Community Insights report, Understanding Your Place report, Community Directions for the Future report and Movement and Place Recommendations report.

The key challenges for Kingston that were identified through the process are as follows:

- *Local residents are dependent on Hobart for employment.*
- *A poor quality public realm and car dominance discourages walking and cycling.*
- *The centre lacks a unified identity, greenery and connection to nature.*
- *The lack of public investment in the centre has discouraged private investment.*

The vision for central Kingston sees it transition into a unified and legible regional centre where everything is well connected by walking and cycling links and public transport. Uniquely walkable with lush green and engaging streets attractive to a range of retail, commercial and residential land uses, Kingston will achieve what others have failed to do.

Supported by an independent local economy and an inclusive public realm offering a wide variety of things to do for people of all ages, abilities and family types, central Kingston will be much more than the sum of its parts - a highway town and dormitory suburb transformed into the regional heart of the wider community.

Actions and findings related to parking within the Place Strategy include:

- Within the Channel Highway main street area, identify pick up/ drop off zones for mobility-as-a-service and taxis and locations for disabled access car parking and car share spaces, whilst also considering a reduction in on-street parking supply.
- Develop a specific area plan through a review of existing planning documents and consider changes that would encourage fine-grain retail frontages, minimal driveways across primary pedestrian paths, mixed use development with reduced on-site parking (particularly for new residential development) and compact clusters of land use zones.
- Community consultation indicated that car accessibility and parking consistently ranked lower in importance when compared to cleanliness of public space, ease of walking around and the provision of walking, cycling and publilc transport options.

The Place Strategy focuses on the public realm improvements as a catalyst for change, specifically the experience of pedestrians. It is an aspirational approach to planning for the future of Kingston CBD.

It is Council's intention to use the findings of the Place Strategy to develop a structured plan for the Kingston CBD which will identify additional opportunities to make Central Kingston a more desirable place to live, work and play. The plan will have a strong focus on stimulating the local economy alongside creating a more vibrant destination where people want to spend more time during the day and night.

2.3.4 Kingston Central Area Master Plan (2008)

The overarching purpose of this study was to provide a development framework for Central Kingston. The study area covered the Kingston Central Area (KCA) and the area extending from Browns Road along the Channel Highway to Huntingfield. The report identified a requirement, between 2006 and 2036 of an additional 66,200sqm of centre floor space, comprising:

- 44,200sqm of retail shopfront
- 7,000sqm of bulky goods
- 11,000sqm of commercial services
- 4,000sqm of community and government services.

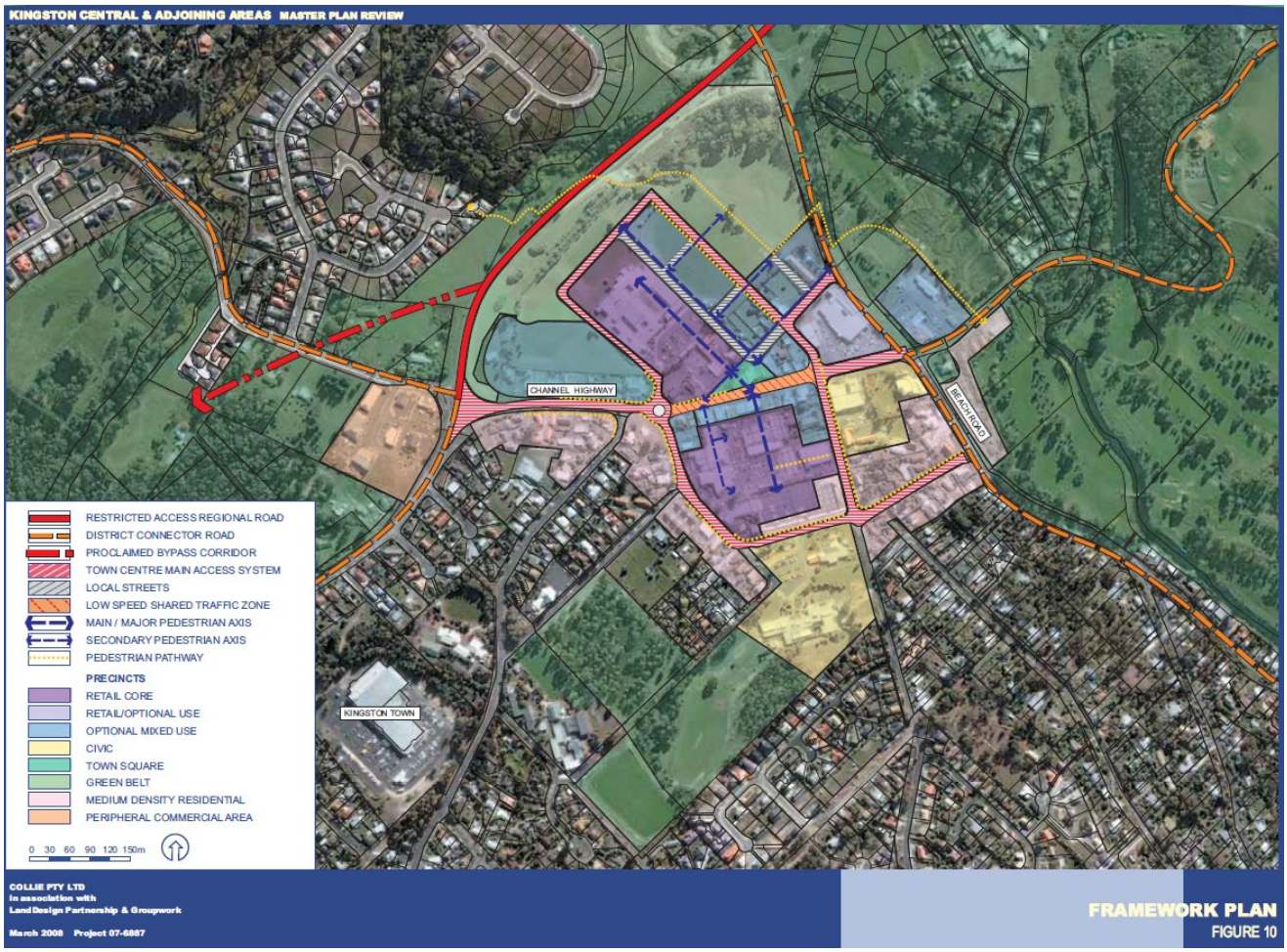
It stated further that the successful evolution of Central Kingston would require a retail mix comprising several major anchor stores, with a diverse mix of other retail, commercial and residential uses.

The Master Plan report set out a planning framework that recommends the need for a town park, town square, 'green' pedestrian link, and the restructuring of the Channel Highway as an 'active street', traffic and transport improvements that prioritise pedestrians, and a range of urban design improvements including new housing.

The key elements of the Framework Plan, as illustrated in Figure 2.3, included:

- *An expansion of the core precinct into the former High School site*
- *Connection between the expanded and existing core retail precinct by a town square and dedicated pedestrian pathway*
- *Development of a ring-road system and the transition of Channel Highway into a pedestrian-focussed active commercial street*
- *Establishment of mixed-use areas around the core retail precinct*
- *Development of a town park linking the centre with the green belt to the north*
- *Consolidated car parking areas located at the edge of the centre*
- *Medium density residential areas framing the centre.*

Figure 2.3 – Central Kingston Master Plan



Source: Kingston Central Area Master Plan (2008)

2.3.5 Kingborough Planning Controls

Kingborough Interim Planning Scheme 2015

The current Planning Scheme for Kingborough is the Kingborough Interim Planning Scheme 2015.

Part E of the Planning Scheme contains the relevant planning Codes, including E6.0 Parking and Access Code. The purpose of this provision is to:

- *(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists*
- *(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities*
- *(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network*
- *(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places*
- *(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists, and vehicles and by reducing opportunities for crime or anti-social behaviour*
- *(f) ensure that vehicle access and parking areas do not adversely impact on amenity site characteristics or hazards*
- *(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking*
- *(h) provide for safe servicing of use or development by commercial vehicles.*

The Code sets out the number of car parking spaces that a development must provide to ensure that:

- *(a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.*
- *(b) a use or development does not detract from the amenity of users or the locality by:*
    - *i. preventing regular parking overspill;*
    - *ii. minimising the impact of car parking on heritage and local character.*

Central Kingston is currently not subject to any planning overlays related to parking, so the parking rates outlined in Table E6.1 of the Code apply for land within the study area. In the event that a parking shortfall exists for a development when assessed against the Planning Scheme rates, the existing cash-in-lieu policy provides a mechanism to offset the shortfall through provision of parking elsewhere.

The Code also sets out requirements for accessible parking, bicycle parking, vehicle access, design of parking areas and design for commercial vehicle loading.

Draft Tasmanian Planning Scheme

The State Government is moving all Councils to a single planning scheme to create uniformity in planning across Tasmania. Currently, Kingborough Council is awaiting the Tasmanian Planning Commission's instruction to begin the exhibition period (public consultation) for Kingborough's new Draft Planning Scheme. The proposed parking controls as outlined in the new scheme that would apply in the Kingston CBD area will not be significantly different from the rates that exist under the current planning scheme.

2.4 Department of State Growth

2.4.1 Hobart City Deal Southern Projects

The Hobart City Deal is a 10-year partnership between the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough councils. The Hobart City Deal provides a framework to guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges.

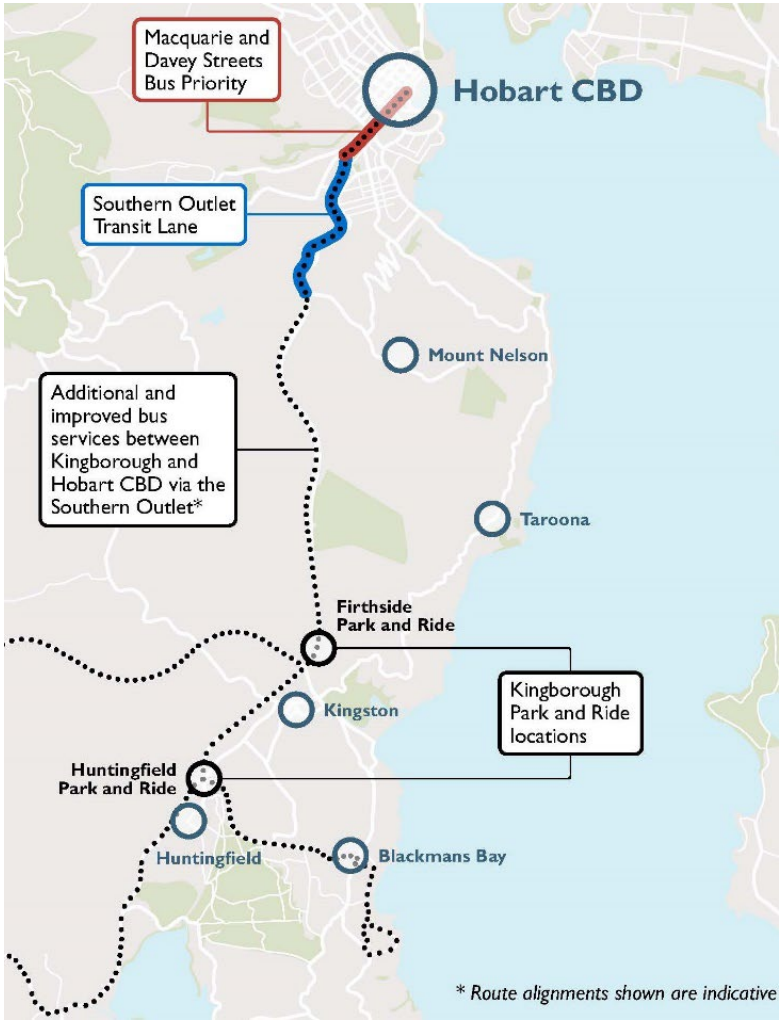
Through the Greater Hobart Transport Vision, City Deal partners are delivering a broad package of infrastructure improvements and services to encourage changed transport habits, manage congestion, improve traffic flow and inform decision making in the Greater Hobart Region.

The Southern Projects are a suite of coordinated transport projects being delivered by the Tasmanian Government as part of the Hobart City Deal Greater Hobart Transport Vision. The nominated projects are in Kingborough but are focused on public transport access to the Hobart city centre.

Within Kingborough, two new park and ride facilities have been constructed at Huntingfield and Firthside to support additional and improved southern suburbs bus services and an extension of the existing bus network. These facilities will provide a faster and more reliable bus experience between Kingborough and Hobart city centre, encouraging the uptake of public transport from the southern suburbs.

The locations of these new park and ride facilities are shown in Figure 2.4.

Figure 2.4 – Hobart City Deal Southern Projects Plan



2.5 Summary

Since 2016, Council has actively worked to set a framework and strategy for the management of on-street and off-street parking in Kingston. Previous actions have sought to respond to emerging issues, such as land use changes through redevelopment of CBD land, increasing demand for long stay parking generating by Hobart commuters and the high car dependency of a growing population.

With the adoption of the Place Strategy and the projects within the Transform Kingston program, there is a move towards improving facilities for pedestrians and cyclists and realising the benefits of creating new green spaces and outdoor dining opportunities along the main strip. There is a desire to make better use of high-value land in the CBD than for accommodating the long stay parking demands of commuters that do not directly support the local economy. Work to move commuters outside of the CBD has already commenced via the Hobart City Deal Southern Projects, which provides a basis for further action to manage commuter and long stay parking demands within the CBD.

Demographics and Operation

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3. Demographics and Operation

3.1 Population

Australian Bureau of Statistics (ABS) census data can be used to provide an understanding of the population of Kingborough and Kingston, including how old people are, how they live and how they travel.

As of 2021, the population of the Kingborough Council area was 40,082 persons, with 12,288 persons living in Kingston. The population of the Kingborough Council area is expected to grow by around 30% over the next 20 years.

The current population of Kingston includes a higher proportion of 18- to 35-year-olds and a lower proportion of persons aged 60 when compared to the rest of Tasmania, with a median age of 36 years (compared to 42 years for Tasmania).

As of 2021, Kingston residents were living in 4,757 dwellings with an average household size of 2.5 persons per dwelling. The majority of housing consists of separate houses (89% of occupied dwellings), with the remaining 11% consisting of townhouses or apartments. This indicates a relatively low population density but is slightly higher when compared to the wider Kingborough area. Population density can influence the trip choices of residents of an area in that more densely populated areas are likely to have shorter travel distances to services and transport, making them more viable for active travel.

3.2 Growth Projections

Kingborough is one of Tasmania's fastest growing municipalities, with population growth projected to remain stable into the near future. The population of the Kingborough Council area is expected to grow by around 30% over the next 20 years[1], increasing to around 16,000 people by 2041.

3.3 Place of Residence

The major population and employment areas in Kingborough are presented in Figure 3.1 (source: Kingborough Cycling Strategy). This includes the denser residential areas of Kingston to the south and northwest of Central Kingston, Blackmans Bay to the south and Taroona to the northeast. Figure 3.1 also shows that the bulk of the local residential community that is serviced by Central Kingston is located within a 3km radius.

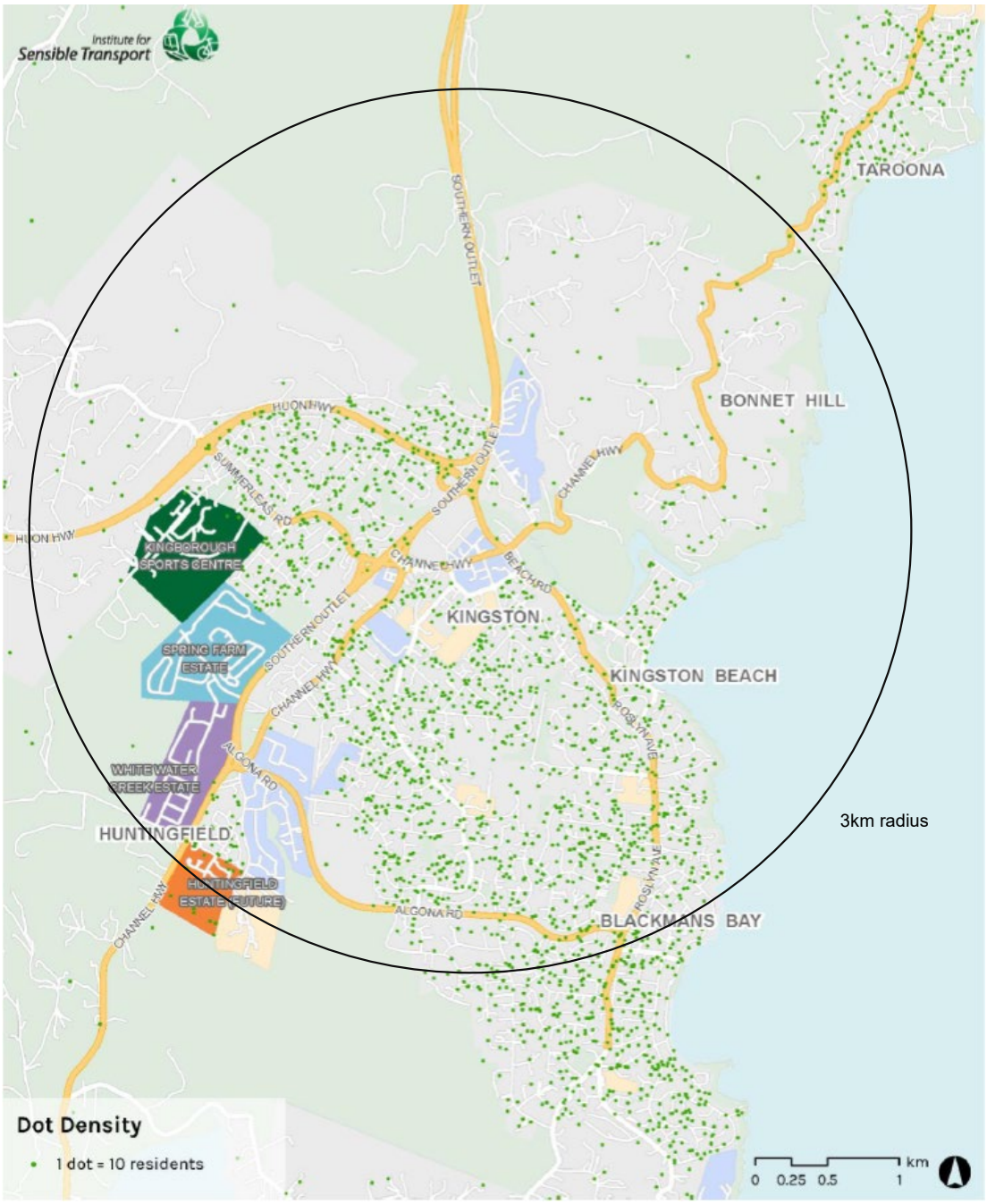
These findings are further supported by origin-destination data sourced from TomTom O/D analysis (discussed in more detail in Section 4.4.2), which shows that around one third of all trips to and from Central Kingston start and finish in the residential areas to the south.

3.4 Operation of CBD

Most shops and businesses in Central Kingston operate between 9am and 5:30pm Monday to Friday, with similar shop hours on weekends but with slightly earlier closing times. Restaurants are open in the evening until around 9:00pm, including the Kingston Hotel. Supermarkets are open until 10:00pm every day, and the convenience restaurants at Westside Circuit also have later operating times.

[1] Floor Space and Land Use Projections for Kingston CBD, SGS Economics, 2021. Based on the medium scenario Tasmanian State Government population forecasts for local government areas (LGAs).

Figure 3.1 – Kingborough Major Population and Employment Areas



Source: Kingborough Cycling Strategy

Transport Network & Travel Characteristics

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4. Transport Network & Travel Characteristics

4.1 Overview

Details of the transport network and travel characteristics have been sourced from:

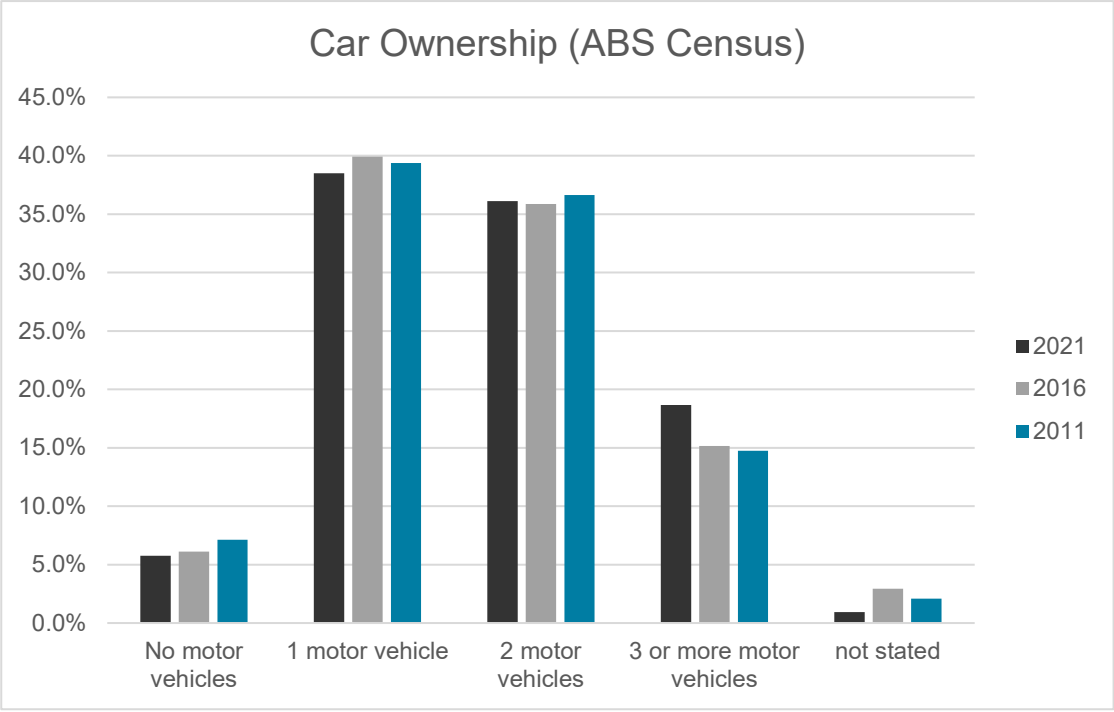
- ABS Census data (2021)
- Greater Hobart Household Travel Survey (2019)
- TomTom O/D Analysis data (01/06/2022 to 31/05/2023)
- Kingston Place Strategy (2020)
- Kingborough Cycling Strategy (2021)
- Metro Tasmania.

4.2 Car Ownership

ABS Census data indicates 56% of households in Kingston have access to two or more motor vehicles with approximately 94% of all households owning at least one vehicle.

Figure 4.1 shows a comparison of car ownership characteristics since 2011. It shows that between 2011 and 2021, the number of households owning 3 or more vehicles increased by around 4% with a corresponding decrease in 1- and 2-vehicle households. The proportion of households that do not own a motor vehicle has dropped since 2011 by around 1.5%.

Figure 4.1 – Kingston Car Ownership (2021 Census)



4.3 Mode Share

4.3.1 Journey to Work

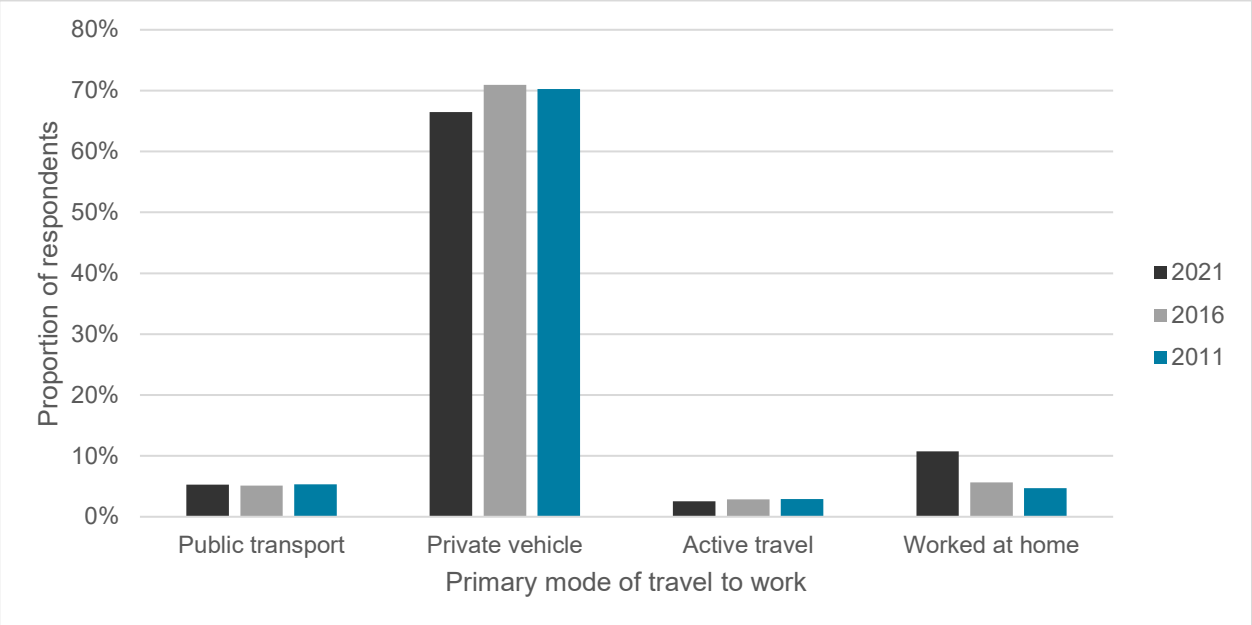
Australian Bureau of Statistics Census data for 2021 indicates that the car is the preferred mode of travel for journey-to-work trips, with 67% of journey-to-work trips undertaken as either a car driver or passenger. However, the percentage who travel to work by car is around 3% lower than the rest of the state. The proportion travelling by bus exceeded the state statistics (5% versus 3%) however there was a lower proportion of people walking to work and a greater proportion working from home (refer Table 4.1).

Table 4.1 – Kingborough Journey to Work by mode (ABS Census 2021)

Main method of travel – Employed persons (usual residence)	Kingborough %	Tasmania %
Car, as driver	61.3%	64.1%
Car, as passenger	5.2%	5.3%
Bus	5.1%	3.0%
Bicycle	0.7%	0.7%
Walked only	1.9%	4.2%
Worked at home	10.8%	8.0%
People who travelled to work by public transport	5.3%	3.4%
People who travelled to work by car (driver or passenger)	66.6%	69.6%

Over the last ten years, the proportion of journey to work trips by private vehicle by residents of Kingborough has reduced, whilst the proportion of trips made by public transport and active travel modes (cycling and walking) has remained steady (refer Figure 4.2). Census data also indicates an increase in the number of people working from home, which is equal to the drop in car use. This suggests that some people who would typically drive to work have chosen to instead work from home.

Figure 4.2 – Kingborough Journey-to-work (Census 2011, 2016, 2021)



The 2016 Parking Strategy indicated that 38% of residents live and work in Kingborough, based on 2011 Census data. This is the most recent data available for this statistic but is considered to still be reflective of existing conditions.

4.3.2 Greater Hobart Household Travel Survey

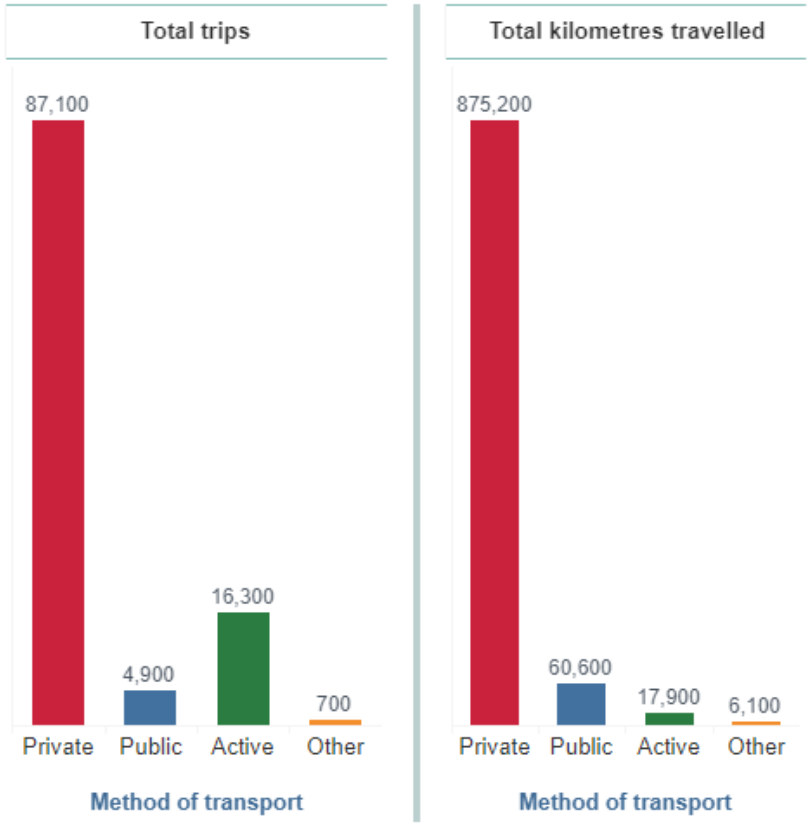
The Greater Hobart Household Travel Survey was conducted by the Department of State Growth in 2019 to look at how, where, when and why people in Greater Hobart are travelling. The study area included the local government areas of Brighton, Clarence, Glenorchy, Hobart, Kingborough and Sorell.

Around 2000 households across Greater Hobart completed the survey, with the data collected being used to provide information about daily travel patterns, including methods of travel, times of travel and purposes of travel.

Figure 4.3 shows the breakdown in mode share for all trip purposes in Kingborough. Private cars make up most trips (around 80% of all trips) and kilometres travelled, whilst active transport (walking and bike riding) constitutes around 16% of all trips.

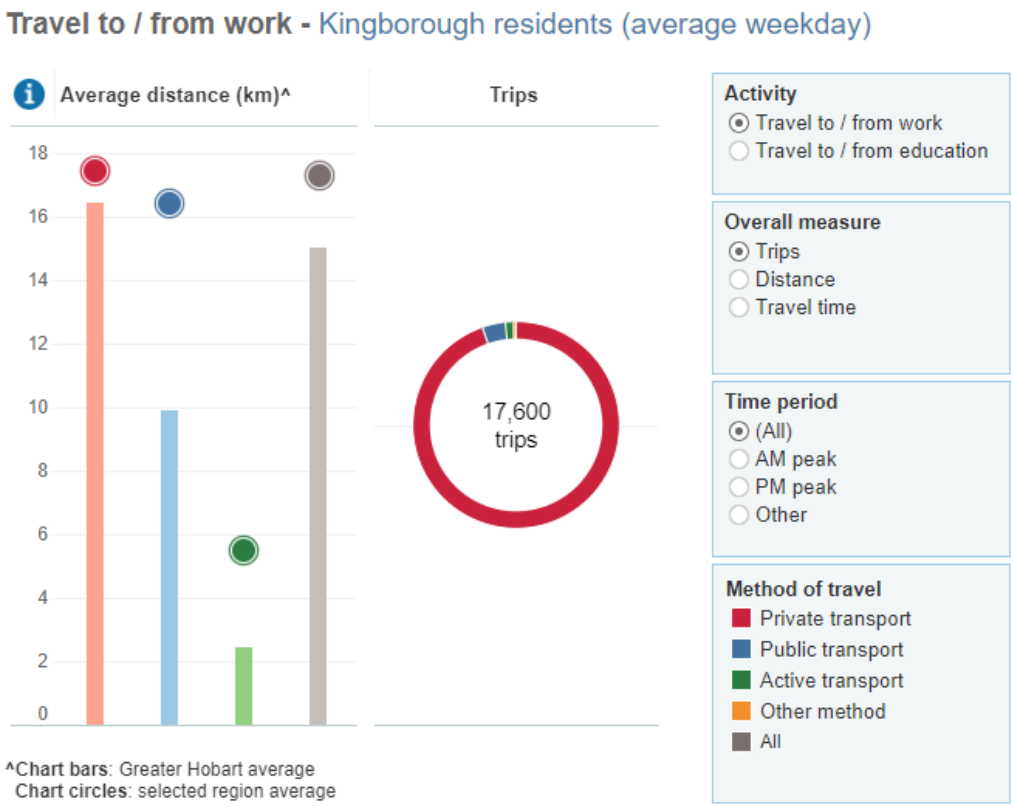
Figure 4.4 shows more about the nature of the journey-to-work trips and shows that Kingborough residents travel longer distances across all the travel modes when compared to the Greater Hobart average. This includes average distances of 5.5km for walking trips (compared to 2.4km for Greater Hobart) and 16.4km for public transport trips (compared to 9.9km for Greater Hobart). For reference, the distance between Central Kingston and Central Hobart is around 12km.

Figure 4.3 – Kingborough journey-to-work by mode (Greater Hobart Household Travel Survey 2019)



Source: Greater Hobart Household Travel Survey 2019

Figure 4.4 – Kingborough journey-to-work by mode and distance (Greater Hobart Household Travel Survey 2019)



Source: Greater Hobart Household Travel Survey 2019

4.4 Trip Origin and Destination

Details on trip origin and destination for trips in the Kingston and Kingborough area have been sourced from:

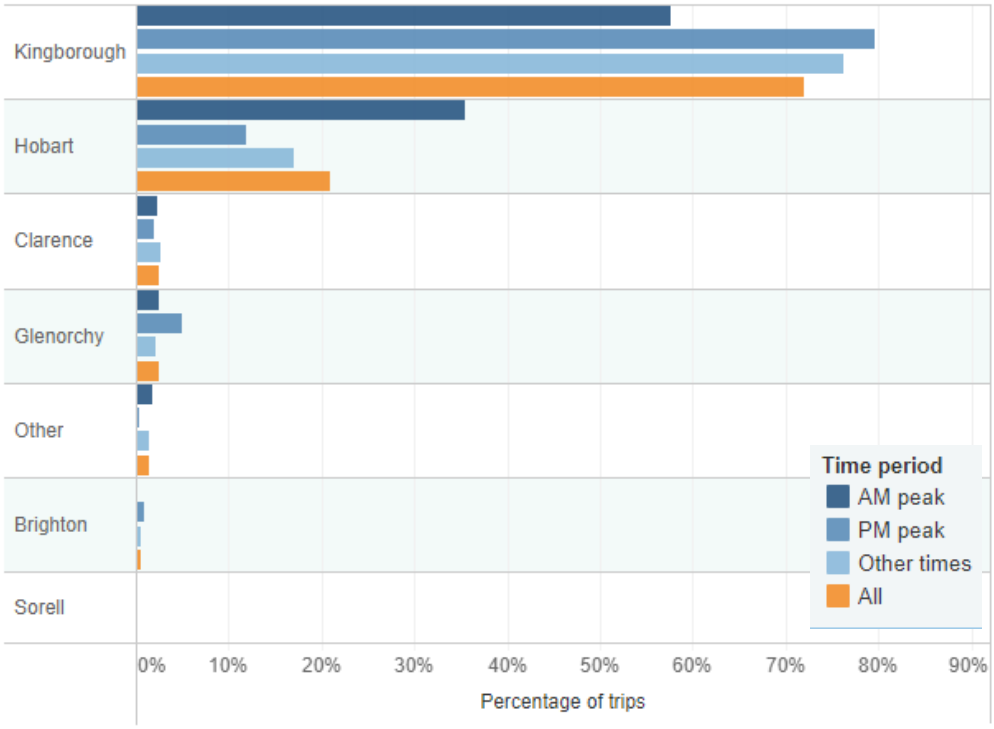
- Greater Hobart Household Travel Survey (2019) – Kingborough-wide, all transport modes
- TomTom origin/destination data analysis (01/06/2022 to 31/05/2023) – Central Kingston and surrounds, predominantly relates to road-based modes (cars, trucks, buses) but does not distinguish between modes.

4.4.1 Greater Hobart Household Travel Survey

Figure 4.5 shows the destinations for trips that originated in Kingborough and Figure 4.6 shows the origin of trips ending in Kingborough. Key findings include:

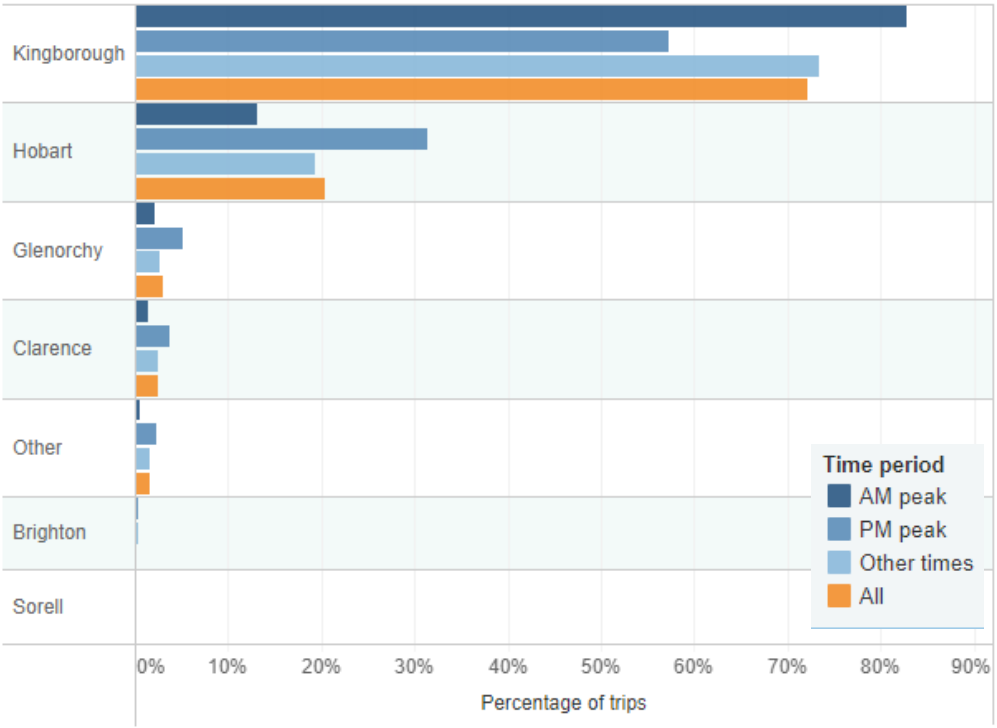
- Majority of trips that start in Kingborough also finish in Kingborough, across all times of the day.
- Hobart is a destination for 21% of all trips across the day but is as high as 35% of trips during the AM peak.
- Less than 10% of trips across the day have destinations outside of Kingborough and Hobart.
- 72% of all trips across the day that end in Kingborough also originated in Kingborough. This is as high as 83% during the AM peak.
- 31% of trips ending in Kingborough during the PM peak originate in Hobart.
- The peak hour data indicates that between 31% and 35% of trips are related to commuting activity for work trips to and from Hobart.

Figure 4.5 – Destination of trips starting in Kingborough (Greater Hobart Household Travel Survey 2019)



Source: Greater Hobart Household Travel Survey 2019
[1] "Other" includes all other Tasmania local government areas, including Huon Valley and Derwent Valley

Figure 4.6 – Origin of trips ending in Kingborough (Greater Hobart Household Travel Survey 2019)



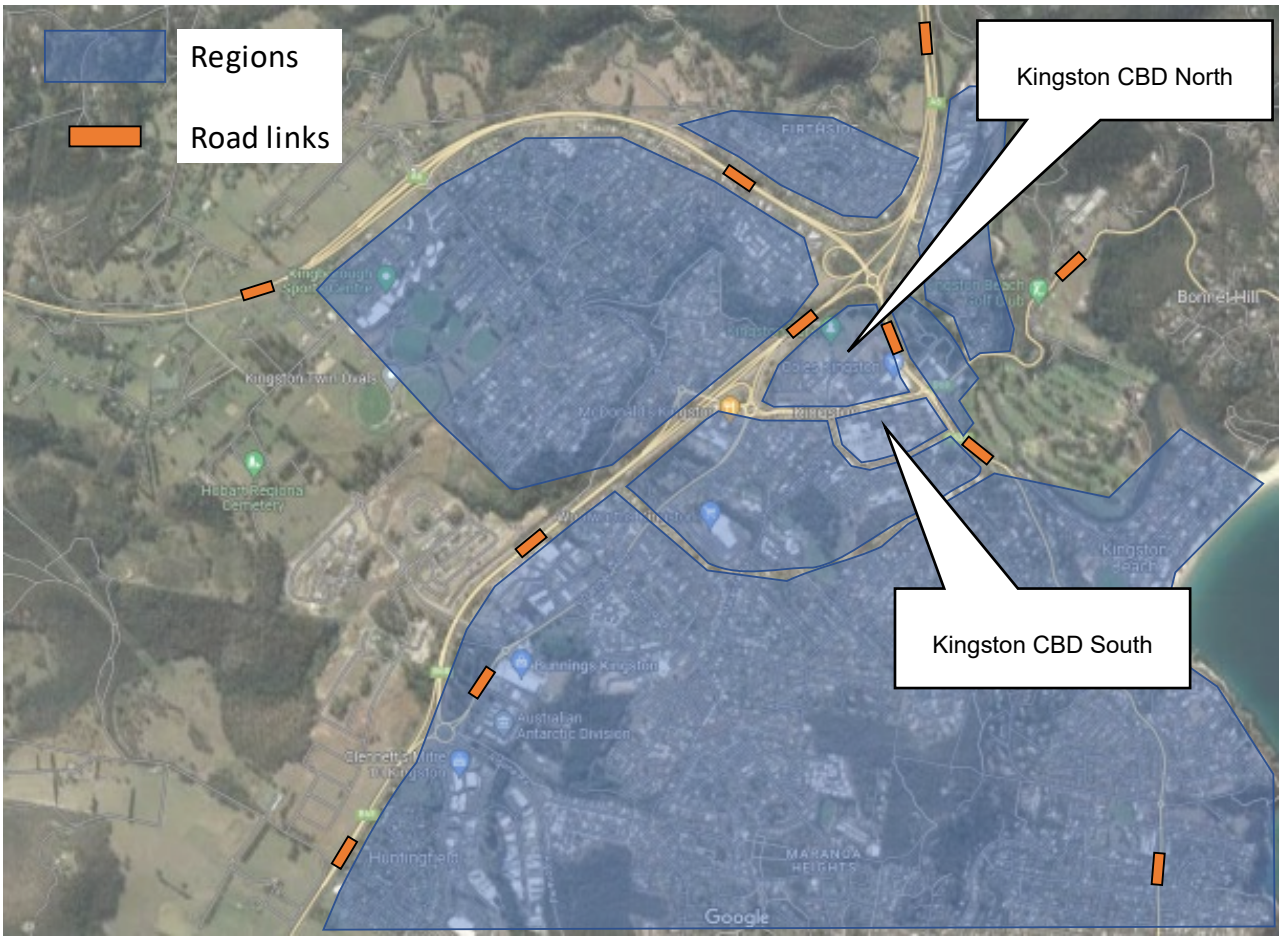
Source: Greater Hobart Household Travel Survey 2019
[1] "Other" includes all other Tasmania local government areas, including Huon Valley and Derwent Valley

4.4.2 TomTom Origin/Destination data analysis

Origin-destination (OD) data was sourced from TomTom O/D Analysis, a product for origin and destination analysis based on probe data. Data was obtained for the period 01/06/2022 to 31/05/2023, covering AM and PM peaks, off-peak, weekdays and weekends.

The study area is presented in Figure 4.7, with graphical summaries of the analysis provided in Appendix B.

Figure 4.7 – TomTom O/D Analysis Study Area



Some of the key findings from the analysis of TomTom O/D data include:

- On weekdays, Kingston CBD North attracted around 40% of trips from the north (southern outlet), 15% from the west, 5% from the northeast, 5% from the residential fringe to the south and 35% from the south (predominantly north of Algona Road).
- On weekdays, Kingston CBD South attracted around 25% of trips from the north (southern outlet), 16% from the west, 8% from the northeast, 6% from the residential fringe to the south and 45% from the south (predominantly north of Algona Road).
- The data suggests that Kingston CBD North generates and attracts many of the Hobart journey-to-work trips, which supports other surveys which suggest that these areas are used for park and ride activities.
- The residential suburbs south of Kingston generate the largest proportion of trips to the CBD.

4.5 Walking and Cycling

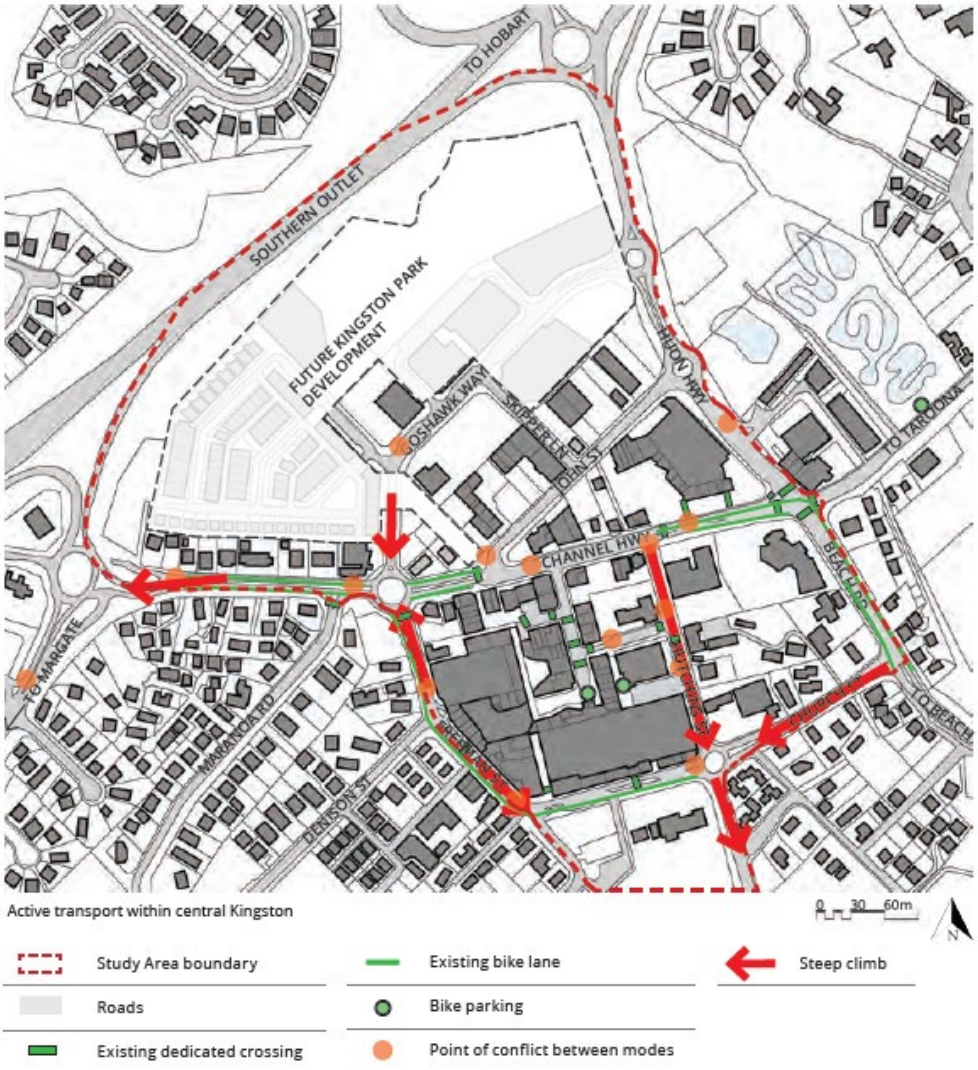
4.5.1 Existing Conditions

As documented in the Kingston Place Strategy, the experience of walking along key streets in and around Central Kingston is unpleasant, uninteresting and unsafe. This is mainly due to large, impermeable blocks, undulating terrain, prioritisation of private vehicles and lack of pedestrian friendly infrastructure (wide footpaths with seating, shade and dedicated crossings). The walking links to Central Kingston from surrounding residential development are generally poor or non-existent.

Many streets in Central Kingston have narrow footpaths which discourage people to stay. Lack of dedicated street crossings at desired locations encourages jaywalking. There are several conflict points between pedestrian and car movement. Crossing near the roundabouts at the intersections of Channel Highway-Goshawk Way and Hutchins Street-Church Street is a particularly unsafe experience for pedestrians.

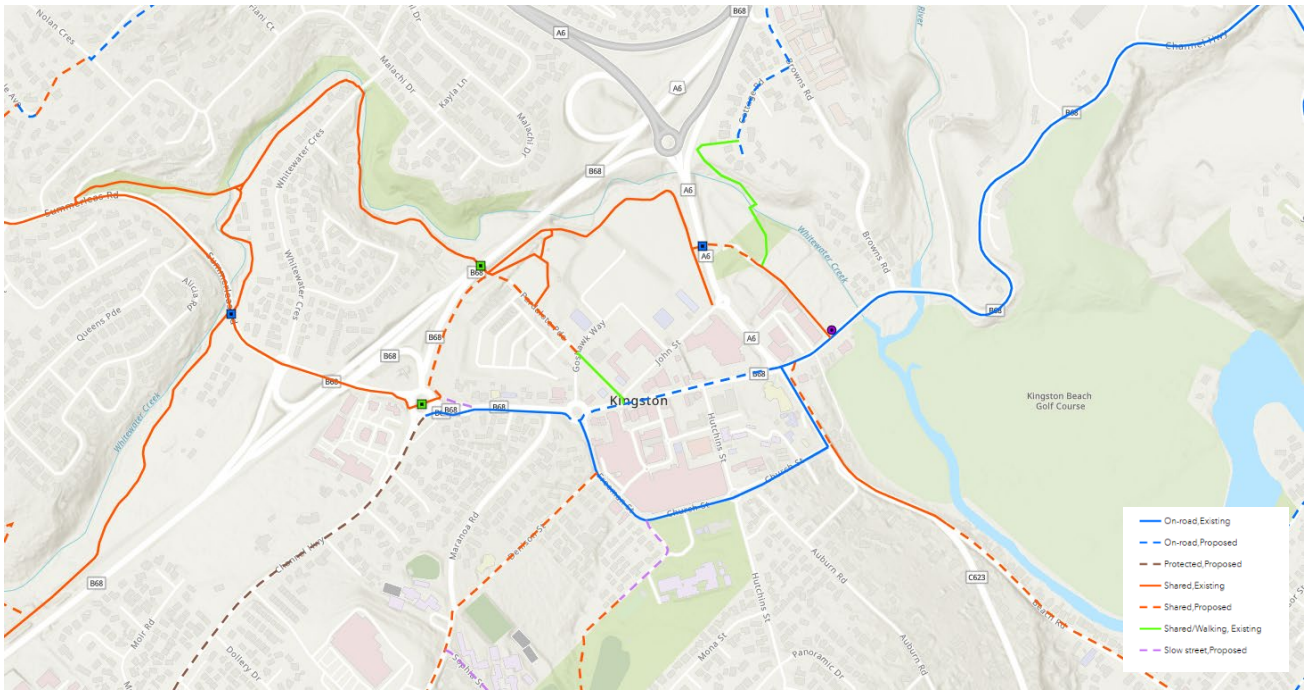
In terms of cycling, there is an established network of on-road and off-road cycling facilities around the periphery of Central Kingston, including on-road lanes on Channel Highway, Church Street and Freeman Street and shared paths at Kingston Park to the north and along Whitewater Creek to the west and northwest. However, there is typically poor links for cyclists to access and circulate through Central Kingston, with discontinuous on-street cycle lanes and limited bicycle parking and storage facilities.

Figure 4.8 – Central Kingston Active Transport Facilities



Source: Kingston Place Strategy 2020

Figure 4.9 – Kingston Cycling Facilities – Existing and Proposed



Source: Kingborough Cycling Strategy 2021

4.5.2 Proposed Improvements

Council has documented the future direction of walking and cycling in Kingston in several strategies and plans, including the Kingborough Tracks and Trails Strategic Action Plan 2017-2022, Kingborough Integrated Transport Strategy 2010-2020 and the Kingston Place Strategy 2020. Key actions from these documents indicate a need to address gaps in walking and cycling access for schools and activity centres, continued implementation and regular maintenance of walking and cycling facilities, and efficient promotion of the network.

Council's Cycling Strategy identifies opportunities for improving connections to residential areas and points of interest to encourage an increase in cycling use across Kingston and Kingborough, including facilities proposed along Beach Road, Denison Street and Channel Highway (to the southwest), as well as the Channel Highway (Main Street) facility currently under construction.

4.6 Public Transport

Bus movement through Central Kingston is along Channel Highway, Church Street, Freeman Street. Metro Tasmania and Tassielink Transit both operate buses connecting central Kingston.

During the peak AM and PM periods, buses run at a frequency of 4 to 10 minutes to and from Hobart to Kingston. Outside of peak, there are around 6 services per hour running through the CBD, connecting to Hobart as well as the surrounding areas of Blackmans Bay, Margate, Dover, Summerleas and Geeveston.

Park-and-ride facilities exist on the CBD periphery to support public transport ridership, including at Denison Street and the wetlands, as well as the newly established facilities at Huntingfield and Firthside, as shown in Figure 4.10.

No other public transport modes are available in Kingston.

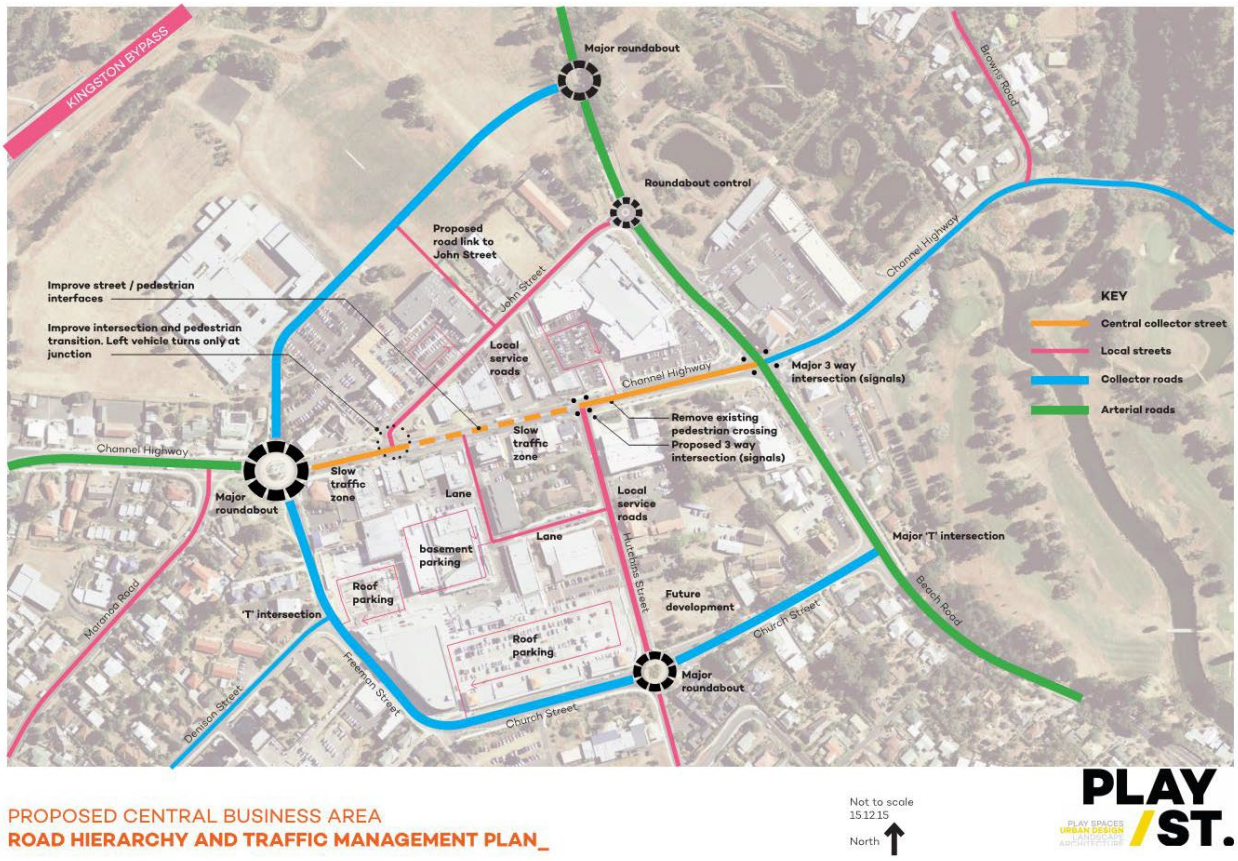
Figure 4.10 – Bus Routes and Park-and-Ride Facilities

Base map source: www.openstreetmap.org
At the time of preparing this study, a temporary redirection of the Main Street bus routes via Goshawk Way was in place. Bus routes were due to be reinstated in August 2023.

4.7 Road Network

The road network within Central Kingston has undergone recent changes, including converting Channel Highway (Main Street) from an arterial road to a collector road and the construction of a new road link – Goshawk Way – through the Kingston Park site. Central Kingston is bounded by a road loop of collector and arterial roads, with local streets providing access to the uses within the CBD (refer Figure 4.11).

Figure 4.11 – Kingston Road Hierarchy



Source: Transform Kingston

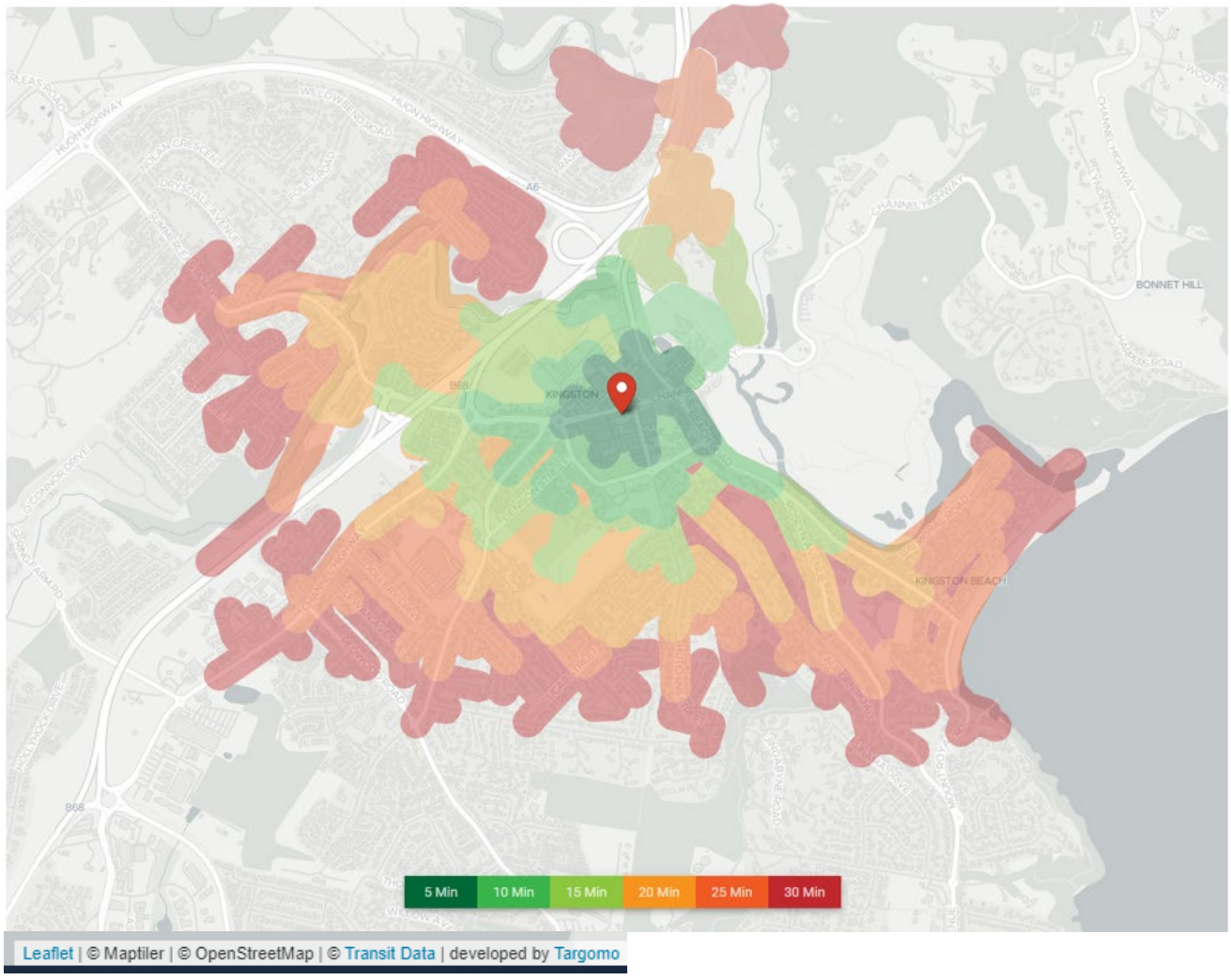
4.8 Transport Catchments

The concept of 30-minute cities provides the basis for catchment mapping to be prepared for Central Kingston to understand the extent to which the population exists within reasonable walking, cycling and public transport distances. This assists to establish the extent of mode shift that could be reasonably considered. It is calculated using information on existing links, facilities and services which are of various standards.

4.8.1 Walking

Figure 4.12 shows that walking accessibility is limited to south of the Kingston Interchange. A 15-minute catchment stretches into the residential areas in Denison Street, Maranoa Road, Auburn Road and Roslyn Avenue, as well as into Summerleas Road to the west of the Southern Outlet. Within a 30-minute catchment, this extends as far as Kingston Beach in the east, Baynton Street in the south and the Whitewater Creek in the northeast.

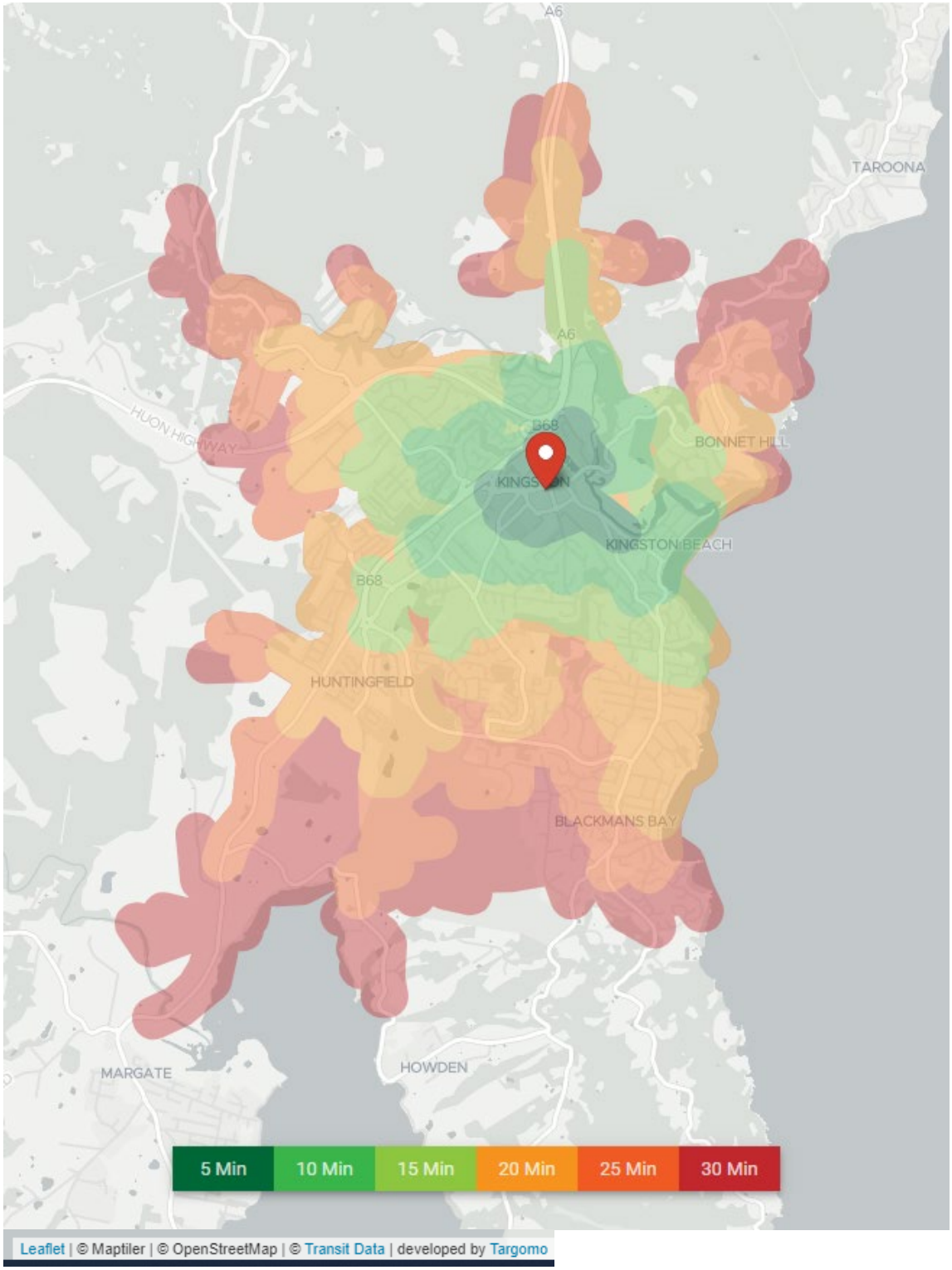
Figure 4.12 – 30-minute Walking Catchment



4.8.2 Cycling

Figure 4.13 shows that all parts of Central Kingston within a 5-minute cycling radius, with the wider 30-minute catchment extending approximately 3km to the north and northeast, 5km to the northwest and around 5km to the south.

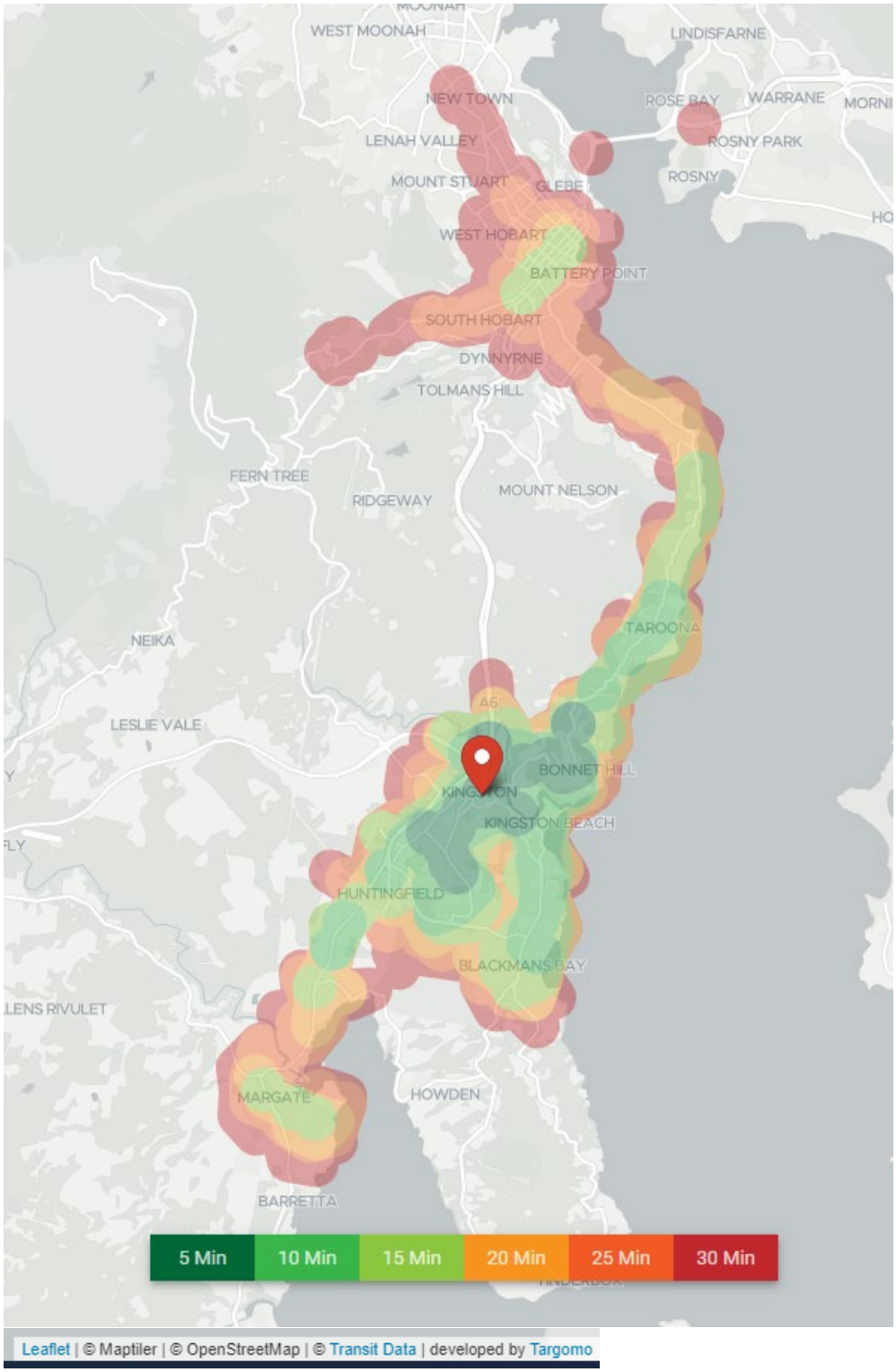
Figure 4.13 – 30-minute Cycling Catchment



4.8.3 Public Transport

Figure 4.14 shows the 30-minute public transport catchment from Kingston, which is structured on the bus network. The 15-minute catchment stretches as far as Hobart, reflecting the peak hour express routes from Kingston. It also shows the lack of services to the west of the highway.

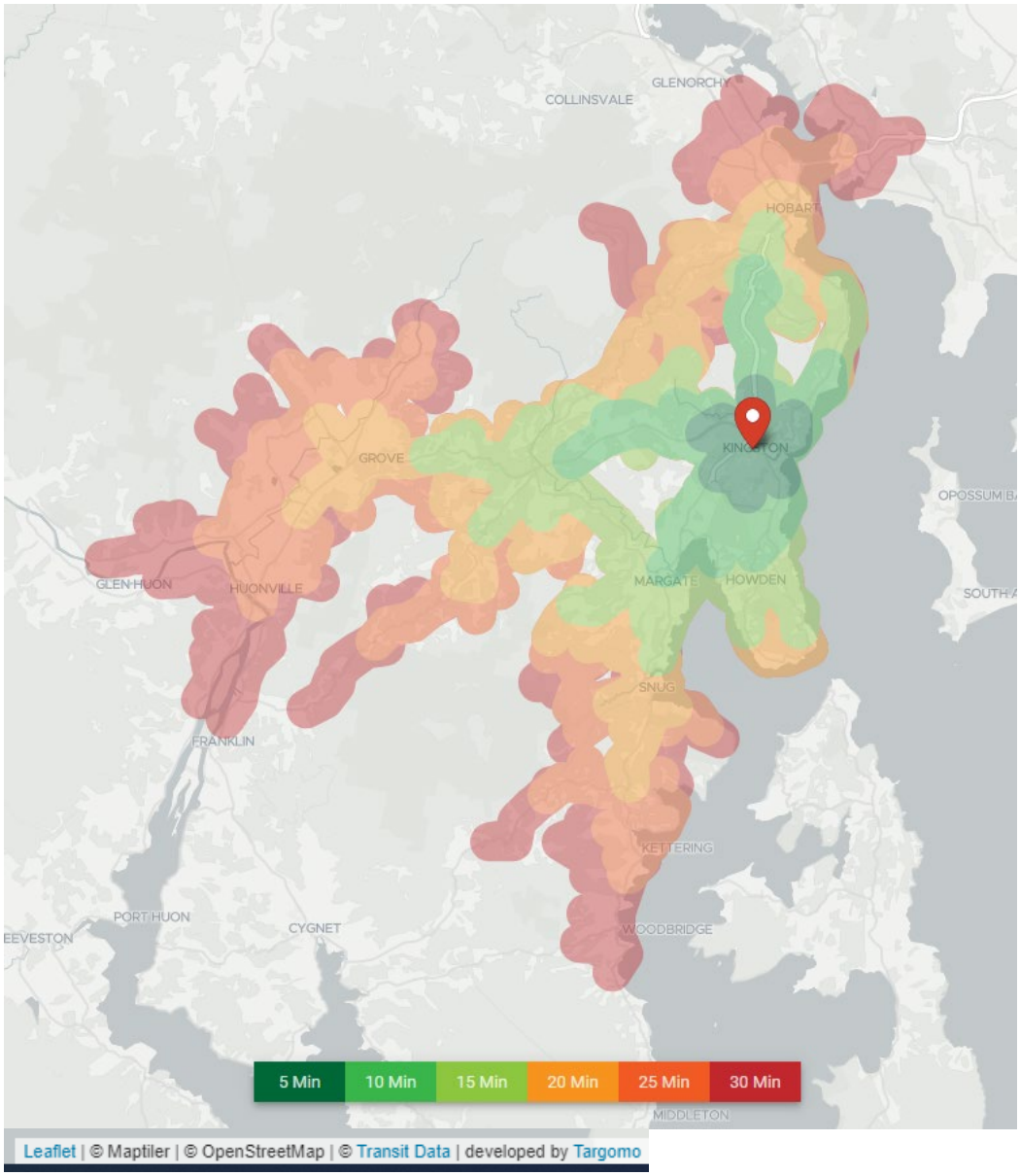
Figure 4.14 – 30-minute Public Transport Catchment



4.8.4 Private Vehicle

Figure 4.15 shows wide catchment that can be covered within a 30-minute drive, including servicing the areas to the west that are not well accessed through other modes.

Figure 4.15 – 30-minute Private Vehicle Catchment



4.9 Summary

The above discussion highlights the high car dependency for the Kingston area, emphasised by the poor walkability in the CBD and the discontinuous on-street cycle lanes and limited bicycle parking and storage facilities.

Council's ability to reduce car dependency is impacted by the efficiency, frequency and cost of the area's public transport services (which is outside Council's direct control) as well as pedestrian and cycling amenity.

Car Parking

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5. Car Parking

5.1 Management Approach

Prior to 2011, the only unrestricted off-street parking spaces in Central Kingston provided by Council were at the John Street parking area (40 spaces). By 2015, this public supply had increased to around 300 spaces following the closure of the high school, creating temporary space for long-term parking. The demand for these spaces has increased over time, attracting demand from either local CBD workers or Hobart commuters. As further changes to the high school site have occurred, Council has maintained the long-term parking supply, which is typically at full capacity during typical weekdays. Other off-street public parking on the fringe of the central area is located at Denison Street (approx. 80 spaces) and near the wetlands on Channel Highway (16 spaces).

Council's approach to short-term parking is that all on-street parking within Central Kingston should be time-restricted but should also be provided free of charge. High use locations are subject to timed restrictions less than 2 hours to service short trips and pick-up/drop-off activity, whilst those located in shopping areas are subject to 2 or 3 hour parking restrictions to allow people to engage in a variety of activities without having to move their car too often. This also applies to private parking areas within the shopping centres in Kingston that are available to the public.

There are currently no paid parking arrangements within the Kingston area. However, there is a proposal that was adopted in principle by Council in January 2020 for the introduction of paid parking at the Skipper Lane car park (temporary unrestricted parking area). This is part of a strategy to discourage commuters from parking in the CBD and to encourage more people who work in Kingston to travel in by bus. The introduction of paid parking was postponed until formal park and ride facilities were constructed at Huntingfield and Firthside.

There is no desire to introduce paid parking in other locations, such as on-street or in short-term time-restricted areas, with Council's intention that these locations remain free of charge.

Council is responsible for the enforcement of parking restrictions across Kingston, including in privately-owned car parks. Enforcement activities are limited to manual recording of overstay and issuing of tickets.

5.2 Car Parking Supply

Parking inventory data for the study area was collected via on-site inspections and review of aerial photography. This included all publicly available on-street and off-street parking spaces, including those located on private land.

Figure 5.1 and Figure 5.2 provide an overview of the parking locations and restrictions in the study area.

The study area was broken up into five key precincts, presented in Figure 5.3 and noted as follows:

- Central Kingston CBD
- Central Kingston CBD Peripheral
- Westside Circuit
- Kingston Town
- External Park-and-Ride

Study area parking inventory is summarised in Table 5.1, with a detailed breakdown of parking inventory provided in Appendix C.

Figure 5.1 – Kingston Parking Inventory (Part 1 of 2)

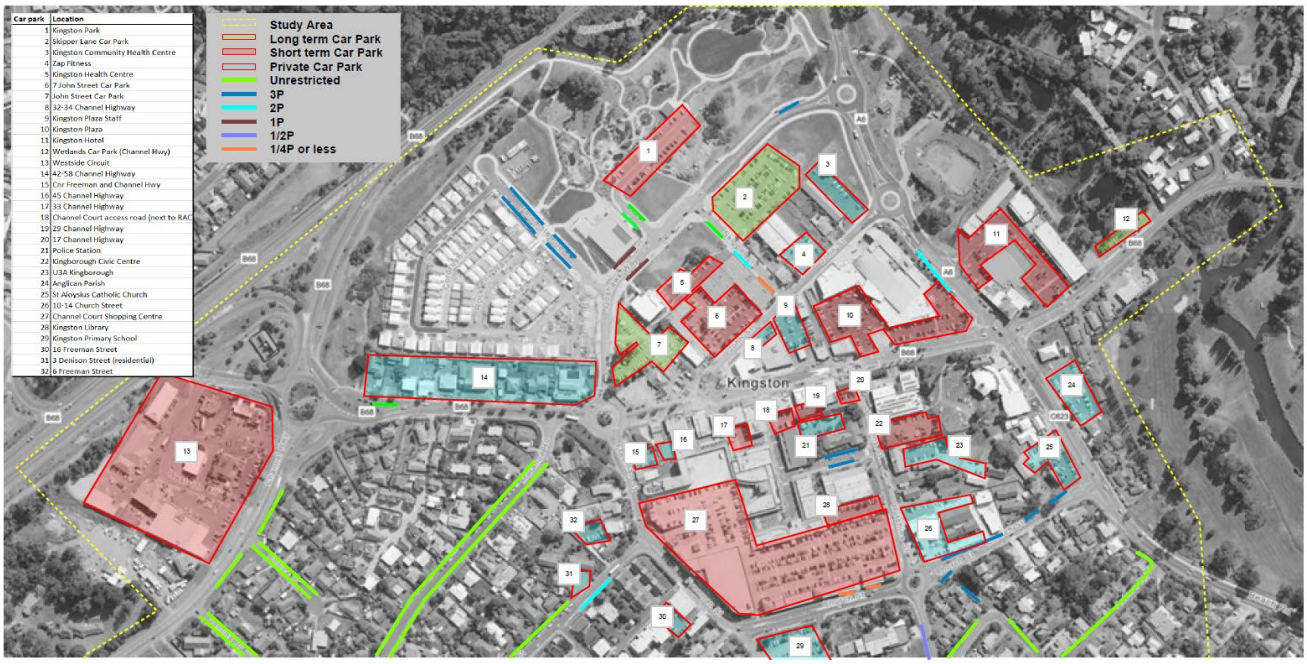

Figure 5.2 – Kingston Parking Inventory (Part 2 of 2)

Figure 5.3 – Study Area Precincts

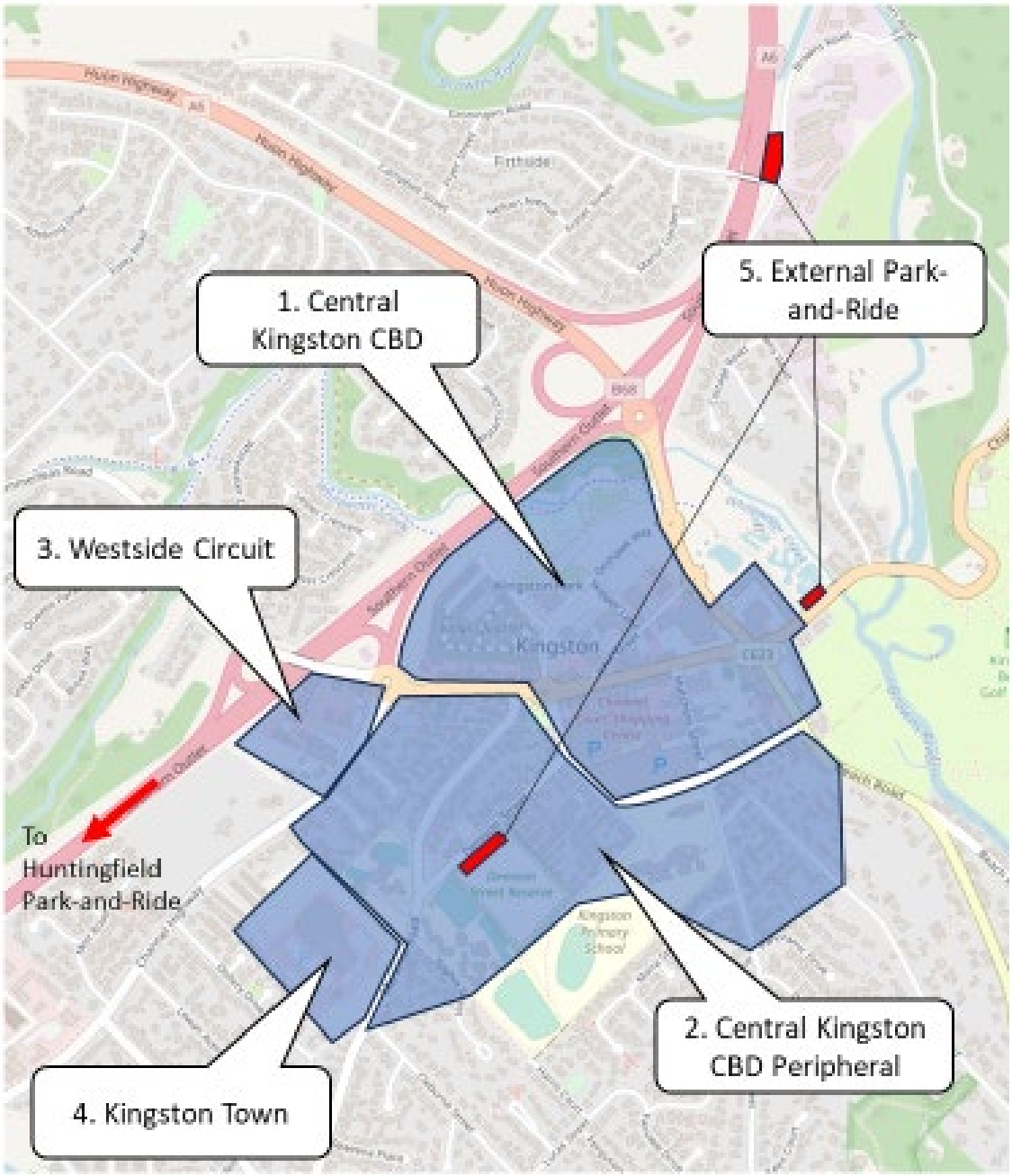

Table 5.1 – Parking Supply (No. of Spaces)

Ref.	Area		Short-Term	Long-Term	Other [1]	Total
1	Central Kingston CBD	On-street	79	16	9	104
		Off-street	1,403	240	556	2,199
		Sub-total	**1,482**	**256**	**565**	**2,303**
2	Central Kingston CBD Peripheral	On-street	31	297	78	406
		Off-street	0	132	86	218
		Sub-total	**31**	**429**	**164**	**624**
3	Westside Circuit	On-street	0	0	0	0
		Off-street	85	119	15	219
		Sub-total	**85**	**119**	**15**	**219**
4	Kingston Town	On-street	0	0	0	0
		Off-street	348	0	17	365
		Sub-total	**348**	**0**	**17**	**365**
5	External park-and-ride	On-street	0	0	0	0
		Off-street	0	240	20	260
		Sub-total	**0**	**240**	**20**	**260**
Full study area		On-street	110	313	87	510
		Off-street	1,836	731	694	3,261
		Total	**1,946**	**1,044**	**781**	**3,771**

[1] Includes private parking (staff and visitor), disabled, loading, motorcycle, EV charging and other user-specific spaces

5.3 Car Parking Demand

Stantec undertook a spot count of parking demands in the study area on Friday 16th June 2023 between 12pm and 1pm. These results were supplemented by parking demands recorded using aerial photography from March 2023. The findings of these counts are summarised in Table 5.2 to Table 5.7.

Table 5.2 – Parking Demand: Central Kingston CBD

		Supply	Demand	Vacancies	Occupancy %
On-street	Short Stay	79	29	50	37%
	Long Stay	16	12	4	75%
	Other	9	0	9	0%
	Sub-Total	**104**	**41**	**63**	**39%**
Off-street	Short Stay	1,403	884	457	63%
	Long Stay	240	240	0	100%
	Other	556	337	219	61%
	Sub-Total	**2,199**	**1,523**	**676**	**69%**
Total		**2,303**	**1,564**	**739**	**68%**

Table 5.3 – Parking Demand: Central Kingston CBD Peripheral

		Supply	Demand	Vacancies	Occupancy %
On-street	Short Stay	31	1	30	8%
	Long Stay	297	63	234	21%
	Other	78	7	71	9%
	Sub-Total	**406**	**71**	**335**	**17%**
Off-street	Short Stay	-	-	-	-
	Long Stay	132	99	33	75%
	Other	86	34	52	40%
	Sub-Total	**218**	**133**	**85**	**61%**
Total		**624**	**204**	**420**	**33%**

Table 5.4 – Parking Demand: Westside Circuit

		Supply	Demand	Vacancies	Occupancy %
On-street		No on-street parking exists in this precinct.			
Off-street	Short Stay	85	53	32	62%
	Long Stay	119	39	80	33%
	Other	15	0	15	0%
	Sub-Total	**219**	**92**	**127**	**42%**
Total		**219**	**92**	**127**	**42%**

Table 5.5 – Parking Demand: Kingston Town

		Supply	Demand	Vacancies	Occupancy %
On-street		No on-street parking exists in this precinct.			
Off-street	Short Stay	348	211	133	61%
	Long Stay	-	-	-	-
	Other	17	0	17	0%
	Sub-Total	**365**	**211**	**154**	**58%**
Total		**365**	**211**	**154**	**58%**

Table 5.6 – Parking Demand: External park-and-ride

		Supply	Demand	Vacancies	Occupancy %
On-street		No on-street parking exists in this precinct.			
Off-street	Short Stay	-	-	-	-
	Long Stay	240	122	118	51%
	Other	20	0	20	0%
	Sub-Total	**260**	**122**	**138**	**47%**
Total		**260**	**122**	**138**	**47%**

Table 5.7 – Parking Demand: Central Kingston Full Study Area

		Supply	Demand	Vacancies	Occupancy %
On-street	Short Stay	110	30	80	27%
	Long Stay	313	87	226	28%
	Other	87	7	80	8%
	Sub-Total	**510**	**124**	**386**	**24%**
Off-street	Short Stay	1,836	1,210	626	66%
	Long Stay	731	500	231	68%
	Other	694	371	323	53%
	Sub-Total	**3,261**	**2,081**	**1,180**	**64%**
Total		**3,771**	**2,205**	**1,566**	**58%**

Some of the key observations related to parking demand are:

- Long-term parking in the Kingston CBD (240 spaces) is at capacity.
- Capacity exists within the long-term parking areas in the Kingston CBD periphery and at the external park-and-rides.
- Short-term parking demands for on-street and off-street spaces in the Kingston CBD are moderate, with around 500 available vacancies.

Vision and Objectives

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6. Vision and Objectives

6.1 Vision for Central Kingston

A variety of previously prepared strategies provide input toward the vision for what is aimed to be achieved within Central Kingston.

Most recently the Kingston Place Strategy 2020 – 2050 identifies a vision for Central Kingston to be:

"OUR REGIONAL HUB -

A GREEN, WALKABLE AND ENGAGING PLACE TO STAY

Our vision for central Kingston sees it transition into a unified and legible regional centre where everything is well connected by walking and cycling links and public transport. Uniquely walkable with lush green and engaging streets attractive to a range of retail, commercial and residential land uses - Kingston will achieve what others have failed to do.

Supported by an independent local economy and an inclusive public realm offering a wide variety of things to do for people of all ages, abilities and family types, central Kingston will be much more than the sum of its parts - a highway town and dormitory suburb transformed into the regional heart of the wider community."

The vision is also supported by four place objectives that aim to achieve a Central Kingston that is:

- *Self sufficient*
- *Walkable*
- *Green and Stayable*
- *Attracts Investment*

These provide an important basis for the development of a set of parking objectives that can then be used to guide the provision and management of car parking that seeks to manage car parking assets in a balanced manner that collectively enhances the area.

6.2 Parking Objectives

Having regard to the above Place Vision and Objectives the following *Parking Objectives* have been developed.

These objectives have been developed on the fundamental premise that car parking, on the most part, is a means to an end. Car parking exists to support trips made by car to and from a land use. These are not the only trip modes used to access land uses with walking, cycling and public transport users forming equally important modes of travel. Of those that do travel by car there are also many users that have differing needs that must be prioritised and managed to achieve equitable and inclusive outcomes. Parking also requires space, which is not free and can diminish other land use and place outcomes within a centre.

All of these elements therefore must be managed and balanced to achieve the visions identified above.

The Parking Objectives for Central Kingston are set out in Table 6.1 with additional descriptors provided to assist in providing a clear understanding of the objective. These objectives will form a basis on which to guide the provision and management of car parking.

Table 6.1 – Parking Objectives

We want parking to…	Descriptors (What does the objective mean)
Support the local economy	• Parking will be focused on providing for those who spend time and money within Central Kingston • Parking will be provided in a manner that is reflective of the accessibility of Central Kingston by modes other than car. • Mechanisms should be provided that can consider the consolidation of parking, provision of parking at a reduced rate where appropriate or provision of parking through other means (such as a cash in lieu policy) so that it does not become an obstruction to land use development. • This may represent the removal of parking to support improvements to space for alternate travel modes, support servicing of businesses or improve places for people to dwell and enjoy the centre. • Length of parking stay may be decreased in order to increase the accessibility of parking by more users.
Be managed to prioritise access according to user needs	• Parking resources must be managed to benefit more people and encourage a greater number of trips to the CBD taking into account different user needs. • Parking supplies are managed to support inclusive access and transport equity. • There are many users of public parking spaces and each user has their own requirements in terms of proximity to destination and duration of stay. • Not all parking can be provided immediately adjacent to the front door of where a driver wants to visit, however there are benefits to the broader centre if drivers are not parked immediately adjacent to their destination. • Parking in residential streets is prioritised for residential users but may also have a role in supporting the CBD in a managed way. • An appropriate framework and hierarchy can be set to assist with fairly managing the allocation of parking and on-street kerb space where competing demands exist.
Contribute to a safe and efficient people-focused transport network and urban environment	• The management and provision of parking must not compromise the safety of vehicle, cyclist and pedestrian movements. • In some circumstances the removal or relocation of parking to: – improve safety of pedestrians and cyclists – enable improved provisions of pedestrian, cycling and public transport facilities – enable provision of improved places for people to spend time and dwell within Central Kingston • Designing parking facilities to contribute to improved urban outcomes such as surface permeability, landscaping. • Design parking facilities with a pedestrian lens first. • Consolidating parking into multi-level facilities to optimise the use of valuable land to improve/stimulate local economy and improve urban space outcomes.
Encourage mode shift and reduce emissions	• Encourage use of alternate transport modes through appropriate time restriction and pricing. • Introduce paid parking to manage the demand for long-term parking spaces in the CBD. • Remove parking to facilitate improved walking, cycling and public transport facilities. • Provide parking wayfinding information to reduce vehicle circulation (time and distance) searching for a parking space, focusing on the higher turnover spaces associated with shopping trips. • Provide pedestrian facilities to support a 'park once' attitude when travelling to a number of destinations within Central Kingston. • Support the use of Electric Vehicles.

Parking Management Strategies

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7. Parking Management Strategies

7.1 Identifying and Addressing Car Parking Issues

The framework in Figure 7.1 shows a simplified decision-making process for identifying and addressing issues with car parking. As a fundamental starting point the process begins with asking the question of whether enough car parking exists.

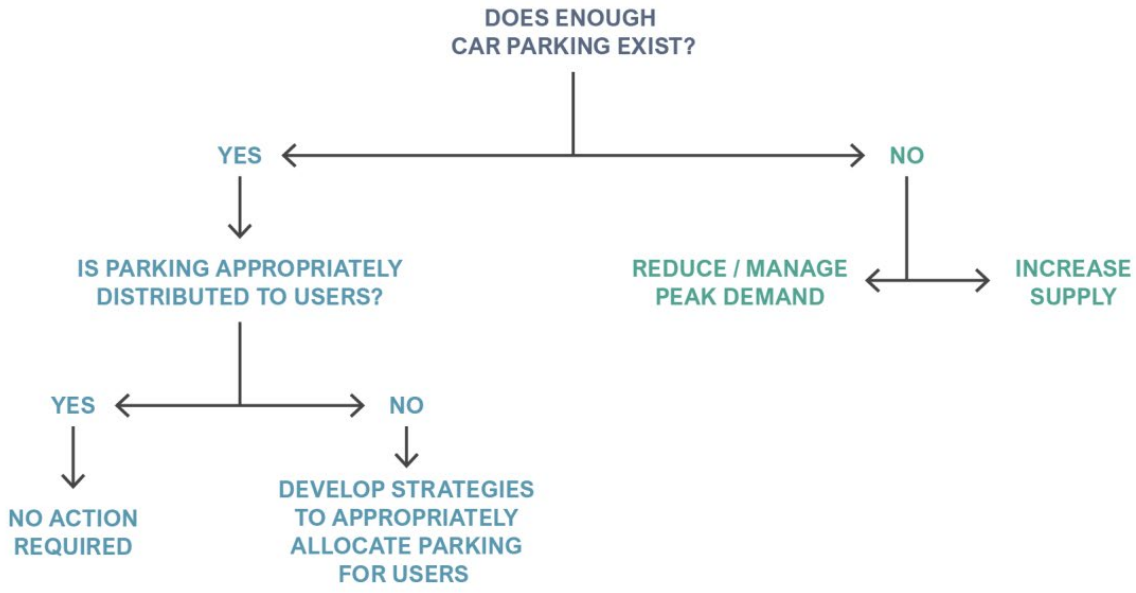
In instances where high levels of congestion and strong policy for active and sustainable transport modes to be dominant exist alternate questions can be asked such as *"Do we want this much parking to exist?"* or *"How much parking do we really want to exist?"*. However, in the context of Central Kingston, which earlier discussions have identified to be highly car reliant, the appropriate starting point remains whether enough car parking exists.

A shortfall in the overall provision of car parking can be addressed through both supply side and demand side mechanisms:

1. Supply Side: Building more car parking spaces.
2. Demand Side: Managing demand by (but not limited to):
    a. Improving the efficient use of existing car parking
    b. Increase the turnover of parking events to increase the availability of parking for more drivers (i.e. shortening stay times), or
    c. Utilise mechanisms to create a shift in the mode of travel used to access the centre in order to reduce the demand for parking.

Where there is enough car parking at an overall level but with localised supply shortfalls, strategies should be first developed to try and spread demand spatially rather than defaulting to the construction of new parking facilities.

Figure 7.1 – Decision Framework for Addressing Parking Issues



Source: Stantec

In the context of Central Kingston, discussions provided earlier within this strategy have identified:

- There is a high dependence on the private car as a mode of travel for people living and working in Kingston. There are a number of factors that contribute to the high proportion of usage, including steep topography, sprawling and isolated residential areas, and the quality of public transport (limited to bus services).
- The Kingston CBD provides a convenient location for long term parking which consists of both local workers and Hobart commuters and experiences very high demands during the day. Demand for long term parking is expected to continue to grow but there are limited opportunities for extra parking to be provided within the Kingston CBD to meet this demand. While parking is convenient, the intention of Council is not to dominate the CBD with parking areas for all day parking in particular for people who park in the CBD and then travel onwards to Hobart. In this context parking would not reflect the best use of high value land, with low public realm benefits.
- The demand for short-term parking spaces across the centre is much lower than long-term parking, but much of the available supply is privately owned, restricting the ability for Council to reallocate parking restrictions.
- Kingston is the main activity centre south of Hobart with a catchment including all of Kingborough, Bruny Island as well as Huon Valley which rely on Kingston for health services and other facilities. Transport options are typically limited to private car for much of this outer population (i.e. not conducive to walking and cycling, few bus services).
- Parking overspill into residential areas is currently occurring to the south and southeast of the centre, including in Maranoa Rd, Denison St and Sherburd St. However, since many of the surrounding properties have access to off-street parking, this overspill does not appear to be having an impact on residential amenity.
- Even though existing retail space in the CBD is deemed sufficient to meet current demand, the scenario may change as a result of population growth and retails trends.
- Key items for Kingston to be attractive to new commercial tenants (as a preference over Hobart) include adequate parking provision, safe and accessible active transport routes, and green spaces.
- New development must provide parking to meet the planning scheme requirements which often results in poor use of land. This could be avoided through strategies which promote the consolidation of parking and where landowners/developers could work together to optimise the use of land.

Having regard to the above, it is clear that overall enough parking currently exists across Central Kingston. However, the distribution of this parking either from a spatial or temporal perspective creates issues in the operation of the centre as a whole. As such it is appropriate to explore in the first instance opportunities to better allocate and manage car parking supplies before seeking to reduce demands or increase the overall supply of parking. It is recognised that there may complexities in more effectively managing existing supplies due to the extent of car parking facilities in private ownership however it remains logical that opportunities be explored in this order. Changes over time to the supply of public parking and land use growth also need to be considered.

Table 7.1 provides a summary of the parking strategies developed as part of this report with further discussion of each provided in the following sections.

Table 7.1 – Parking Strategy Summary

Item No.	Topic	Strategy	Alignment with Objectives
1	Parking Allocation	Adopt a Parking User Hierarchy to assist with fairly managing competing parking demands throughout Central Kingston.	• Support the local economy • Be managed to prioritise access according to user needs
2	Parking Allocation	Council to work with private land owners to optimise the allocation of parking within private sites including modifying short stay parking restrictions if capacity exists to cater for greater staff parking demands on site.	• Support the local economy • Be managed to prioritise access according to user needs
3	Parking Allocation	Council to encourage the use of external Park and Ride facilities (such as the Huntingfield Park and Ride) in order to prioritise the use of unrestricted parking within the Central Kingston CBD for those who spend time and money within the centre.	• Support the local economy • Be managed to prioritise access according to user needs
4	Wayfinding and End of Trip Journey	Develop and implement a parking wayfinding strategy for Central Kingston to identify key areas of parking for different user needs. This should adopt at a minimum a static signage approach however could be enhanced with real time variable signage.	• Be managed to prioritise access according to user needs • Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
5	Wayfinding and End of Trip Journey	Continue to improve pedestrian routes and pedestrian wayfinding to encourage a 'park once' mentality within the centre to reduce vehicle circulation, congestion and emissions, in line with the actions of the Kingston Place Strategy and Transform Kingston program.	• Support the local economy • Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
6	Enforcement	Continue to enforce parking within Central Kingston and surrounding peripheral areas to ensure that parking is being used as intended.	• Support the local economy • Be managed to prioritise access according to user needs
7	Enforcement	Consider the adoption of additional parking enforcement technologies to assist in the efficiency of the task.	• Support the local economy • Be managed to prioritise access according to user needs
8	Managing Parking Overspill	Where parking overspill from commercial development occurs into residential streets immediately surrounding the CBD, Council should seek to adopt appropriate time restrictions to balance the use of streets for both residential and commercial purposes. This may include the adoption of unrestricted parking on one side of the street, 3P parking on one side of the street and the marking of individual parking bays to protect access to residential properties.	• Be managed to prioritise access according to user needs
9	Managing Parking Overspill	Council to monitor over time parking overspill into residential streets in order to consider if further management actions, such as the use of resident parking permits, are warranted.	• Be managed to prioritise access according to user needs
10	Future Technologies	Council will support the use of electric vehicles through: • Monitoring the use of existing Council provided EV charging facilities to understand their usage and identify the need for additional facilities. • Exploring the feasibility of installing further charging facilities at Council buildings. • Supporting and investigating private sector investment of electric charging infrastructure on Council-managed land. • Supporting private sector investment of electric charging infrastructure on private land.	• Encourage mode shift and reduce emissions

Item No.	Topic	Strategy	Alignment with Objectives
		• Investigating the need for an Electric Vehicle Charging Policy to provide clarity in respect of the provision of electric charging facilities within public spaces (including on-street parking). • Investigating opportunities to formalise (through statutory or non-statutory mechanisms) the need to provide charging infrastructure in new developments, including charging to car space target ratios. • Where appropriate, encouraging retrofitting of EV infrastructure to car parking spaces in existing developments. This may include providing planning assistance or considering car parking space reductions. • Seeking to encourage Environmentally Sustainable Development (ESD) targets for new development – outcomes from the CASBE research project Elevating ESD Targets Planning Policy Amendment.	
11	Future Technologies	Review opportunities within the public realm of Central Kingston to install infrastructure to support the parking of e-bikes and PMDs.	• Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
12	Supporting Place and Sustainable Transport Outcomes	Support the construction of a multi-level parking facility to support long stay commuter and staff parking as a mechanism to consolidate existing at-grade parking to improve land use and place outcomes within the centre.	• Support the local economy • Contribute to a safe and efficient people-focused transport network and urban environment
13	Supporting Place and Sustainable Transport Outcomes	Support the removal of at grade and on-street car parking where necessary to support improved, walking, cycling and place outcomes.	• Support the local economy • Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
14	Supporting Place and Sustainable Transport Outcomes	Support the introduction of paid parking as a demand management tool to address the high demand for long stay parking within the Kingston CBD.	• Support the local economy • Be managed to prioritise access according to user needs • Encourage mode shift and reduce emissions
15	Future Land Use Development	Maintain current car parking rate approaches for new land use developments in the short term, noting that: • Significant land use growth in Kingston that would necessitate varying the current frameworks is not expected in the short term (noting that this may change in the long term) • Existing planning mechanisms exist to vary the parking requirements to reflect actual expected parking demands • A cash-in-lieu scheme exists to compliment strategies to consolidate parking.	• Support the local economy

It is noted that other strategy documents have identified actions relating to the encouragement of more non car trips being made to and from Central Kingston (such as promoting the routes of travel for cycling and walking and public transport in promotional material and Council websites). These remain important actions to encourage sustainable transport modes to be used and to realise mode shift occurring. However, such actions strictly sit outside of this Parking Strategy document and have therefore not been specifically included within this strategy. The above identified strategies in Table 7.1 have been limited to describe the role of parking in assisting such mode shifts to be encouraged and realised.

7.2 Parking Allocation

7.2.1 Parking User Hierarchy

As the first step of considering the allocation of parking and establishing a parking management framework, a user hierarchy is required to set out how to prioritise the allocation of parking supplies.

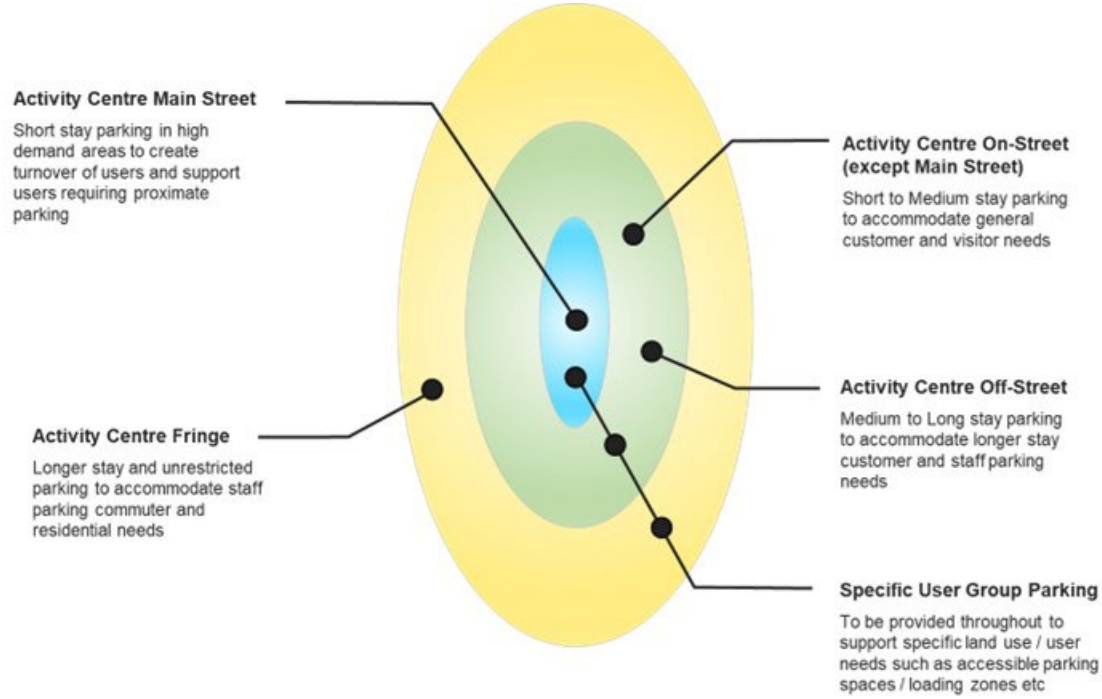
The provision of parking should support the primary activities and land uses in an area. It should also support the different parking user groups who have differing priorities and needs from both a safety and amenity perspective. This can vary from street to street depending on the surrounding land uses.

When different parking user groups compete for the same parking space and demand exceeds supply, there is often tension in the allocation of parking spaces. The user hierarchy is not intended to suggest that each type of parking will exist on any given street, or that higher priorities will have access to all the available parking. Rather it provides the highest level of framework to guide the allocation of parking where competing demands exist and facilitates reasonable access to the higher priority users. When a higher priority user is reasonably satisfied, the next user group would then be considered in the allocation of parking spaces. Council will need to consider all road users when making decisions on these matters to best meet the needs of the community.

As a general rule, the regulation and use of on-street parking should be prioritised to support those road users with needs for high levels of access such as bicycle riders, public transport, people with disabilities, emergency services and to enable and support pedestrian movement.

In commercial areas, parking associated with business should take priority, which includes short-term parking for clients or customers in the most sought-after locations to ensure these spaces are available to the greatest number of people. The lower priority users would include longer stay users such as traders and employees, as well as residents and commuters. This is illustrated in Figure 7.2.

Figure 7.2 – Typical Parking Allocation Principles



Source: Stantec

To contrast this, in residential areas, priority would be given to the needs of residents and their visitors to maintain local amenity and protect areas from overspill parking demands generated by nearby commercial and transport hubs. This can be achieved by implementing time-limit parking for vehicles other than those displaying resident parking permits or by implementing a permit zone for the exclusive use of vehicles displaying special permits, in accordance with local policy.

Table 7.2 provides a list and description (in no particular priority order) of the various user categories that exist within Central Kingston (or that should be considered as part of future planning) that must be balanced through the parking hierarchy.

Table 7.2 – Parking and Kerb Space User Categories

User Group	Description
Safety and access for all	Avoid on-street parking from being a safety hazard for pedestrians, motorists and other road users. Provide access for emergency vehicles, waste collection and street cleaning. Apply "No Stopping" restrictions in line with road rules May include removal of parking as part of the provision of traffic calming devices and gateway treatments.
Pedestrians	Parking may need to be removed as part of the design of crossing facilities, such as through the provision of kerb outstands.
Public Transport	Provision for bus stops which meet community needs and operational requirements.
Accessible Spaces for Persons with a Disability	An area in the roadway for the exclusive use by a vehicle transporting a disabled person with a valid disabled permit, with or without a timed restriction. Provision in accordance with AS2890.5 and AS2890.6.
Bicycle Parking	On-street space set aside for bicycle parking. To be considered where space for footpath bicycle parking is not available.
Loading	Provision for the loading and unloading of goods and materials. Short-term parking restrictions during business hours.
Drop-off/Pick-up	Designated 'drop off or pick up' zones, including taxi zones.
Customers	Time-restricted parking across a range of time periods, typically: • very short-term carparking: P5min – P30min • short-term carparking: 1P, 2P • medium-term parking: 3P, 4P
EV Charging	Allocation of bays in locations that align with Council's implementation program.
Car Share	Appropriate where high scheme membership and demand in particular locations justify the allocation of bays. Currently this parking type does not exist in Kingston, however is relevant for future consideration.
Traders and Employees	Long-stay parking for employees, traders and other long-term parkers. Note that no formal parking allocation will be provided along commercial frontages within the CBD. If necessary, the preference is for locations which are less convenient as compared to that provided for customers. Traders and local employees are able to park along residential frontages provided they abide by the relevant parking restrictions. However, no formal allocation will be provided in these areas.
Residents and Visitors	Parking for residents and their visitors of households fronting the street section. Access to specific parking through a residential permit scheme could be considered if suitable time restrictions are not able to be provided to support residential parking needs. Residents and their visitors may have priority within the fringe of the commercial area where high demands exist and/or areas that are subject to short-term parking restrictions.
Commuters	Long-stay parking provided to cater for people transferring to another mode of transport to complete their journey. Commuters would be able to park along residential frontages provided they abide by the relevant parking restrictions. However, no formal allocation will be provided in these areas.

The parking hierarchy that is to apply to the CBD and to the CBD Residential Fringe is set out below.

Central Kingston CBD

Mixed use commercial areas of Central Kingston that accommodate a mixture of long stay and short stay parking generated by customers, visitors, traders and employees and often commuters.

Figure 7.3 – CBD Parking Hierarchy

CBD Residential Fringe

Primarily residential areas, surrounding the CBD. These areas often accommodate a mixture of customer, trader and commuter overspill parking from the nearby commercial area and park and ride hubs. These areas must balance overspill parking needs from the nearby land uses with the on-street parking needs of residents and their visitors.

Figure 7.4 – CBD Residential Fringe Parking Hierarchy

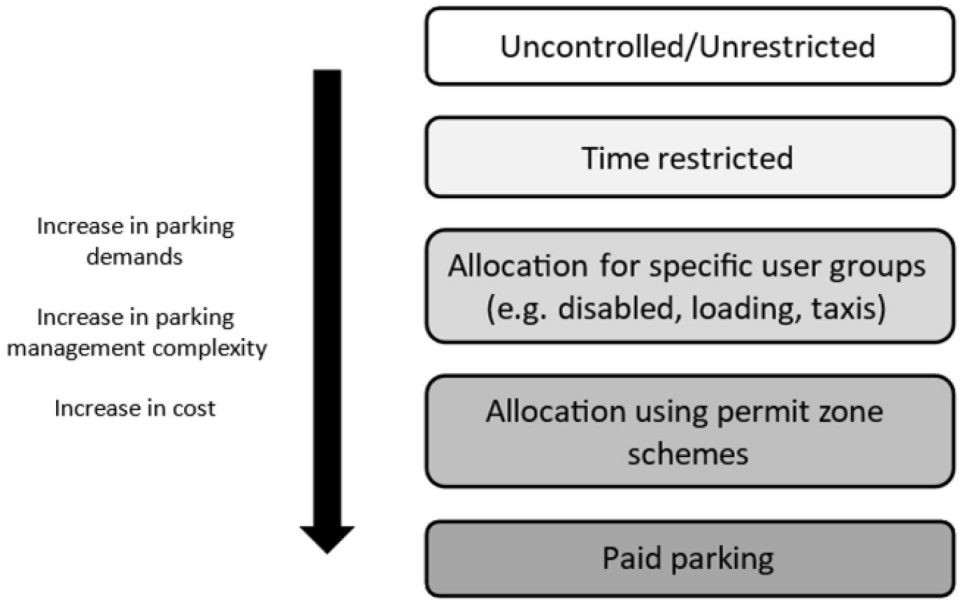
Recommendation #1

Adopt a Parking User Hierarchy to assist with fairly managing competing parking demands throughout Central Kingston.

7.2.2 A Parking Management Approach

There are a series of steps in the parking management process, ranging from uncontrolled or unrestricted parking (the simplest control suitable for a single land use and user type) through to paid parking (manages high demands, competing demands, and multiple users with different parking needs). Progression through the levels of parking management responds to increasing and competing parking demands and the need to allocate parking between different user groups. Inevitably the progression through the parking management steps sees increasing complexity in management of these issues and an increase in the cost of implementation. This is illustrated in Figure 7.5.

Figure 7.5 – Parking management approach



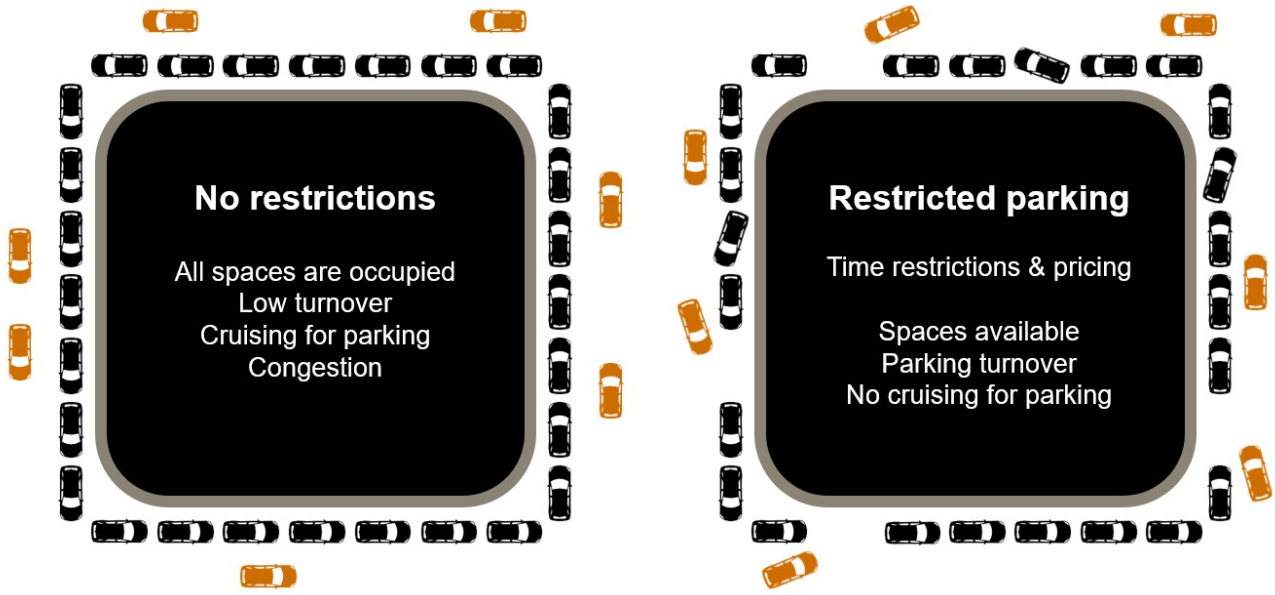
It is not sustainable or necessarily in line with other Kingston policies for Council to provide an unrestricted supply of car parking in order to satisfy the unconstrained car parking demands of users. As such Council should focus on managing demand within a limited supply using the hierarchy of available tools.

To balance having the highest use of a space while ensuring that the street is not congested with drivers circulating in search of a parking space an ideal car parking occupancy is typically targeted. This represents about 1 out of every 7 parking spaces being available as demonstrated in Figure 7.6. For off-street public car parks, a practical capacity of 90% can be considered suitable given the higher density and visibility of car parking.

These occupancy levels (i.e. 85% for on-street and 90% for off-street) are adopted as the ideal maximum occupancies for Central Kingston.

This means that specific areas in Central Kingston that are currently above these levels for a sustained period of time (i.e. more than 4 hours over a 12 hour period) should be considered for the next level of parking management with the aim of increasing turnover of parking and access for more people through lowering the peak demands while encouraging use of less utilised areas.

Figure 7.6 – The impact of on-street car parking occupancy on circulation time



Adopting this approach aims to provide consistent and transparent guidance for the introduction of new parking restrictions in areas where car parking spaces are in high demand, and this has resulted in car parking congestion.

Further discussion is provided in the following on specific management measures.

Unrestricted Parking

Unrestricted or uncontrolled parking relates to parking that is not subject to any time limit, specific user allocation or price.

Unrestricted parking is suitable only when parking demands are low and is being used by a single user group.

Time Restricted Parking

Time restricted parking is subject to a range of time restrictions often varying between 5 mins and 4 hours (however can be longer). This level of control represents the first level of management that is used to balance competing user demands, such as short stay shopper and longer stay staff demands.

Time restricted parking can be used to create turnover of parking and spatially allocate where different users should park. The spatial allocation of parking will often by guided by the walking distance tolerance of users between their parking location and desired destination.

Specific User Group Allocations

Specific user group allocations relate to parking spaces reserved for particular user groups such as loading zones, taxi zones, bus zones, disability permit spaces and car share spaces.

The provision and allocation of parking for specific user groups should occur within areas of moderate demand where there is a demonstrated demand and land use requiring these types of parking. The allocation of parking for specific user groups must be prioritized having regard for the kerb side parking hierarchies identified above.

Parking Permit Systems

Parking Permit systems allow exemptions from parking controls for permit holders, or allowance to parking in specifically dedicated areas for permit holders only. Parking Permit systems can be combined with time limits, pricing or special purpose zones.

Parking Permit system are most commonly used in areas of high demand where specific user group needs are required to be prioritised.

Paid Parking

Paid parking relates to parking that is subject to the payment of a range of time-based fees and can be combined with time restrictions.

Paid parking is most commonly used in areas of high parking demand where time limits are not achieving suitable parking turnover or availability. Paid parking can also be used as a demand management tool to encourage alternate modes of transport and subsequently reducing parking demands. Paid parking is further discussed and considered later in this report.

7.2.3 Parking Mix and Allocations

As identified in earlier sections of this report car parking across Central Kingston are primarily subject to either a 3-hour restriction or have an unrestricted duration. Other restriction types exist however are minor in comparisons to the two dominant restriction types.

In order to assess the suitability of these restrictions against local user needs consideration can be given to:

- The demands for parking within each area of parking
- The theoretical parking demands of different user types, and
- The provision of parking against different policies (such as the provision of parking for persons with a disability).

These are considered as relevant throughout the following.

Short Stay Parking (less than 3P)

Parking demand data indicates moderate utilisation of parking (less than 70% occupancy) within short stay parking areas less than 3 hours) across Central Kingston. On this basis there would appear to be limited need for changes in current short stay restrictions as a whole to cater for the demands of this user group.

Moderate Stay Parking (4P)

Higher occupancy levels are observed in the 4P area of the Channel Court car park. This restriction provides some longer stay customer parking than the remaining 3P areas, however this does not extend to a duration that is suitable to cater for staff parking needs.

Long Stay Parking (Unrestricted)

Parking demands within unrestricted public off-street parking areas are observed to be high across the CBD. Some overspill of long stay parking is also observed spilling into surrounding residential streets namely Denison Street and Maranoa Road.

This level of demand resulting in occupancy levels exceeding 85 – 90% will result in additional circulation to find an available parking space.

Where all public off-street long stay car parking supplies have high parking occupancies, it can be difficult to determine whether this represents the perfect amount of long stay car parking or whether there is a latent demand for this parking type occurring within short stay areas or in surrounding residential streets that needs to be more appropriately catered for.

The above discussions have identified that some overspill into the surrounding residential streets occurs however this is not extensive. The previous 2016 parking strategy had observed a level of car shuffling occurring within the Channel Court car park which could point toward insufficient long stay parking.

To assist in this consideration a car parking model has been developed for the centre to understand the theoretical demands of customer and employee user groups to assist in more effectively managing the provision of long stay and short stay parking within the centre.

This model has been created through the following steps:

1. Existing retail and commercial floor space for the Central Kingston CBD as identified within the SGS economics and Planning report "*Floor space and Land Use Projections for Kingston CBD*" 2021 report has been adopted as follows:
   - Retail – 37,495 sqm
   - Commercial / Office – 5,927 sqm
2. Statutory car parking rates from the Kingborough Planning Scheme have been adopted to determine a theoretical car parking demand for the Central Kingston CBD as follows:
   - Retail – 3.33 spaces per 100 sqm (1 space per 30 sqm)
   - Commercial / Office – 3.33 spaces per 100 sqm (1 space per 30 sqm)
3. Applying these car parking rates to the CBD floor space indicates a theoretical car parking demand of 1,446 spaces (Retail – 1,249 spaces and Commercial – 197 spaces) for the Central Kingston CBD area.
4. The theoretical car parking demand can be compared to the existing parking demands observed during on-ground observations to determine if the applied car parking rates are fit for purpose. This comparison to existing car parking demands needs to take into account for the following factors when establishing the existing on-ground car parking demands:
   - On-ground demands need to capture all parking (public and private) to enable comparison to the statutory car parking rates which also relate to total parking demands. This has been captured in the overall parking demands of the centre (1,564 spaces).
   - Parking not associated with land uses in the CBD (e.g. Park and Ride) need to be removed from the on-ground parking demands as follows:
     - Based on previous surveys undertaken by Council of the Skipper Lane and John Street car parks it has been assumed that 50% of the demands observed in these car parks is associated with Park and Ride activity and as such would removed from the CBD parking demands (75 spaces is Skipper Lane Car Park and 34 spaces in John Street Car Park.
     - The Wetlands Car Park is primarily used by commuters as such all parking occurring in this car park has been assumed to be Park and Ride activity (15 spaces)
     - The Denison Street Car Park is the least proximate parking area to Park and Ride bus services. As such it has been assumed that only ~25% of this car park is associated with Park and Ride activities (20 spaces).
   - Parking associated with construction workers working on the streetscape upgrades on Channel Highway should be removed from the on-ground demands (assumed to be 20 spaces).
   - Parking that is generated by land uses within the Central Kingston CBD however overspills into the surrounding peripheral area must be added to the on-ground observed parking demands. This includes:
     - Car parking occurring within the Dennison Street Car Park (43 spaces)
     - Car Parking demand on Dennison Street (9 spaces)
     - Car parking demand on Maranoa Road (29 spaces)
   - On this basis a Central Kingston CBD demand of 1,481 spaces was observed during on-ground observations.
5. A comparison of theoretical car parking demand (1,446 spaces) to on-ground observations (1,481 spaces) identified a difference of only 35 spaces or a 2% difference. On this basis the statutory car parking rates could be considered to be fit for purpose in estimating car parking demands of the centre.
6. Further consideration can therefore now be given to the proportions of short stay and long stay users within these overall demands. This can be done adopting the following typical assumptions of long stay and short stay demands for different uses:
   - Retail – 20% Long Stay (Staff) / 80% Short Stay (Customer)
   - Commercial / Office – 90% Long Stay (Staff) / 10% Short Stay (Visitor)

7. Applying these user proportions to the overall theoretical parking demands identifies the following mix of user needs across the Central Kingston CBD:
    - Retail
        - Long Stay (Staff) – 250 spaces
        - Short Stay (Customer) – 999 spaces
    - Commercial / Office
        - Long Stay (Staff) – 178 spaces
        - Short Stay (Customer) – 20 spaces
    - Total
        - Long Stay (Staff) – 427 spaces
        - Short Stay (Customer) – 1,019 spaces
8. These modelled user demands can then be finally considered against the available parking supplies for each user type to determine the suitability of parking allocations across Central Kingston.

Table 7.3 provides a comparison of the modelled car parking demands to the parking supplies for these parking types.

Table 7.3 – Modelled Car Parking Demand v Supply within the Central Kingston CBD

Type	Modelled Car Parking Demand	Parking Supply [1]		
		Public [2]	Private [3]	Total
Long Stay (Staff)	427 spaces	256 spaces	452 spaces	708 spaces
Short Stay (Customer)	1,019 spaces	1,509 spaces	6 spaces	1,515 spaces
Total	1,446 spaces	1,765 spaces	458 spaces	2,223 spaces

[1] Supply has excluded disabled parking, motorcycle parking and loading zones.
[2] Includes on-street, Council owned off-street parking and privately owned off-street parking that is not specifically signed to that land use only.
[3] Includes parking that is specifically allocated to individual land use or users only.

Table 7.3 identifies the Central Kingston CBD generates a demand for 427 long stay spaces.

The parking inventory of the CBD area indicates 256 unrestricted spaces (16 on-street + 240 off-street) in public car parks and a further 442 private parking spaces that could accommodate staff demands also (albeit for that use only).

As such in a purely shared environment with no influence of Park and Ride vehicles there would appear to be enough long stay parking to accommodate the CBD land uses.

However, the above comparison may oversimplify the availability of parking as:

- Park and Ride demands do exist within the CBD area that occupy public long stay parking supply, and
- Private parking is not available for everyone to use.

The addition of existing park and ride demands (estimated to be 144 spaces) increases the long stay demands to 571 spaces which exceeds the long stay supply in the CBD area.

Therefore, land uses that are reliant upon public long stay parking are going to increasingly find it difficult to find a parking space. This is likely to result in a potential shuffling of cars in the shorter stay areas and / or overspill into other unrestricted peripheral areas.

Where private parking can be used to satisfy the parking demands of staff this should be encouraged to maximise the availability of public long stay parking for those who require it. This could include at times modifying short stay parking restrictions within private sites if capacity exists to cater for greater staff parking demands on site. While this is technically beyond the control of Council, it is recommended that Council work with private land owners to optimise the allocation of parking within private sites.

It is also recommended that Council encourage the use of external Park and Ride facilities (such as the Huntingfield Park and Ride) in order to prioritise the use of unrestricted parking within the Central Kingston CBD for those who spend time and money within the centre. This would significantly improve the availability of parking for staff of the centre.

This could be achieved through the use of specific time restrictions or paid parking fee structures (paid parking is discussed in further detail later in this report) that enable long stay staff parking but discourage park and ride activity.

Parking for Persons with A Disability

A proportion of car parking spaces for a development must be allocated as car parking spaces for persons with a disability in accordance with the Building Code of Australia and designed in accordance with the Australian Standard: Parking facilities Part 6: Off-street parking for people with disabilities (AS 2890.6). As a proportion, the Building Code of Australia typically requires between 1 – 3% of off-street parking be allocated as parking for persons with a disability depending on the land use. The provision requirements of the Building Code of Australia should serve as a minimum requirement.

There are however no prescribed requirements for the provision of parking for persons with a disability within public on-street parking. Parking should therefore be provided by Council on a case-by-case basis having regard to the adjacent land use needs and local demands. The design of parking spaces should be in accordance with Australian Standard: Parking facilities Part 5: On-street parking (AS 2890.5).

Within Central Kingston a total of 70 spaces are provided for persons with a disability. These are made up of 67 spaces within off-street facilities and 3 spaces on-street. As a proportion of total parking the provision (2,303 spaces) this equates to 3% of parking.

On this basis parking for persons with a disability could be considered to be reasonably provided.

Recommendation #2

Council to work with private landowners to optimise the allocation of parking within private sites including modifying short stay parking restrictions if capacity exists to cater for greater staff parking demands on site.

Recommendation #3

Council to work with the Department of State Growth to encourage the use of external Park and Ride facilities (such as the Huntingfield Park and Ride) in order to prioritise the use of unrestricted parking within the Central Kingston CBD for those who spend time and money within the centre.

7.3 Wayfinding and End of Trip Journey

In effectively managing car parking a broader consideration must be given than just the provision of and restrictions applying to a car parking space.

The effective ability to locate where available car parking exists plays is critically important role in managing car parking within a finite supply.

In a similar manner to earlier discussions which identified a suitable supply of parking being available however the restrictions need to be managed to best align with user needs, while a suitable supply of parking may exist across the CBD, drivers are often not aware of certain provisions of parking or that certain areas are being underutilised.

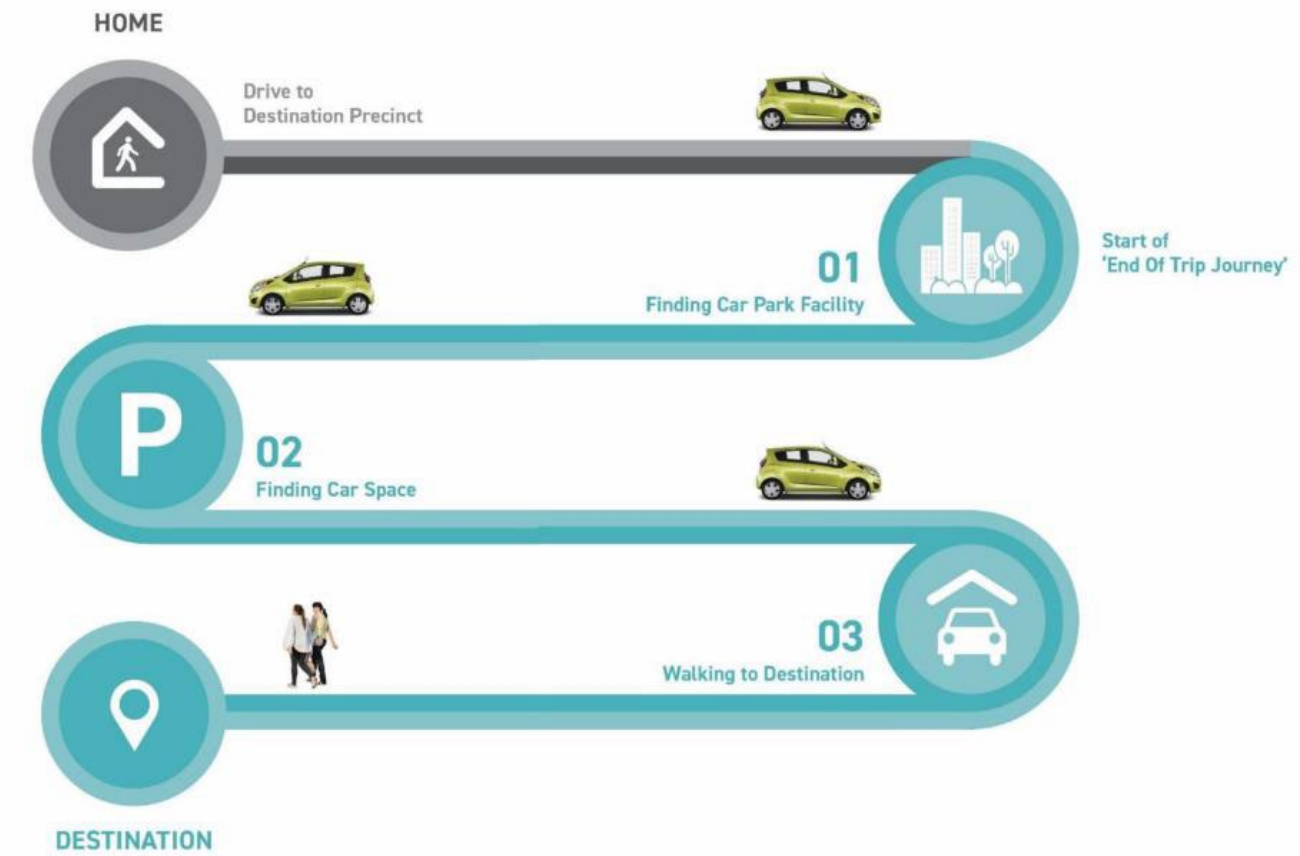
Simultaneously, consideration should also be given to the concept of the *End of Trip Journey*.

This journey begins when a driver reaches the edges of the Central Kingston CBD and comprises three elements.

- Circulating the CBD to find a parking facility
- The act of parking the vehicle safely
- Walking from the parking space to one's ultimate destination.

This is depicted in Figure 7.7.

Figure 7.7 – Stages of the car parking user experience [1]



[1] Coath, C., Yousif, Ali. (2018). Car Parking: Human Centred. AITPM 2018 National Conference

Drivers often have a preconceived idea of how long the end of trip journey will take and are willing to compromise on different elements of this overall 'end of trip' journey with some drivers willing to park quickly and walk further while others will circulate in their vehicle as long as possible to find the closest possible parking space.

These compromises may be made on the basis of, but not limited to, physical capability, mindset for a particular trip purpose or knowledge of potential parking availability.

In this case it is therefore critically important to:

- Provide drivers with suitable information as early as possible in their journey to allow them to make informed decisions about which elements of the end of trip journey that they are willing to compromise on a given day.
- Provide quality pedestrian connections between parking areas and key destinations within the CBD to enable the walking component of the journey to be undertaken by different user types in different weather conditions and at different times of the day.

Research indicates that up to 30% of vehicle traffic within activity centres can be related to drivers circulating to find a car parking space[2]. While recognising that private car is likely to remain as the dominant mode of travel to Central Kingston these considerations of efficiency of travel within the centre are important to realise the objective of "*Encourage mode shift and reduce emissions*".

On this basis the following explores recommendations relating to improving the wayfinding experience and the pedestrian journey within Central Kingston.

7.3.1 Wayfinding Strategy

There is currently limited signage on the roads approaching Central Kingston informing drivers of their car parking options. Drivers, particularly unfamiliar with the area, have little information about where to go find different types of parking (i.e. long stay or short stay). As a result, many vehicles end up circulating in search of a parking space that meets their needs. This creates congestion for other road users and reduces amenity on streets where less traffic is desirable.

Adding more information about car parking options at the key decision points will enhance the user experience, spread demand, and reduce vehicle through traffic on streets where higher pedestrian amenity is desired.

Major decision points are located on the approaches to Central Kingston, along key access roads or intersections.

Minor decision points are located either to direct users from the key movement corridors, onto minor roads, or in a particular direction within a parking precinct.

Destination decision points are often located at the entrances to car parks.

Following the determination of the key decision points, the relevant signage can be implemented. A consistent approach to signing across Central Kingston, and more broadly the municipality, will create a better user experience.

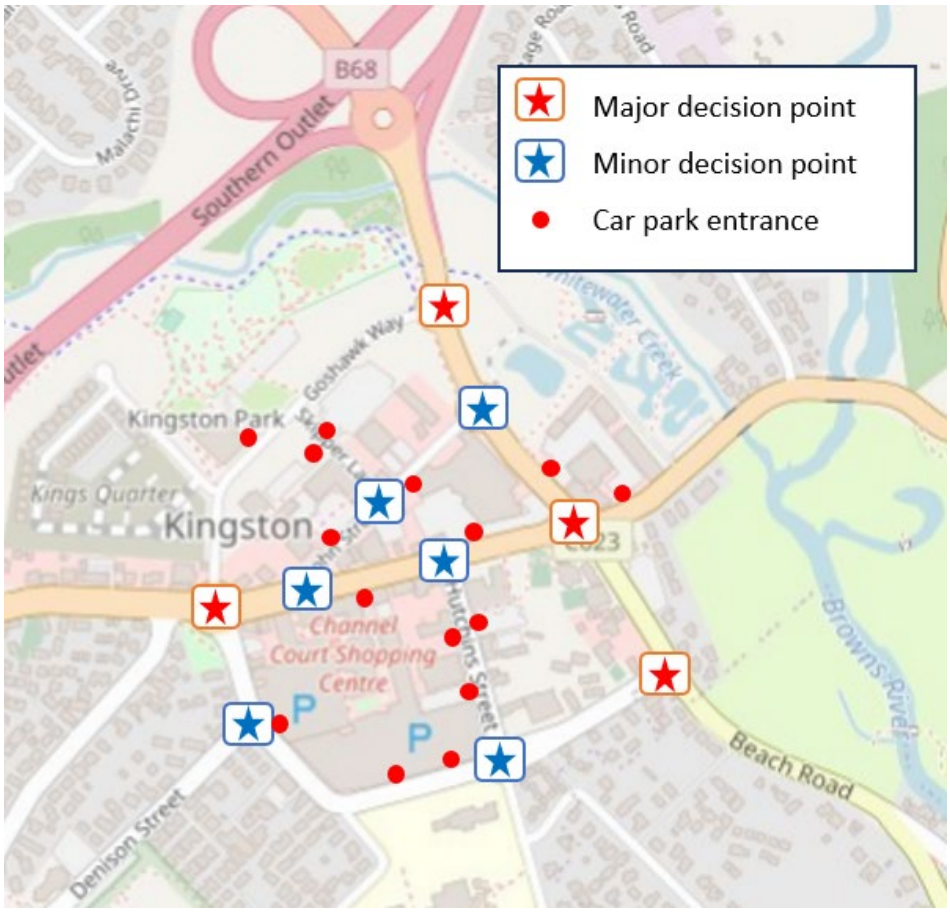
At a minimum a CBD-wide signage strategy should seek to capture key public (Council operated) parking facilities. On the most part this represents the public long stay car parking facilities throughout Kingston. This is the parking type that experiences the most strain throughout the CBD and should therefore be prioritised in any implementation.

Desirably such a signage strategy would also capture key customer parking locations also. It is recognised that many of these short stay facilities are in private ownership however with these facilities often providing a broader centre benefit than just servicing their singular land use (and rely on Council's provided long stay parking to satisfy staff parking needs) it would be beneficial for these areas to be included in such a strategy.

An indicative strategy of decision point signage is shown in Figure 7.8.

[2] Austroads, Guide to Traffic Management, Part 11 – Parking

Figure 7.8 – Parking Wayfinding Strategy



Static or Dynamic Signage

The wayfinding and information signage described above can exist in either a static or dynamic (real time variable electronic signage) form.

Static signage can be installed relatively quickly and for a low cost but can only provide users with information regarding directions, type of parking supply (e.g. 3 hour, unrestricted, etc) and the number of spaces.

An alternative is dynamic signage, which uses sensor technology to inform drivers of the availability of parking spaces in real time (see Figure 7.9 and Figure 7.10). It can further improve the user experience and efficiency of allocation.

It also allows for ongoing data collection relating to car park use which can be a valuable tool in managing parking policy into the future. Taking this technology a step further allows users to use a smart phone application to see parking availability in real time.

For the purposes of this strategy, it is recommended that at a minimum static signage is installed. However, consideration should be given to the ongoing benefits that dynamic signage can provide as has been evidenced in other locations with successful outcomes reducing travel times and vehicle emissions.

Figure 7.9 – Dynamic Parking Signage Example 1

Source: Duncan Solutions

Figure 7.10 – Dynamic Parking Signage Example 2

Source: Bass Coast Shire Council

Recommendation #4

Develop and implement a parking wayfinding strategy for Central Kingston to identify key areas of parking for different user needs.

This should adopt at a minimum a static signage approach however could be enhanced with real time variable signage.

7.3.2 Pedestrian Connectivity and Experience

As identified above, the pedestrian connectivity and user experience between parking areas and key destinations within the CBD forms an important component of the end-of-trip journey.

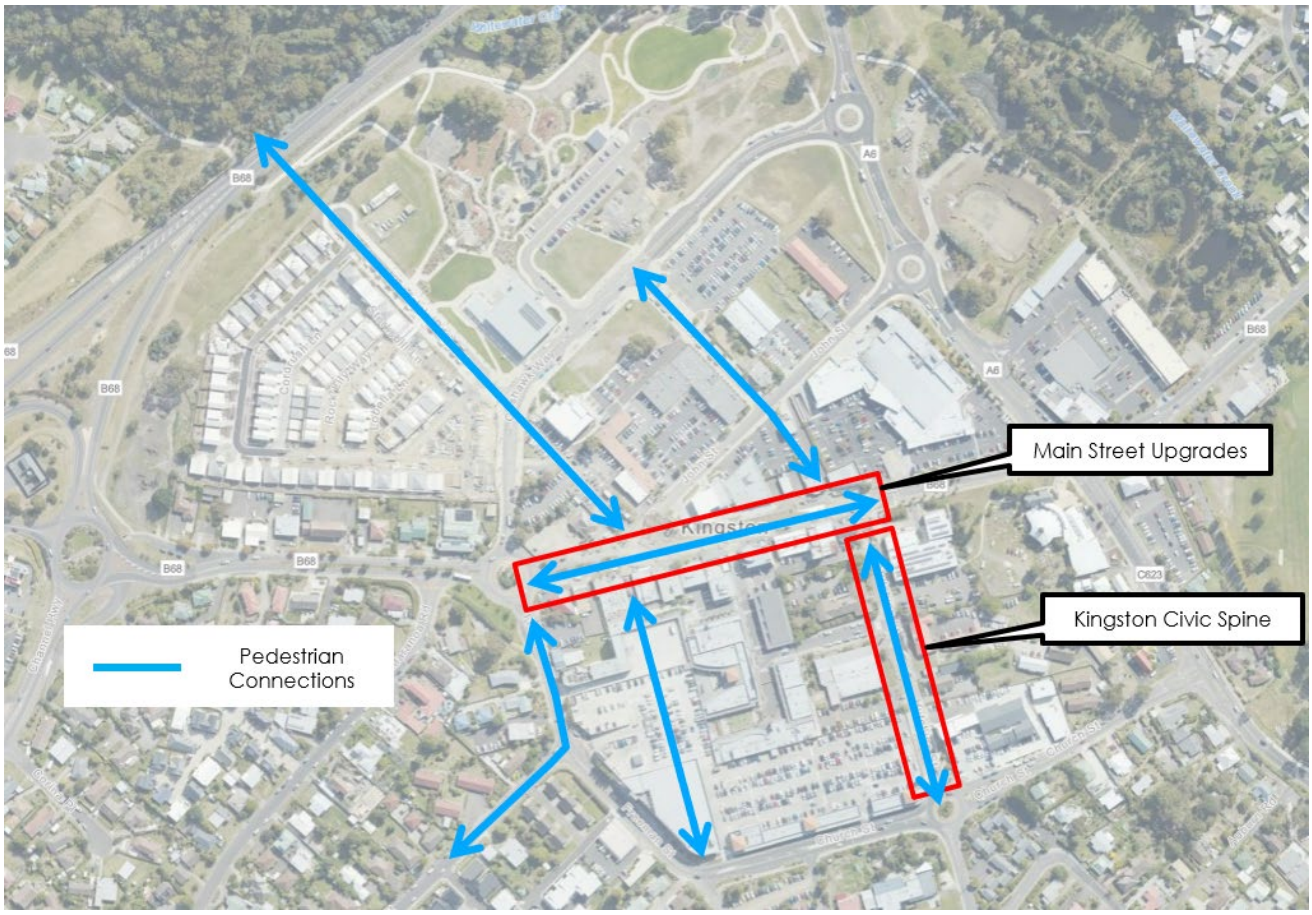
The Kingston CBD upgrades as part of the Transform Kingston initiative seeks to improve pedestrian access for all, in response to community reports that existing pedestrian facilities are currently unpleasant, uninteresting and unsafe. This is in line with the key actions of the Kingston Place Strategy which indicates a need to address gaps in walking and cycling access for schools and activity centres, continued implementation and regular maintenance of walking and cycling facilities, and efficient promotion of the network.

Figure 7.11 has been prepared to show the improved connections into and through the centre connecting key destinations to be addressed as part of Transform Kingston. These proposals make the most significant contribution to the Place Vision for Central Kingston, whilst also supporting the aim to better connect the centre to encourage a 'park once' approach. As such, it is recommended that Council continue to improve walking facilities and pedestrian wayfinding throughout the centre in line with Council's approved programs.

Recommendation #5

Continue to improve pedestrian routes and pedestrian wayfinding to encourage a 'park once' mentality within the centre to reduce vehicle circulation, congestion and emissions, in line with the actions of the Kingston Place Strategy and Transform Kingston program.

Figure 7.11 – Central Kingston Walking Connections



Base map source: Nearmap

7.4 Enforcement

Effective enforcement is critical to any parking system to ensure it operates as designed. Adequate levels of enforcement can have the benefits of equitable use of spaces, improved turnover and reduced vehicle circulation. This in turn supports local business by allowing more customers to access businesses more easily. However, enforcement is often seen in a negative light as a form of punishment through the issuing of infringement notices to those who overstay and considered to be solely for the purposes of "revenue raising".

An opportunity exists to flip the narrative so that the community can understand the role of enforcement and how it supports the parking systems positively. There should be an understanding that the role of enforcement is to discourage those who are doing the wrong thing and protect those who are doing the right thing. Improved compliance with parking restrictions enhances access to finite parking spaces.

There are some types of parking non-compliance where enforcement is expected, which relate less about overstay and more about road safety and specific user access, including but not limited to:

- Parking in "No Stopping", "No Parking" and "Bus" zones
- Parking too close to intersections and school crossings
- Vehicles parking over driveways or blocking footpaths
- Improper use of loading zones (e g non-loading vehicles or exceeding the posted maximum length of stay)
- Parking in parking spaces for people with disabilities without proper permission

Regular enforcement can assist in identifying areas with repeated compliance issues where it may be necessary to review the appropriateness of existing controls. It can also be used as a parking management tool when demands in an area are high and an increased level of parking control is being considered.

Technology, particularly in high turnover areas, can be used to support the enforcement process by improving the level of compliance and reducing the costs of monitoring. Technology can improve the efficiency of enforcement activities where the method of 'tyre-chalking' is easily evaded, whilst also making enforcement less labour intensive.

Technologies that can also be used to improve the level of compliance and reduce the costs of monitoring and enforcement include:

- **Parking Sensors**

  Parking sensors installed as part of the Smart Parking initiatives can record the length of time a vehicle has occupied a space and trigger an alert to the parking officers once they have stayed beyond the allowable time.

- **Handheld Devices**

  These assist enforcement officers to monitor vehicle parking compliance with the regulations and restrictions in each bay. They can be used to issue and print an infringement (with accurate location information), take a picture of an offending vehicle, record a conversation with a driver and check back to base data for a vehicle's history of offences. Council officers currently use a handheld device system called PinForce.

- **Mobile Camera Only Systems**

  These vehicle-mounted cameras record vehicle registration numbers of parked cars, also known as License Plate Recognition (LPR) or automatic number plate recognition. Occupancy data is collected to record parking turnover and to pass on information about violators to parking officers. The occupancy data can also be relayed to web interfaces and smartphone applications for end users to access.

- **Fixed Camera Systems**

  In addition to security purposes, fixed CCTV cameras can be used to monitor the illegal use of restricted areas such as bus lanes and loading zones. These same cameras can also detect the occupation and duration of stay of individual spaces in a defined area and with the use of LPR can identify overstay activity.

The benefits of using these systems specifically to enforce parking restrictions include:

- Aid with monitoring the parking activity of areas to determine effective enforcement patrols where non-compliance most impacts turn-over rates and availability.
- Provide for efficiency of patrols allowing more time for officers to patrol other areas and respond to customer requests.

- Reduce infringement disputes for over-stay offences based on the quality of the data.
- Reduce OH&S hazards for officers associated with traditional patrols and mark-up of vehicles.

Active parking enforcement must therefore be maintained by Council, with messaging and education focusing on the benefits to those using the system. Technology should be considered to be adopted to simplify and inform the enforcement task.

Recommendation #6

Continue to enforce parking within Central Kingston and surrounding peripheral areas to ensure that parking is being used as intended.

Recommendation #7

Consider the adoption of additional parking enforcement technologies to assist in the efficiency of the task.

7.5 Managing Parking Overspill

As discussed in Section 5.3, the residential streets on the periphery of the CBD do not appear to be highly utilised. This would suggest that while is some parking overspill occurring from commercial users that this is not extensive.

It is anticipated that while there are some instances of overspill along Maranoa Road and Denison Street that this does not pose a huge impact to residents given that most properties in the area appear to have on-site car parking (i.e. garages or driveways).

Treatments that manage and balance parking between existing residential and surrounding commercial parking users could be considered, noting that on-street parking is a Council asset and no one user group has ownership or right over these spaces.

In the first instance it is recommended that where parking overspill into residential streets begins to occur that the following approach be adopted by Council:

- Marking of parking spaces to ensure parked vehicles do not inhibit property access.
- Unrestricted parking on one side of the street
- 3P parking on one side of the street.

While the issue of parking overspill into residential streets is very localised, no further treatments or measures such as residential permits are considered to be required, particularly given that residential dwellings typically have access to suitable on-site parking.

The extent of parking overspill into residential streets should however continue to be monitored by Council.

Recommendation #8

Where parking overspill from commercial development occurs into residential streets immediately surrounding the CBD, Council should seek to adopt appropriate time restrictions to balance the use of streets for both residential and commercial purposes.

This may include the adoption of unrestricted parking on one side of the street, 3P parking on one side of the street and the marking of individual parking bays to protect access to residential properties.

Recommendation #9

Council to monitor over time parking overspill into residential streets in order to consider if further management actions, such as the use of resident parking permits, are warranted.

7.6 Future Technologies

Conventional projections of parking demand assume that the current model of individual car ownership and use will continue. An alternative view is that emerging technologies and private travel alternatives, such as car share, e-bike/e-scooters and driverless cars, will obviate the need for households to own their own vehicles. Instead, a range of transport options would be made available to users through, for example, an app, which will give users the options based on their specific travel needs and circumstances.

Once fully automated electric vehicles (AEVs) reach the market, it is expected that they could drive further strong growth in the uptake of private travel alternatives (and decline in household car ownership), as they would be able to provide 24/7 on-demand travel at lower cost than buying one's own vehicle.

Within the next 10-years, the impacts of these emerging technologies on private vehicle ownership are likely to be minimal. However, when considering the future of parking on Central Kingston, it is important to consider the best approach to creating resilient options that can adapt in years to come to the changing nature of transport.

As the intent of these technologies is to provide transport users with door-to-door transport options, and thus remove the need for household car ownership, the need for both residential and destination parking would decrease as more people shift to this model. While in the longer term AEVs are likely to be a key component of this service, for the immediate term the 'offer' will likely continue to include car-sharing (including peer-to-peer sharing), ride sharing (including in mini-buses), as well as bike-sharing. Once people feel confident that all their transport needs can be provided for by alternative means (whether this happens before or after the introduction of AEVs), they will likely move away from car ownership. This will enable car-spaces, both in the public and private realm, to be re-purposed (to higher value uses).

Details of some of the emerging technologies that are likely to influence the use of private vehicles and parking behaviour over the next 10 years are discussed in the following sections.

7.6.1 Electric Vehicles

Electric vehicles (EVs) are growing in popularity in Australia. Modelling undertaken by the Bureau of Infrastructure, Transport and Regional Economics (BITRE) suggests that the Australian EV share of new car sales is predicted to reach 8% by 2025 and 27% by 2030. Further, Victoria's Zero Emissions Vehicle Roadmap predicts the total cost of ownership (TCO) of an EV is widely believed to reach price parity internationally by 2025 or earlier, driven largely by declining battery costs.

Against this backdrop, it is prudent for councils in urban areas such as Kingborough to prepare for the expected growth in the number of EVs and their associated demands on the transport network. The use of electric vehicles will play a key role in achieving Tasmania's target to achieve net zero emissions from 2030.

Implementation of EV charging infrastructure is a fundamental step towards the wide-scale uptake of EVs. It is recognised that increasing the underlying electricity capacity to support the growth in EV charging is beyond the control of Council and is therefore not considered further as part of this strategy. However, Council can instead focus on the influence it can have on expanding the network of charging infrastructure in public and private buildings and public spaces, supporting the community and private industry and working with other Government organisations.

Currently there are very few public charging stations within Central Kingston. An expansion of this network could be considered to support any desired increase in electric vehicle ownership and usage.

Facilities at Council Buildings and within Public Spaces

Exploring the feasibility of recharging facilities at Council buildings and other public locations could represent an appropriate starting point.

Depending on the characteristics of sites where EV charging could be considered, Council could adopt one of three management models for the implementation of EV charging infrastructure. These include own and manage, lease with a service subscription, and incentivise the market. In scenarios where the preferred option is a lease and subscription model, Council would initiate Expression of Interest (EOI) processes, seeking market interest in installing EV charging infrastructure in a public space. Private companies would be required to provide and maintain the charging facilities and would collect any revenue but there would need to be sufficient demand for this to be a viable investment.

New Developments

All new commercial/industrial/large scale residential developments should be encouraged to include an appropriate standard of EV charging infrastructure. This would be consistent with the Tasmanian Governments plan to embed consideration of electric vehicle charging infrastructure into the Tasmanian Planning Scheme and develop a whole-of-government master plan for electric vehicle charging infrastructure.

For private commercial sites, this would generally be expected to take the form of a networked EV charging system within the carparks of the facility. Credit cards or membership cards could be used to collect revenue, or alternatively, proximity cards or fobs could potentially be used to prevent unauthorised usage of the charging facilities (for example, set aside for staff only). A small number of fast chargers could also be provided for customers and visitors.

The approach for multi-residential developments would be similar to private commercial, although in some instances residents may want to have dedicated charging stations for their personal use only. Again, a networked system could be used with demands dynamically managed, with a small number of fast chargers for visitors.

It is acknowledged this is an emerging sector and whilst full-scale EV charging infrastructure may not be installed as part of new developments, infrastructure facilitating future installation (conduit) is recommended to be included in the scope of new developments of this nature.

An example of policy change that has been implemented in the UK is detailed below. Whilst this relates specifically to the UK, it can be viewed as an example of the types of planning changes that may be introduced in Tasmania over the next 10 years.

Case Study – England Building Regulations Changes

From June 2022 all new homes with off-street parking and those undergoing major renovation must now provide EV charging facilities for residents. These building regulations, Part S, will soon come into force in England following the UK government's announcement of building regulation changes in July 2019. The proposal forms part of the government's aim to improve the availability of EV charge points ahead of the UK's ban on new petrol and diesel vehicles in 2030.

The regulations will be as follows:

- Every new home, including those created from a change of use, with associated parking must have an EV charge point.
- Residential buildings undergoing a major renovation which will have more than 10 parking spaces must have at least one EV charge point per dwelling with associated parking, along with cable routes in all spaces without charge points.
- All new non-residential buildings with more than 10 parking spaces must have a minimum of one charge point and cable routes for one in five (20%) of the total number of spaces.
- All non-residential buildings undergoing a major renovation that will have more than 10 parking spaces must have a minimum of one charge point, along with cable routes for one in five spaces.

In addition, all new private EV chargers are to be 'smart', ensuring that vehicles can be charged during off-peak hours, or when the demand is low in order to reduce strain on the grid.

It is worth noting that 1 in 6 new cars in the UK are EVs compared to 1 in 50 cars in Australia. With the right supporting infrastructure, growth in use and ownership of EVs is likely to continue to increase closer to the rates seen in the UK.

Policy Development

The process for encouraging, enabling and guiding the installation of EV infrastructure can be documented in an Electric Vehicle Charging Policy, which would detail how Council can support the opportunities on both public and private land.

Details to be contained within a formal policy should include:

- Charging infrastructure unit options
- Assessment criteria for placement of infrastructure
- Location requirements
- Responsibility for installation and maintenance
- Infrastructure targets

Recommendation #10

Council will support the use of electric vehicles through:

- Monitoring the use of existing Council-provided EV charging facilities to understand their usage and identify the need for additional facilities.
- Exploring the feasibility of installing further charging facilities at Council buildings.
- Supporting and investigating private sector investment of electric charging infrastructure on Council-managed land.
- Supporting private sector investment of electric charging infrastructure on private land.
- Investigating the need for an Electric Vehicle Charging Policy to provide clarity in respect of the provision of electric charging facilities within public spaces (including on-street parking).
- Investigating opportunities to formalise (through statutory or non-statutory mechanisms) the need to provide charging infrastructure in new developments, including charging to car space target ratios.
- Where appropriate, encouraging retrofitting of EV infrastructure to car parking spaces in existing developments. This may include providing planning assistance or considering car parking space reductions.
- Seeking to encourage Environmentally Sustainable Development (ESD) targets for new development – outcomes from the CASBE research project Elevating ESD Targets Planning Policy Amendment.

7.6.2 Car Share

Car share refers to the car sharing services offered by individual companies such as GoGet, PopCar and CarNextDoor where cars are available to rent by the hour by members and as such is available on demand.

Car share benefits include:

- reduced car dependency
- reduced vehicle kilometres travelled
- reduced congestion
- reduced carbon emissions
- reduced levels of car ownership and demand for parking.

There are three types of car sharing schemes, each one operating under slightly different business models.

Fixed base car sharing schemes: These schemes are run by commercial providers (for example, GoGet) who own the vehicle fleet. Vehicles are parked in either dedicated or standard parking spaces and typically operate in residential and commercial/business districts. Trips are all two-way as vehicles must be returned to the location from where they were collected.

Dockless car share schemes: These schemes are run by commercial providers who own the fleet. Vehicles are parked in designated pick-up points, but users can make one-way trips to other designated parking spaces within a defined area and leave the vehicle. This can provide a more convenient service for users who need a vehicle for only one segment of their trip but can result in a mass of vehicles left in one location.

Peer-to-peer car sharing schemes: These are managed by a commercial provider (for example, Car-Next-Door), but vehicles are privately owned and rented out to scheme members who often live close by. Predominantly these schemes operate in residential areas. These schemes are less common in Australia, with some Councils, such as City of Port Phillip, noting in their car share policy that this is not an acceptable scheme.

The most widely adopted scheme is the fixed base scheme.

Some elements that contribute to the viability of a car share scheme include:

- Density of land use and restricted private parking supply – Car share is more prevalent in areas with a high density of residents and workers (large catchment of potential users for car share) and where there is limited space for parking of private vehicles (parking scarcity disincentivises individual car ownership and parking).
- Car parking requirements for new developments – reductions in the statutory requirement for on-site car parking will contribute to the gradual decline in new parking supply.

Car Share Scheme Policy

A car share policy would set out the framework for managing car share parking in a fair and equitable manner, including criteria to be met by operators, the application process, location criteria and any fees payable to Council. It would define the criteria against which a request for a car share location would be assessed and assist Council when assessing the appropriateness of allocating on-street space to car share operators.

However, given that there are no prevalent car share services currently within the major Tasmanian cities of Hobart and Launceston, where greater land use densities exists, it may be premature to adopt an overarching car share policy in Kingborough and more specifically Central Kingston.

The opportunities to accommodate car share vehicles could therefore be dealt with on a case-by-case basis until such time that the development of a specific policy is needed.

7.6.3 E-Bikes and Personal Mobility Devices (PMDs)

An electric bicycle, also known as an e-bike, is a bicycle that has a battery-powered motor that assists the rider with pedalling. Personal mobility devices (PMDs) are small, electrically powered devices designed to transport one person over short to medium distances. PMDs include a variety of micro-mobility technologies such as e-scooters, e-skateboards, self-balancing hoverboards and one-wheel devices.

E-bikes are covered by all of the standard rules that apply to bicycle riders. New rules for PMDs commenced on 1 December 2021 to allow PMDs on footpaths, shared paths, bicycle paths and some roads in Tasmania.

The usage of e-bikes and PMDs has continued to increase in Tasmania and Kingston, creating a need for these devices to be secured safely in the CBD. If parked incorrectly, the devices can obstruct other path users and create safety and amenity risks.

The Department of Transport and Main Roads (TMR) in Queensland has prepared an E-Mobility Parking Plan which sets out a plan for increasing the number of designated e-mobility parking areas (DEPAs) across the state. The parking plan contains some useful guidance that could also help Kingborough Council to identify suitable locations for e-bike and PMD parking in the Kingston CBD.

The parking plan states that DEPAs should be provided where one or more of the following conditions exist:

- *There is high pedestrian traffic*
- *E-mobility demand exceeds the natural capacity of the verge to accommodate compliant parking of devices*
- *E-mobility parking otherwise affects the safe use and amenity of the verge by pedestrians.*

Guidelines for selecting appropriate parking locations for e-bikes and PMDs include:

- Locate in the vicinity of desire lines for existing users of e-bikes and PMDs.
- Locate along the kerbside where possible.
- Maintain clear pedestrian space of a minimum of 1.8m.
- Locate alongside existing street furniture (e.g. poles/posts, seating, bollards) or trees that provide a natural barrier to path users.
- Keep clear of features such as pedestrian crossings, kerb ramps and building accesses (stairs and ramps).

Recommendation #11

Review opportunities within the public realm of Central Kingston to install infrastructure to support the parking of e-bikes and PMDs.

7.7 Supporting Place and Sustainable Transport Outcomes

It is noted that other strategy documents have identified actions relating to the encouragement of more non car trips being made to and from Central Kingston (such as promoting the routes of travel for cycling and walking and public transport in promotional material and Council websites). These remain important actions to encourage sustainable transport modes to be used and to realise mode shift occurring as targeted by the Tasmanian Government in *Tasmania's Climate Change Action Plan 2023-25* which includes actions such as:

- *Deliver a grant program to support Tasmanians to purchase an e-bike or e-scooter.*
- *Update the Tasmanian Walking and Cycling for Active Transport Strategy to capture the contemporary policy and infrastructure context regarding active transport across all levels of government.*
- *Work with local government to improve active transport and micro-mobility infrastructure and facilities.*

Such actions, while being supported, strictly sit outside of this Parking Strategy document and have therefore not been specifically included within this strategy. The above following identified strategies have been limited to describe the role of parking in assisting such mode shifts to be encouraged and realised.

7.7.1 Consolidating and Removing Parking

Movement and Place frameworks create a new emphasis on not just providing space for the movement of people but also the creation of 'place' within a town or city. It is important to create 'places' within our activity centres and communities to support people being able to dwell, shop, live, mingle, relax and enjoy. Some simple examples include creating improved pedestrian space and connections, parklets to support outdoor dining and public dwelling places. Examples can also be extended to include creating larger scale public parks or community facilities.

To support creating place outcomes the implications on car parking can be considered from two perspectives – removal and consolidation.

'Removing' parking typically involves the loss of a small number of parking spaces to achieve small place outcomes such as parklets or improved pedestrian or cycle facilities.

'Consolidating' parking can enable larger change outcomes through the consolidation of multiple public off-street parking facilities into a single often multi-level car park.

Central Kingston's suburban form and accessibility needs mean many people will continue to rely on publicly available parking within the CBD. However, Council should be considerate of urban space improvement opportunities as they arise and weigh up the improved place outcomes with the consolidation of public parking.

Such a consolidation opportunity may exist with the future redevelopment of the Skipper Lane Car Park site which could have the ability to support the removal of parking from the John Street car park site to enable improved pedestrian, cycling and place outcomes. This outcome or other similar outcomes would therefore be supported from a strategic outcome perspective.

As identified earlier in this study suitable short stay parking exists within the CBD. As such the removal of on-street car parking could also be considered where its removal supports the provision of improved walking, cycling and place outcomes. This approach would be further consistent with the Parking Hierarchies established earlier in this strategy.

Recommendation #12

Support the construction of a multi-level parking facility to support long stay commuter and staff parking as a mechanism to consolidate existing at-grade parking to improve land use and place outcomes within the centre.

Recommendation #13

Support the removal of at grade and on-street car parking where necessary to support improved, walking, cycling and place outcomes.

7.7.2 Parking Demand Management

The 2019 Central Kingston Parking Plan considered the introduction of paid parking as a mechanism to reduce the demand for long term parking within the Kingston CBD. Such a decision to introduce paid parking was however deferred by Council until the opening of Park and Ride facilities within the surrounds (i.e. Huntingfield Park and Ride).

As these Park and Ride facilities are now complete is it relevant that this topic be revisited as part of this strategy.

Paid Parking Concept

Paid parking has the combined benefit of encouraging people to choose alternative, ideally sustainable, modes of transport whilst generating revenue from people who choose to drive.

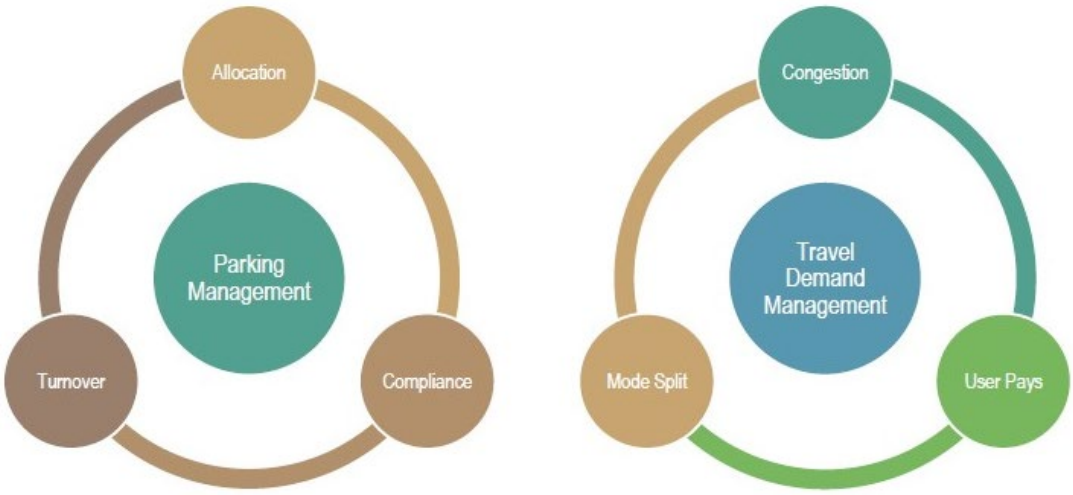
Paid parking has the ability to increase turnover, improve driver compliance with timed restrictions (where applicable), and alter driver mode splits away from the private car. This represents an opportunity to maximise the usage of a fixed parking resource and increase the number of people who access the area.

Austroads (Guide to Traffic Management Part 11) provides guidance on the use of paid parking and identifies that paid parking should be considered in the following circumstances:

- Where there is insufficient turnover resulting in poor compliance
- Where continuous parking demand during daytime hours exceeds 70%
- Where there are insufficient parking facilities within reasonable walking distance of short term parking trip generators.

The potential benefits of the introduction of a cost to parking can be grouped in two ways – Parking Management Improvements and Demand Management Improvements (refer Figure 7.12) which are discussed further below.

Figure 7.12 – Managing Parking with Paid Parking



Turnover

Where existing timed parking restrictions exist, and demand outstrips supply for parking spaces, paid parking can improve turnover. Not to be seen as simply increasing supply by reducing demand for parking, a price on parking will reduce the amount of time the parking bay is occupied and hence gives additional users to opportunity to utilise that bay.

Compliance/Enforcement

'Pay and display' and meter parking both have a higher compliance rate and are easier to enforce than simple timed restrictions, which require enforcement officers to patrol on foot by the 'chalk and walk' method. In paid parking areas, enforcement is much simpler, as the officer must only sight the ticket with a valid time and date or view the status of the parking meter. Motorists who pay for parking are less likely to overstay given most parking systems operate on a pre-purchase system to utilise a parking space for a given period and motorists are more likely to purchase only the time they require and return 'on time'. They are also more conscious of the ease at which an overstay can be recognised if printed on a displayed ticket.

Off-street gated systems provide 100% compliance as exit is not granted without payment. In this case the variable cost structure sets the expectation of parking duration. New technologies now allow drivers to pay and even top up by phone, further improving compliance.

Allocation

Where other methods of parking management have not been successful in the allocation of parking to particular user groups and overstay is occurring, paid parking can be effective in the reallocation of long-stay parking by commuters and employees and hence improving access to time-restricted short- and medium-term parking.

Travel Demand Management

The adoption of paid parking can act as a travel demand management tool recognising that car parking simply provides an end-of-trip facility for a private car trip, and therefore by placing a price on car parking, consideration by the user of the overall mode of travel could be made.

Where the parking price achieves a balance between demand and turnover, it gives the user a choice between driving and using other modes of transport. It is important to consider the integrated transport network when using paid parking as a travel demand management tool, to ensure that users are not disadvantaged by using other modes of transport.

Congestion

As discussed earlier, when parking is at effective capacity, up to 30% of traffic volumes can be attributed to vehicles circulating and looking for an empty parking space.

Congestion on our roads creates significant environmental and financial impacts within the community. Studies have also shown that traffic congestion can have negative health effects on road users, ranging from stress due to longer travel times to respiratory issues due to reduced air quality.

Where paid parking is introduced correctly, vehicle volumes can reduce significantly as there are more available parking spaces in convenient locations. Furthermore, where traffic volumes are reduced, there is also the opportunity to re allocate road space to other uses, including dedicated public transport lanes, bicycle lanes or wider footpaths.

User Pays

The lifecycle cost of infrastructure can be funded through direct charges from the beneficiaries or from Local Government Areas. The Productivity Commission report (Productivity Commission Inquiry Report Volume 1 Public Infrastructure, May 2014) recommended the user charges be the default funding option as it will encourage more efficient use of the infrastructure.

When an infrastructure investment is expected to generate public benefits to the wider community, or when it is difficult to distinguish between users and non-users, a mix of user-pays and Council funding can be applied to fund the provision of the infrastructure. This approach has been commonly seen in land transport infrastructure.

With respect to car parking the provision of car parks will involve upfront construction cost as well as operating and maintenance costs.

People who use the parking facilities will benefit from being able to access their destinations more easily and quickly.

The introduction of user charges can also improve the efficiency of the parking facilities. By imposing a correct pricing signal to users, parking turnovers can be increased which means more users can find a parking space at the right time and at the right place.

While a user charges concept is justifiable for car parking facilities, local government funding may be warranted as car parks can also generate benefits to the public in addition to the direct users. For example, by providing sufficient parking spaces, the environmental pollution from cars cruising for parking can be reduced. For off street or underground parking, they can also generate broader economic benefits such as improved public amenity and land use.

Revenue Generation

An outcome of paid parking is revenue, which is also often one of the key drivers of introducing a payment system. This typically raises a number of key questions:

Is it justified?

The RMS Pay Parking Guidelines make it clear that revenue generation should not be used as a reason for the implementation of paid parking. Paid parking must therefore be justifiable by one or all of the following:

- User Pays System
- Encouraging travel mode shift
- Improving parking operations

Where paid parking is supported by at least one of the earlier discussed items, revenue is therefore simply an outcome.

What should be done with the revenue?

Paid parking collected from those using the parking asset should be reinvested into:

- creating, maintaining and enforcing parking infrastructure,
- improving access opportunities by all modes of transport, including public transport, and
- generally improving the amenity of the area.

How should a price be set?

Parking prices should be determined in accordance with supply and demand principles, and not influenced by the level of income or expenditure required to meet budgetary requirements.

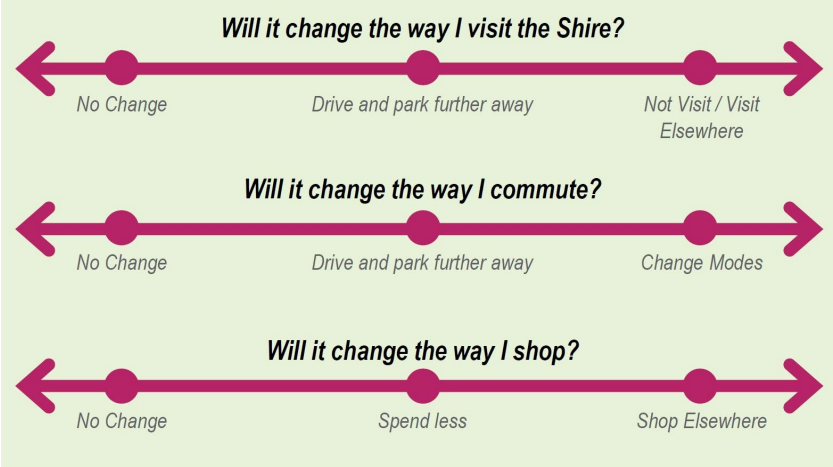
Response Spectrums

People's response to paid parking will vary. Surveys across various locations[3] indicate that people often value the amenity of the centre more than the provision of car parking. Research indicates that within various centres, the extent of car usage and shopper spend is overestimated by traders. The increase of valet and premium parking options at shopping centres and airports also indicates that people are often willing to pay for convenience and premium options.

The way in which people will respond can be best described through a number of response spectrums as illustrated in Figure 7.13.

[3] Acland Street, St Kilda; High Street, Northcote; Boundary Street, Eagle Street and Caxton Street, Brisbane; Graz, Austria; Bristol, UK; and Edinburgh, UK.

Figure 7.13 – Paid Parking Response Spectrums



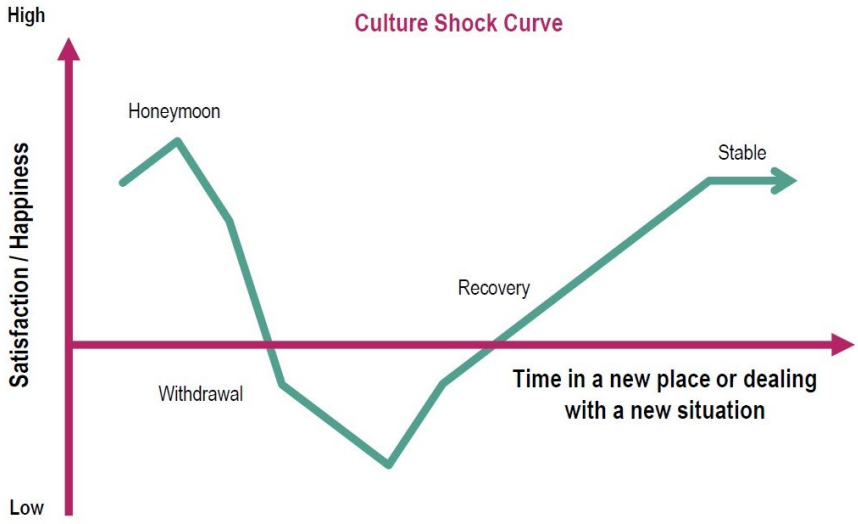
Some users who continue to drive and park obtain a direct benefit of being able to park closer to their destination and spend less time looking for a parking space. It also decreases vehicles circulating town centres for free parking and thus reducing congestion by increasing the capacity of the local road network.

Others will choose to respond differently:

- Some will change mode
- Some will drive and accept a longer walking distance to avoid paying parking
- Others will change where they shop or commute from.

While acknowledging that drivers will likely respond in different ways, following the implementation of paid parking, there will be an initial shock to the parking and transport system followed by a period of settling and adjustment of parking characteristics prior to seeing the real benefits, as illustrated in Figure 7.14.

Figure 7.14 – Culture Shock Curve



While these impacts should not be ignored as they will provide the ability to track if things are going to plan, hitting the panic button to fix issues and community angst should be avoided to ensure the long-term success of any such scheme.

Further it must be recognised that only those who drive would be impacted by the introduction of paid parking. At present everyone contributes indirectly to the cost of parking provision, maintenance, and enforcement of parking, regardless of whether they drive. A price to use parking that will directly fund other parking projects provides the opportunity to reduce the indirect financial burden on those who do not drive.

Supporting Mechanisms

There are several supporting mechanisms that need to be considered to successfully implement a paid parking system.

The implementation of paid parking within activity centres makes up only one part of the complex parking system. To fully support its implementation, consideration must be given to other mechanisms to mitigate the potential impacts of paid parking.

The impacts of paid parking must be considered at a wholistic level, across an activity centre, to ensure the short and long-term success of parking management within the centre.

This includes consideration of:

- ***Parking Restrictions*** to manage parking overspill impacts of drivers who seek to find new areas to parking to avoid paying for parking. This could include drivers parking further away in residential streets, or drivers shuffling their vehicle in shorter stay parking areas.
- ***Technology*** required to implement a pay parking systems
- ***Integration*** of paid parking into a whole of system approach
- ***Amenity*** is important to every activity centre and the revenue from paid parking can be strategically used to enhance place elements of an activity centre.
- ***Community Engagement*** is critically important to ensure that users have a clear understanding of the rationale for making decisions to introduce paid parking and how the introduction may impact them.
- ***Alternate Transport*** provides an important alternate mode of transport for those seeking to change the way in which they travel because of the additional costs associated with driving.

Figure 7.15 – Supporting Mechanisms

Suitability of Paid Parking

Having regard to the various policy statements and objectives identified earlier in this strategy, paid parking could be considered on the following basis:

- High parking demands within public long stay parking areas could justify the introduction of paid parking as a demand management tool to encourage the use of alternate modes of travel.
- A user pays perspective is justified to support the construction of current public car parking facilities and would contribute to the construction of any future car parking facilities. This would assist in generating revenue exclusively from those using the all-day parking facilities rather than from all users more generally across the centre.
- This would also contribute revenue back into the community from those using all-day parking facilities for park and ride purposes who do not spend time or money in the centre itself.

Although there are benefits to the implementation of paid parking as a user pays and demand management tool, it is relevant to consider a number of risks and impacts to the various user groups of Central Kingston that may also need to be mitigated as discussed in the following.

Trader / employee acceptance: Trader acceptance is important to the success of a paid parking system. While justification for the possible implementation of paid parking exist and potential benefits of paid parking such as mode shift, gaining trader acceptance may be a challenge. This may result in drivers trying to avoid the paid parking areas. As such careful management of the surrounding area will be necessary.

Commuter acceptance: A key user group that would be subject to a parking payment would be park and ride commuters. These are users who do not typically spend time or money within the centre. Introducing a payment for parking may reduce / relocate commuter parking demands. However, the needs of these users are catered for on the periphery of Central Kingston within specific park and ride car parks.

Visitor acceptance: Given the prevalence of short stay customer parking throughout the centre, it unlikely the introduction of paid parking within the public long stay parking areas would have any significant impact to customer or visitors to the centre.

Fee avoidance: Motorists may choose to park in other locations where parking remains free such as nearby residential streets and informal areas (e.g. nature strips, verges and open space) to avoid parking fees, adversely affecting amenity in these areas. This challenge could be mitigated by enforcement of illegal parking in informal areas and monitoring any changes to parking in residential streets with associated local parking restrictions introduced.

Private Parking Areas: Increased usage of 3-hour parking areas (which could include privately owned parking areas such as Channel Court Shopping Centre) by staff and shuffling of vehicles throughout the day may also potentially occur to avoid parking payments by local staff. Such parking should be monitored and may require the introduction of further car parking controls, signage, enforcement and/or technology solutions to mitigate this impact.

Overspill into Residential Areas: Users looking to avoid paying for parking could seek free parking elsewhere on the Central Kingston periphery, including on-street parking within residential streets. As discussed previously in Section 7.5, the residential streets on the periphery of the CBD do not appear to be highly utilised, with minimal parking overspill occurring from existing commercial users. However, these streets may become more heavily utilised by people seeking free parking. In this situation, the measures detailed in Section 7.5 should be considered to mitigate any negative impacts associated with an increase in the number of on-street parked vehicles.

Paid Parking Fees

Paid parking systems rarely charge the 'real' cost of parking with the decision being often what could be politically tolerated. Surrounding price structures will therefore also influence how much could be charge for parking in Central Kingston.

As an upper limit, consideration can be given to the cost of casual long stay parking in the Hobart CBD. Indicatively parking within the Hobart CBD currently costs up to $23 per day.

Comparison of other regional centres of Tasmania would suggest a parking fee that would be more politically acceptable for Kingston, based on the following examples:

- Devonport – $5 per day (multi deck CBD car park)
- Burnie – early bird parking $6.30 or $7.20 per day
- Launceston – typically varying around $6 to $8 per day.

Comparison to other Victorian regional centres can provide a further benchmark of potentially accepted pricing levels. Some comparisons include:

- Ballarat – $6.50 per day
- Bendigo – between $7.20 to $9 per day
- Geelong – $7 per day

These Victorian pricing comparisons are similar to those adopted in the Tasmanian centres.

It is also relevant to consider the costs of public transport trips to access Kingston. Where the pricing of parking is being implemented to create a travel demand outcome, the cost of parking should be priced at a cost more than the use of public

transport. In this respect the cost of adult public transport travel ranges between $6 – $12 per day[4] depending on the length of trip.

This is however a simplistic approach as a number of factors would also need to be taken into account such as the cost of petrol, vehicle maintenance, the cost of time and convenience of car travel compared with public transport. This would point to a higher parking charge needing to be implemented to truly encourage the use of public transport over private car travel.

Recommendation #14

Support the introduction of paid parking as a demand management tool to address the high demand for long stay parking within the Kingston CBD.

7.8 Future Land Use Development

The provision of parking in new developments is guided by the Parking and Access Code (E6.0) of the Kingborough Interim Planning Scheme 2015.

The Code identifies minimum car parking rates (at Table E6.1) that are to be applied to new or expanded land uses. These minimum parking requirements are supported by Performance Criteria which allow the refinement of parking requirements and a Cash in Lieu policy.

These parking requirements for new developments are designed to ensure new development caters for the expected parking demands within parking facilities located on their property.

These minimum parking requirements can, however, have unintended negative consequences on quality urban design outcomes, development viability and property affordability, particularly in activity centres. Minimum parking requirements for development can result in people paying for parking they do not need, can impact on the commercial viability of development or changes of land use. Further the provision of car parking can increase the ease of car use, countering Council's sustainability objectives.

Contemporary policy in other Australian states and overseas is pushing toward changes in the way in which parking is required to be provided, with the following examples providing a different perspective on how the private vehicle is being considered as part of the wider development of activity centres:

- **Reduced minimums** – a lower minimum parking requirement (to that set out in the current Code) may be appropriate in areas which have a high land use density, good access to public transport and good active travel facilities.
- **Removing car parking minimums to facilitate market decisions** – this allows developers to provide parking spaces at a quantum considered necessary to serve the development. This may result in parking being provided in excess or below the current statutory requirements of the Parking and Access Code.
- **Setting maximum car parking requirements** – this restricts an over provision of parking which is particularly relevant in areas of high traffic congestion or where mode shift away from private vehicle travel is being sought. A maximum rate allows flexibility for development to provide parking to meet their needs within a maximum cap.
- **Zero requirements for the provision of parking** – this relies heavily on public transport and active travel to support travel to and from the development, with consolidated public parking locations to support the parking requirements of the whole centre.

There is a risk in adopting any of the more aggressive parking policy approaches above in locations such as Kingston, where car use is high and insufficient alternative travel modes exist. Without high quality travel alternatives, the result would most likely be parked vehicles encroaching into surrounding areas as a result of more competition for parking spaces.

[4] Based on Smart Card payment method. Increased charges apply when paying with cash.

It is also noted that Council's cash-in-lieu policy would be ineffective in any of the above scenarios other than the adoption of reduced minimum parking requirements.

While the parking objectives identified earlier in this strategy seek to encourage mode shift which could be enhanced by adopting reduced or no parking provision rates, having regard to local circumstances the retention of minimum car parking rates as specified by the Parking and Access Code could continue to be supported, as discussed in the following:

- The extent of land use growth within the centre is not expected to be substantial over the next 10 years. Therefore, the effort to identify specific land use car parking generation rates for a variety of land use types may not be justified. The consideration of parking on a case-by-case scenario may be sufficient in this instance.
- The Parking and Access Code provides Performance Criteria which can be used to support a different car parking provision to that required by the Code. This allows parking to the refined to ensure provision reflects demand and does not unnecessarily create an over provision of parking.
- Council's cash-in-lieu policy allows for parking to be provided by way of a cash contribution to Council, with the provision of parking becoming Council's responsibility to provide. This allows developers to make judgements on the most effective use of their land space and whether additional floor space and cash contribution would outweigh the provision of on-site parking. This can also allow for improved urban design outcomes by not requiring all parking to be provided on individual sites and assists the provision of effective shared parking facilities by Council.

Recommendation #15

Maintain current car parking rate approaches for new land use developments in the short term, noting that:

- Significant land use growth in Kingston that would necessitate varying the current frameworks is not expected in the short term (noting that this may change in the long term)
- Existing planning mechanisms exist to vary the parking requirements to reflect actual expected parking demands
- A cash-in-lieu scheme exists to compliment strategies to consolidate parking.

Recommendations and Action Plan

We design with community in mind

8. Recommendations and Action Plan

A staged approach is to be adopted for implementing change by categorising action items into the following categories:

- Ongoing = existing item that will continue to be actioned
- Short-term = 1-2 years
- Medium-term = 3-5 years
- Long-term = 5-10+ years

Each of the action items and associated timeframe for implementation are included in Table 8.1.

Table 8.1 – Kingston Parking Strategy Action Plan

Item No.	Section	Action Item	Timeframe			
			Ongoing	Short-term	Medium-term	Long-term
1	7.2.1	Adopt a Parking User Hierarchy to assist with fairly managing competing parking demands throughout Central Kingston.		✓		
2	7.2.3	Council to work with private landowners to optimise the allocation of parking within private sites including modifying short stay parking restrictions if capacity exists to cater for greater staff parking demands on site.		✓		
3	7.2.3	Council to work with the Department of State Growth to encourage the use of external Park and Ride facilities (such as the Huntingfield Park and Ride) in order to prioritise the use of unrestricted parking within the Central Kingston CBD for those who spend time and money within the centre.		✓		
4	7.3.1	Develop and implement a parking wayfinding strategy for Central Kingston to identify key areas of parking for different user needs. This should adopt at a minimum a static signage approach however could be enhanced with real time variable signage.			✓	
5	7.3.2	Continue to improve pedestrian routes and pedestrian wayfinding to encourage a 'park once' mentality within the centre to reduce vehicle circulation, congestion and emissions, in line with the actions of the Kingston Place Strategy and Transform Kingston program.	✓			
6	7.4	Continue to enforce parking within Central Kingston and surrounding peripheral areas to ensure that parking is being used as intended.	✓			
7	7.4	Consider the adoption of additional parking enforcement technologies to assist in the efficiency of the task.			✓	
8	7.5	Where parking overspill from commercial development occurs into residential streets immediately surrounding the CBD, Council should seek to adopt appropriate time restrictions to balance the use of streets for both residential and commercial purposes. This may include the adoption of unrestricted parking on one side of the street, 3P parking on one side of the street and the marking of individual parking bays to protect access to residential properties.	✓			
9	7.5	Council to monitor over time parking overspill into residential streets in order to consider if further management actions, such as the use of resident parking permits, are warranted.	✓			

Item No.	Section	Action Item	Timeframe			
			Ongoing	Short-term	Medium-term	Long-term
10	7.6.1	Council will support the use of electric vehicles through: • Monitoring the use of existing Council provided EV charging facilities to understand their usage and identify the need for additional facilities. • Exploring the feasibility of installing further charging facilities at Council buildings. • Supporting and investigating private sector investment of electric charging infrastructure on Council-managed land. • Supporting private sector investment of electric charging infrastructure on private land. • Investigating the need for an Electric Vehicle Charging Policy to provide clarity in respect of the provision of electric charging facilities within public spaces (including on-street parking). • Investigating opportunities to formalise (through statutory or non-statutory mechanisms) the need to provide charging infrastructure in new developments, including charging to car space target ratios. • Where appropriate, encouraging retrofitting of EV infrastructure to car parking spaces in existing developments. This may include providing planning assistance or considering car parking space reductions. • Seeking to encourage Environmentally Sustainable Development (ESD) targets for new development – outcomes from the CASBE research project Elevating ESD Targets Planning Policy Amendment.			✓	
11	7.6.3	Review opportunities within the public realm of Central Kingston to install infrastructure to support the parking of e-bikes and PMDs.			✓	
12	7.7.1	Support the construction of a multi-level parking facility to support long stay commuter and staff parking as a mechanism to consolidate existing at-grade parking to improve land use and place outcomes within the centre.			✓	
13	7.7.1	Support the removal of at grade and on-street car parking where necessary to support improved, walking, cycling and place outcomes.	✓			
14	7.7.2	Support the introduction of paid parking as a demand management tool to address the high demand for long stay parking within the Kingston CBD.	✓			
15	7.8	Maintain current car parking rate approaches for new land use developments in the short term, noting that: • Significant land use growth in Kingston that would necessitate varying the current frameworks is not expected in the short term (noting that this may change in the long term) • Existing planning mechanisms exist to vary the parking requirements to reflect actual expected parking demands • A cash-in-lieu scheme exists to compliment strategies to consolidate parking.		✓		

Appendices

We design with community in mind

Appendix A. Assessment of Existing Strategies

Action Item No.	Ref	Action Item	Quick wins	Medium term	Longer term	Status and comments
Improve Use of Existing Supply						
1	3.1.1	Review all streets and car parks with regard to appropriate time restrictions for off street and on street parking, noting Council's ability to change time restrictions in private off street car parks is limited.	✕			Review may have happened in 2016-17 along with communications with private carpark owners, however I can't find any records.
2	3.1.2	Review parking allocations to ensure there is an equitable amount of space set aside for each user group on the basis of the priorities shown in Figure 10 - Kerb side Hierarchy.		✕		Same as above.
3		Consult with local businesses to promote loading access outside peak parking times where appropriate.		✕		Not aware of this being actioned.
4		Survey local businesses to determine the demand for all day parking (staff working in the area) not satisfied by the private parking provision and their usual parking location. The results will inform Council in developing required parking ratios for future developments.	✕			I believe some discussions have occurred, but more discussions and surveys probably need to happen.
5		Monitor occupancy in residential streets as part of Council's ongoing review framework outlined in Section 2.4, particularly following the closure of all day car parks, to assess the requirement for a residential parking scheme.		✕	✕	Ongoing. Some monitoring has happened. Note that the closure of free all-day carparks has not occurred with Skipper Lane remaining a free all day carpark.

Action Item No.	Ref	Action Item	Quick wins	Medium term	Longer term	Status and comments
6	3.1.3	Collaborate with the private car park owners to prepare an integrated signage plan for the town centre, considering technology solutions such as dynamic signage and mobile apps /web based real time data to "find a park".			✕	Not actioned.
7		Install signs on approach to the town centre at the Channel Highway roundabout and Beach Road/Channel Highway intersection advising of available parking to the north or south of the Highway to reduce traffic circulation and improve pedestrian amenity.			✕	Not actioned.
8		Load maps showing the location of various parking areas on the Council website so that people can check where parking is available prior to undertaking a visit (especially if they only do so occasionally).	✕			Not actioned.
9	3.1.4	Consult with car park owners to agree an enforcement policy across the study area in line with Council's recommendation on monitoring private car parks (25 February 2016).	✕			Council manages enforcement for Channel Court. Not sure what consultation with landowners has taken place.
10		Investigate and action technology solutions for improving the efficiency and productivity of the enforcement team. It should be noted that the shorter the time restrictions (anything less than 2 hours) the more time consuming, expensive and ineffective manual enforcement activity is.	✕			Not progressed.

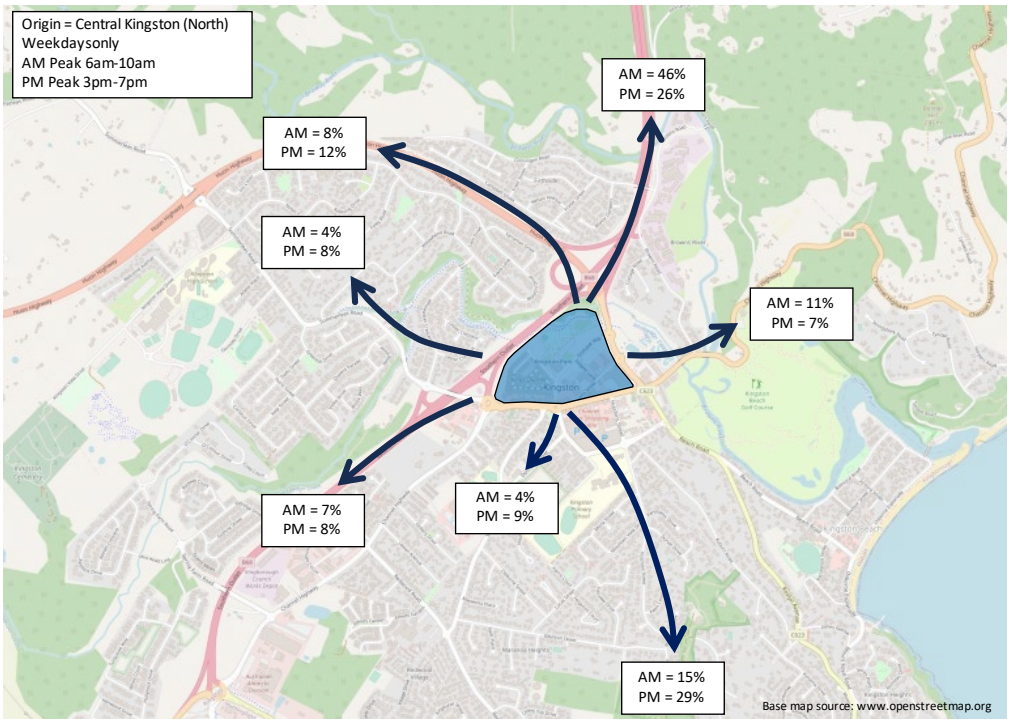
Action Item No.	Ref	Action Item	Quick wins	Medium term	Longer term	Status and comments
11		Conduct a publicity campaign utilising the local newspaper, Council website and social media to inform the community of the enforcement regime and the importance of enforcing time restrictions in managing parking availability.	✕			Campaign not conducted.
12	3.1.5	Monitor parking demand vs supply on an ongoing basis to determine if paid parking after a suitable free period is warranted to manage demand in off street car parks. If considered appropriate lobby private car park owners to agree with Council's strategy to achieve a balance between the demand for parking by long and short stay parkers.			✕	Ongoing action. Not aware of any lobbying to-date.
13		Monitor parking demand vs supply on an ongoing basis to determine if paid parking after a suitable free period is warranted to manage demand for on street parking.			✕	Ongoing action. Part of this current review.
Encourage more non-car trips						
14	3.2	Establish a framework to facilitate collaboration between Council and Metro aimed at optimising routes and improving amenity and frequency of service.	✕			Informal collaboration.
15		Install bike racks in strategic locations in close proximity to likely destinations.	✕			Partly actioned. Some bike racks installed at Kingston Park and as part of some new developments.
16		Survey the local community to determine whether demand warrants			✕	Not actioned.

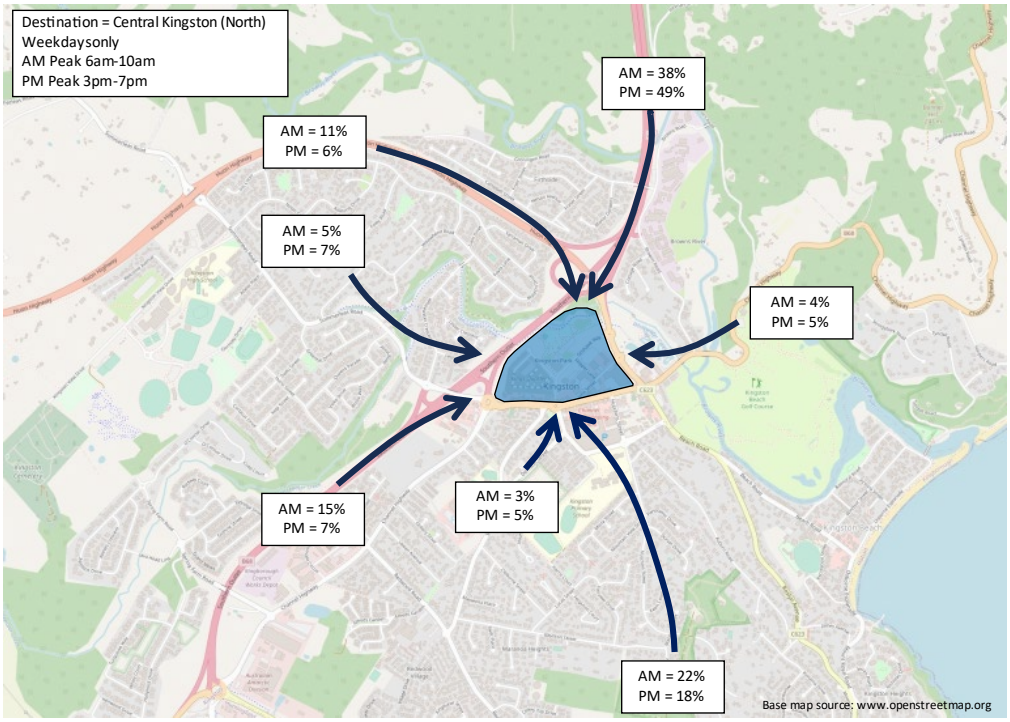
Action Item No.	Ref	Action Item	Quick wins	Medium term	Longer term	Status and comments
		the provision of a shuttle bus service, a public bike system and/or a car share scheme to supplement the public transport system. A shuttle bus could connect the Town Centre with other available parking available including parking adjacent to sporting fields etc.				
17		To increase kerbside supply provide motorcycle parking in areas deemed inappropriate for parking cars.	✕			Not actioned.
18		Work with local schools and businesses to promote travel smart initiatives (e.g. public transport, car-pooling, walking and cycling etc.).	✕	✕		Not actioned directly. However, initiative promoted through our bike committee.
19		Update the Council website to display maps of bike and walking routes with links to appropriate sites for public transport timetables.	✕			Active transport maps developed and on Council website.
Increase Supply						
20	3.3	Review parking areas where it is possible to maximise supply by formalising the parking area layout and clearly linemarking parking spaces e.g. Car Park 14, unpaved section of Car Park 10 and unpaved area adjacent to Channel Highway between Beach Road and Browns Road near the last bus stop to Hobart (in this year's capital works program).	✕			Actioned. Wetlands (Beach Road – Browns Rd unpaved area) paved/constructed. Denison Street car park paved/constructed. Temporary carpark constructed at Skipper Lane. Ongoing investigations re. parking supply options for when Skipper Lane area is developed.

Action Item No.	Ref	Action Item	Quick wins	Medium term	Longer term	Status and comments
21		Review proposed locations for Park N Ride car parks to satisfy the projected shortfall in all day parking.		✕		Actioned. Park and Rides constructed by DSG at Firthside and Huntingfield.
22		Assess parking demand before creating new parking in line with the provisions of Section E6.6.1 of the Kingborough Interim Planning Scheme 2015 and consider unbundling parking in new developments.	✕	✕	✕	Ongoing action.
23		Develop a cash–in-lieu contributions policy to enable efficiencies in parking provision given the current oversupply of short stay parking (< 3 hours).		✕		Policy developed and endorsed by Council in 2018 and reviewed again in 2022.
24		Review possible locations for overflow parking and publicise locations on the Council website and social media as appropriate. Overflow parking could be serviced by a shuttle bus to improve convenience.	✕			Noted Kingston View Drive as possible overflow parking area. However, shuttle bus service not deemed a priority at this stage.

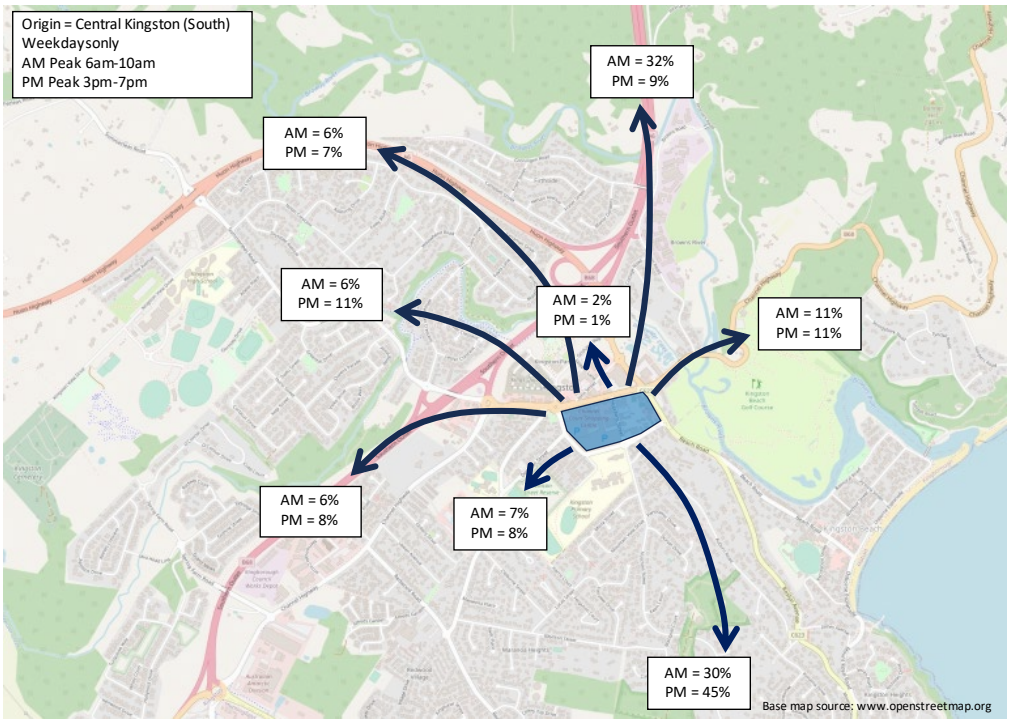
Appendix B. TomTom Data Findings

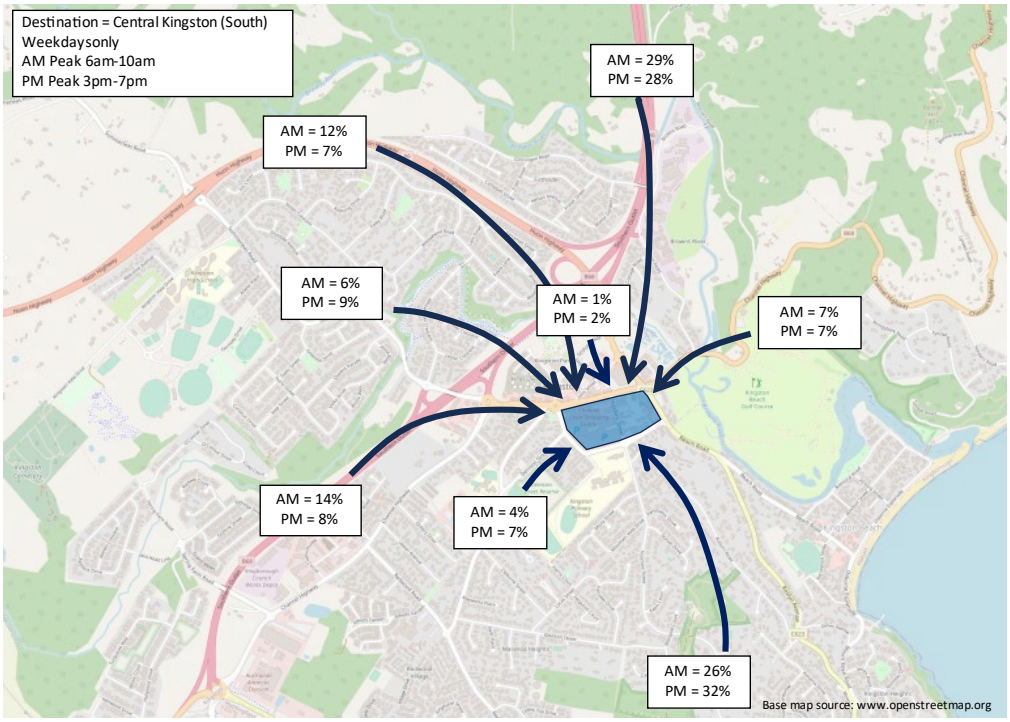
B.1 Kingston CBD North





B.2 Kingston CBD South





Appendix C. Parking Inventory

					Restriction			
Street	**Side**	**Between**			**Type**	**Hour**	**Day**	**Supply**
Corina Pl	North				Unrestricted			10
	South				Unrestricted			5
Jantina Pl	North				Unrestricted			9
	South				Unrestricted			10
Channel Hwy	East	Summerleas Rd	&	Corina Pl	Unrestricted			5
	East	Jatina Pl	&	99 Channel Hwy	Unrestricted			16
Westside Circuit Shopping Area	Off-street	KFC Area			Staff			2
					No Restriction			16
					Disabled			1
					Loading Dock			1
		Mcdonalds Area			No Restriction			29
					Disabled			1
					15min Park Only			4
		Repco Area			2P			32
					Disabled			4
					Loading Dock			1
		Hungryjacks Area			No Restriction			18
					Disabled			1
		Jaycar Area			1P			24
					Disabled			1
					Uneven Surface Area			35
		Dogwash & Carwash Area			No Restriction			10
		Vinnes & Salvos Area			2P			25
					Disabled			2
		Cellar Area			No Restriction			11
					Disabled			1
Woolworths	Off-street				2P			344
					Pick-up			4
					Disabled			8
					EV charging			2
					Service			1
					Loading			6
Channel Hwy	North	Summeleas Rd	&	Goshawk Wy	No Restriction			4
Maranoa Rd	East	Channel Hwy	&	Denison St	No Restriction			39
		Sophia St	&	Woolworth Exit	No Restriction			12
	West	Woolworth Exit	&	Channel Hwy	10 min		School Days	1
					No Restriction			43
	Private				2P (Parent and Staff Parking)			24
Sophia St	North	Maranoa Rd	&	Calvin Christian School	No Restriction			1
					Bus Zone/1P	BZ 8:00 - 9:00 AM, 2:00 - 4:00 PM 1P 9:00 AM - 2:00 PM	School Days	6
					No Restriction			5
	South	Calvin Christian School	&	Maranoa Rd	No Standing	8:00 AM - 4:00 PM	School Days	12
Denison St	West	Maranoa Rd	&	Freeman St	No Restriction			18
					No Restriction			14
					Residential Parking Area			10
	Sth-East	Freeman St	&	Car Park	2P			7
	East	Freeman St	&	Maranoa Rd	Residential Parking Area			11
Freeman St	East	Church St	&	Sherburd St	Reserve Employee			6
					Disabled			2
Kingston Primary School Parking	Off-street				No Restriction			62
Sherburd St	East	Freeman St	&	Freeman St	No Restriction			20
	West				No Standing	2:30 - 3:30 PM	School Days	18
Church St	North	Freeman St	&	Hutchins St	1/4 P	8:00 AM - 6:00 PM	Mon - Fri	6
Goshawk Way	South	Skipper Ln	&	Channel Hwy	1P	8:00 AM - 6:00 PM	Mon - Fri	4
	North	Storkbil Ln	&	Sparrowhawk St	1P			4
	North	Sparrowhawk St	&	Huon Hwy	3P			5
Sparrowhawk St	West	Whitewater Crk Trl	&	Goshawk Wy	No Restriction			3
	East				No Restriction			4
Kingston Park	Off-street				3P			63
					Disabled			4
Storksbill Ln	South	Paperbark Cres	&	Goshawk Wy	3P			14
	North				3P			13
					Disabled			3
					Visitor Parking			6
Hutchins St	East	Auburn Rd	&	38 Hutchins St	No Standing	8:30 - 9:30 AM, 2:30 - 4:00 PM	School Days	2
					No Parking	8:30 - 10:00 AM, 2:00 - 4:00 PM		7
					No Restriction			15
	West	38 Hutchins St	&	Mona St	No Restriction			9
		Mona St	&	Church St	No Restriction			4
					1/2 P			6
					2min, Pickup & Dropoff Zone	8:30 AM - 4:00 PM	School Days	3
					No Standing	8:30 - 9:30 AM, 2:30 - 4:00 PM	School Days	3
					1/2 P			9
Mona St	North	Olive Pl	&	Hutchins St	No Restriction			6
	South				No Restriction			6
Auburn Rd	North	Hutchins St	&	68 Auburn Rd	No Restriction			16
					No Restriction			5
	South	68 Auburn Rd	&	Hutchins St	No Restriction			6
					Bus Stop			1
					No Restriction			10
	West	Auburn Rd	&	Church St	3P	8:00 AM - 6:00 PM	Mon - Fri	5
	North	Auburn Rd	&	Beach Rd	No Restriction			6
	South				No Restriction			7

					Restriction			
Street	**Side**	**Between**			**Type**	**Hour**	**Day**	**Supply**
Skipper Ln	West	John St	&	Goshawk Wy	1/4 P	8:00 AM - 5:00 PM	Mon - Fri	2
					2P	8:00 AM - 5:00 PM	Mon - Fri	6
					No Restriction			5
Channel Hwy	South	Hutchins St	&	Freeman St	Closed for construction			0
					Closed for construction	8:00 AM - 6:00 PM	Mon - Fri	0
	North	Goshawk Wy	&	Huon Hwy	Closed for construction			0
Church St	South	Beach Rd	&	Hutchins St	3P	8:00 AM - 6:00 PM	Mon - Fri	3
	North	Hutchins St	&	Beach Rd	3P	8:00 AM - 6:00 PM	Mon - Fri	8
Huon Hwy	West	Channel Hwy	&	John St	2P	8:00 AM - 6:00 PM	Mon - Fri	14
Denison St Car Park	Off-street				No Restriction			70
John St Car Park	Off-street				Disabled 2P	8:00 AM - 6:00 PM	Mon - Sat	10
					2P	8:00 AM - 6:00 PM	Mon - Sat	15
					No Restriction (All Day Parking)			43
					No Restriction (Uneven Surface)			25
					Dental Care Use Reserve			3
Skipper Ln Car Park	Off-street				No Restriction			150
					Motobike Space			4
					Disabled			4
Channel Hwy Car Park	Off-street	Wetlands			No Restriction			15
					Bike Space			2
					Disabled			1
Firthside Park & Ride	Off-street				No Restriction			41
					Motobike Space			3
					Disabled			3
Huntingfield Park & Ride	Off-street				No Restriction			166
					Motobike Space			9
					Disabled			5
					No Restriction (On Street WB)			19
					No Restriction (On Street EB)			14
Kingston Plaza & Coles Area	Off-street				2P			134
					Disabled			5
					Loading Dock			1
					Motobike Space			2
					GP Reserve			4
Kingston Plaza Staff	Private	Off John Street			Kingston Plaza Staff Only			38
Shiploads Area	Off-street				2P			132
					Disabled			8
7 John St Shopping Area	Off-street	Tas Health Care Parking Area			2P	8:00 AM - 5:00 PM	Mon - Fri	30
					Disabled	8:00 AM - 5:00 PM	Mon - Fri	4
					2P (Customer)			74
					Disabled (Customer)			7
					Vet Only			2
					Ogilivie Only			2
					Motobike Space			1
					X-ray Only			3
					Permit Only			15
Channel Court	Off-street	Basement			3P			443
					Disabled			14
					Parents with prams			4
					Seniors			6
					30-min express			19
		Ground			3P			309
					4P			63
					Disabled			8
					Parents with prams			9
					Seniors			8
					30-min express			18
Channel Court access road (next to RACT)	Off-street				1P			11
					Disabled			1
Channel Court access road (west of civic centre)	North				3P	8am-7pm		5
	South				3P	8am-7pm		5
Library	Off-street	West side of Hutchins St			2P			36
58 Channel Hwy	Private	West of Freeman St						5
56a Channel Hwy	Private	West of Freeman St						4
52-56 Channel Hwy	Private	West of Freeman St						26
50 Channel Hwy (Kingston Free Presbyterian Church)	Private	West of Freeman St						20
48 Channel Hwy	Private	West of Freeman St						7
45 Channel Hwy	Private	East of Freeman St						8
46 Channel Hwy	Private	West of Freeman St						4
42-44 Channel Hwy	Private	West of Freeman St						4
21 John St (Zap Fitness)	Private				Staff and customer			35
Kingston Community Health Centre	Private							35
32-34 Channel Hwy	Private				Staff			9
Cnr Freeman and Channel Hwy	Private							16
33 Channel Hwy	Off-street	Rear of westpac			1/4P			7
29 Channel Hwy	Off-street	Rear of restaurants			Timed (unknown)			7
					Disabled			1
Police station	Private				Staff			20

					Restriction			
Street	**Side**	**Between**			**Type**	**Hour**	**Day**	**Supply**
17 Channel Hwy	Off-street	Rear of fish and chip shop			1/2P			3
Civic Centre	Off-street				1/2P			36
U3A Kingborough	Private	Access off Church St						40
10-14 Church St	Private	Cnr Hutchins/Church			Staff and customer			35
St Aloysius Catholic Church	Private							45
127-131 Beach Rd	Private	private (church) - long term parking arrangement with Council						52
6 Freeman St	Private							9
16 Freeman St	Private	Rear of shops			Staff			20
Christian Reformed Church of Kingston	Private	17 Denison St						53

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