

INADEQUATE NORTH ALBERT ROAD VEHICLE PARKING

- A TOWN PLANNING NIGHTMARE IN THE MAKING -

1. Issue

Future vehicle parking availability in north Albert Road will be so limited – following the completion of the Anzac Station project in 2025 - that it will greatly impact on the capacity of service-providers to meet the requirement of residents which will have a very negative impact on their daily lives and ability to function normally.

2. The Facts – A Summary

Parking bay availability in north Albert Road will be decimated with the completion of the Anzac Station project.

This will see vehicle parking bays (including loading bays) dramatically reduced in number from 136 currently (and more than 150 before station construction commenced) to approximately 30 in total. This represents a 78% reduction.

By comparison, apartment numbers in north Albert Road have increased by 743 to 1,077 since 2015 - or by 223% - a major increase by any measure.

In addition, six other properties are likely candidates for future redevelopment as high-rise apartment towers. This would add a further 1,000 plus apartments to this section of Albert Road - consistent with its designation by the State Government in DDO26 as an area for high density development.

Residents on north Albert Road are faced with the prospect of there being 2,000 plus apartments in the street and just 30 on-street vehicle parking bays.

Greatly increased apartment development in north Albert Road – and the likelihood of even greater redevelopment in the future – is being juxtaposed by an enormous reduction in on-street parking bay availability. The two are entirely inconsistent.

Furthermore, it is likely that another 720 vehicle parking bays will be lost from the sub-precinct with the proposed re-development of two commercial car parks, one in Bowen Crescent/Lane and the other in Palmerston Crescent. Both within a stone's throw of north Albert Road.

3. Location

North Albert Road – between St Kilda Road and Kingsway – has a Y-shape, along the sides of which are 136 vehicle parks (including 7 DDA and 1 loading bays) currently. Prior to work on the Anzac Station commencing, there were more than 150 vehicle parking bays in north Albert Road. Such was the ready availability of parking in this part of Albert Road that the City of Port Phillip did not require the developers of several residential towers to provide space for visitor parking.

North Albert Road is mostly lined by high-rise residential and commercial buildings. Seven are residential towers which house 1,077 apartments refer Appendix 1. Other buildings include the Albert Road Clinic (an in-patient facility) and eight office buildings. Eleven of these building have crossovers onto north Albert Road.

A more detailed description of the area is outlined in Appendix 2.

4. Current Parking Issues

As a direct result of the building of Anzac Station there has been a significant reduction in the number of parking and on-street loading bays on the western side of north Albert Road. With only one loading bay provided currently on this side (previously 7) and only 2-3 proposed as part of the masterplan this has enormous implications for the functionality of buildings and safety of users in Albert Road ongoing.

The small number of on-street loading bays in north Albert Road and the complex/restricted rear-lane access to buildings located on the western side of the street, has led to significant and additional parking pressures in the area - including a reduction in available bays for visitor parking; hold ups in traffic flows; as well as unsafe conditions for pedestrians and cyclists trying to navigate their way around various traffic obstacles. These chaotic conditions are outlined in detail in Appendix 3 (including photographic evidence).

5. Future Parking Issues

Limited Access for Service-Providers

As noted, proposals for the extension of the Albert Road Reserve (ARR) – as part of the Anzac Station project – will see the number of vehicle parking bays reduced to approximately 30, excluding loading (2-3), down from the total of 136 currently (and down from more than 150 previously). It is understood most of the proposed loading bays will be restricted to Anzac Station related traffic.

The ARR will be extended to incorporate what are now the central and eastern sections of north Albert Road – all the way down to Kingsway, such that vehicle parking in this section of north Albert Road will be completely eliminated in these areas. This will greatly impact on the capacity of service-providers to meet the services requirements of residents (refer Appendix 4 for detail) on the eastern side of north Albert Road. The negative impact that will have on the day-to-day lives of residents cannot be overstated.

In these circumstances, the competition for the remaining and very limited parking – restricted to the western side of the street - amongst the trades-people and other service-providers seeking convenient access to apartments and businesses located on north Albert Road will be even more intense and chaotic than it is currently.

Demand for On-Street Parking

The demand for on-street parking is partially due to the service needs of large apartment towers and those that live in them. It is not generally understood that large residential towers, some with several hundred apartments, generate a very significant level of service-provider and visitor traffic. This is outlined in

Appendix 4 which shows three days taken at random from a six-week survey conducted at 1 Albert Road recording the service-provider and visitor traffic coming to and from the building. In fact, the daily average across the six-week survey period was 26.5 service-provider/visitor visits.

Pro rata this across all the apartment buildings in north Albert Road on the basis of number of apartments (refer Appendix 2), and there is an average of 260 service-provider and visitor movements per business day.

Appendix 4 shows an analysis of the categories of service-providers that visited 1 Albert Road on three days chosen at random. The significance of this is that 66% of these service-providers require longer-term parking (1 hour plus). Many also come with tools and equipment that are needed for their work which necessitates the availability of conveniently located vehicle parking.

While some buildings have limited visitor parking – many of which are not suitable for large service-provider vehicles – others do not have any such visitor-parking availability.

6. Anzac Station Ramifications

Once completed Anzac Station and the ARR will become a major transport interchange with a projected 30,000 passenger movements per business day. The negative consequences for the remaining western side of north Albert Road – where all vehicle parking will be located - will be immense.

The ARR will be the primary entry and egress point for the station and the western side of north Albert Road will be a major access route and drop-off/pickup point for passengers.

The limited parking opportunities will lead to traffic congestion and road safety issues as drivers double park etc to get access. Others, including service providers, will park in crossovers and on footpaths – as they often currently do (refer Appendix 3).

On the eastern side of north Albert Road, the distant parking proximity to apartment and other buildings will be such as to discourage service-providers (and visitors) from attending to call outs.

7. Conclusion

It has been established that:

- the limited number of vehicle parking bays on the western side of north Albert Road currently leads to traffic conditions which are unsafe for motorists and pedestrians alike;
- the completion of the Anzac Station project; the accompanying large-scale reduction in vehicle parking bay availability; together with significantly increased vehicle and pedestrian traffic will further exacerbate this situation and lead to even greater traffic chaos and safety issues for drivers and pedestrians;
- the proposed parking plans would substantially diminish access to convenient on-street parking bays, which will negatively impact on the capacity of the many service-providers to meet the service demands of residents, businesses and building OC's;
- this will substantially and negatively impact on the daily lives of apartment residents by making the provision of household services more difficult to obtain and uncertain (refer Appendix 4 for detail) and will be a major negative factor in the quality of their lives. Businesses in the area will be similarly affected, as will OC's.
- the daily lives of residents will also be much diminished as visiting by family and friends will be made so much more difficult. For elderly residents in particular, this will be a major negative in the quality of their lives.

Once made, these very significant reductions in vehicle parking will be permanent changes that will not be undone.

As the north Albert Road administrator, the CoPP is the major stakeholder in the area. It must bring all its influence to bear on Government to rectify what will be a highly adverse town-planning outcome, the negative repercussions of which will reverberate for decades to come.

8. Community Support

The following Chairs from all the major apartment buildings in north Albert Road strongly support this proposal.

- Lou Raunik, Chair
Albert Tower Owners Corporation
38 Albert Road
- David Curry, Chair
Domain H & U Owners Corporation
18 Albert Road
- Graeme Donoughue, Chair
Emerald Owners Corporation
35 Albert Road
- John Rosenberg, Chair
Fifty Albert Owners Corporation
50 Albert Road
- Geoff Shepherd, Chair
Hallmark Owners Corporation
2 Albert Road
- Ken Roche, Chair
The Domain Owners Corporation
1 Albert Road

The G12+ Domain Precinct Residents Group has also confirmed its support for this proposal.

NORTH ALBERT ROAD

APARTMENT BUILDINGS

	<i>Number Apartments</i>
1 Albert Road	105
2 Albert Road	155
18 Albert Road	36
35 Albert Road	291
38 Albert Road	158
50 Albert Road	294
70 Albert Road	38
TOTAL APARTMENTS*	1,077

**28 Albert Road currently has planning approval for the development of 55 apartments. A further permit application has been made for 43 apartments and 88 hotel rooms.*

THE AREA

There are twelve buildings to the western side of Albert Road, eleven of which directly face Albert Road. The exception is the Hallmark building at No 2-14 which has vehicular access from Park Street and loading/emergency vehicular access directly off St Kilda Road. Eight of the eleven buildings facing Albert Road have crossovers including five being double width. With the exception of Domain Hill at number 16-18 all buildings have some form of rear vehicular access as well.

There are four buildings located to the eastern side of Albert Road with two crossovers including a double one for The Domain at 1-29 Albert Road and a single one for the adjacent Albert Road Clinic at 31-33 Albert Road. All four buildings have some form of vehicular access from the rear via Bowen Lane.

Whilst some of the sixteen buildings have internal loading or waste management facilities those on the western side are not easily accessed from complex rear laneways. Additionally, many of the buildings have restrictions in loading bay size and head heights. This results in the majority of vehicles servicing these buildings to seek parking on street in Albert Road for delivery and loading purposes.

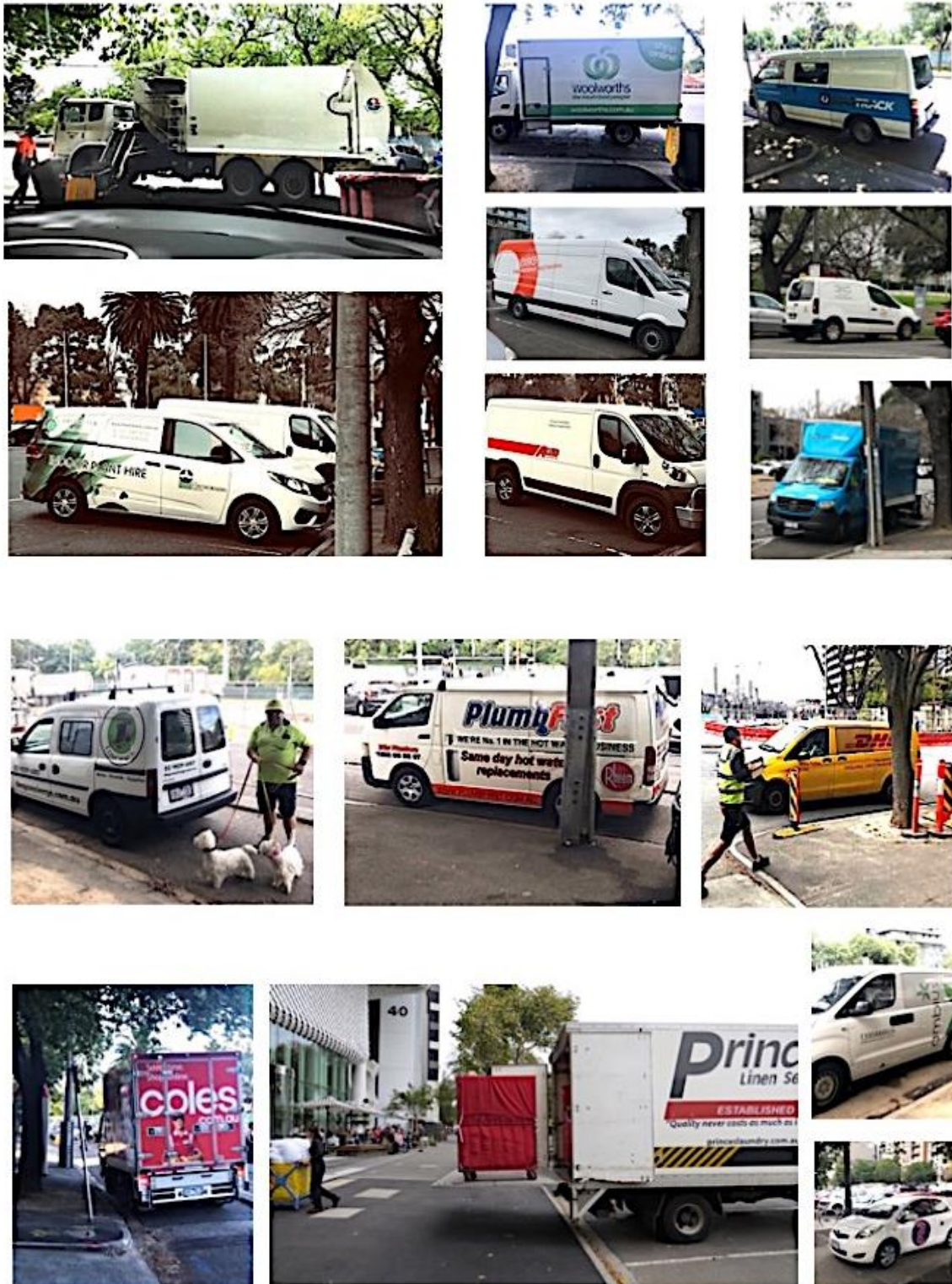
LOCATION OF BUILDINGS NORTH ALBERT ROAD



KEY ISSUES ARISING FROM LIMITED PARKING AVAILABILITY IN NORTH ALBERT ROAD

- Occupation of 2 or more parking bays by oversized loading vehicles resulting in a reduction of availability of on-street bays for visitor parking;
- Parking on footpaths;
- Parking across – too close to mid-block pedestrian crossing;
- Parking over crossovers and blocking of access to driveways;
- Parking / loading in no-standing zones;
- Use of accessible (DDA) parking bays for loading;
- Double parking on street;
- Obstruction of bicycle lanes and resultant increase on cyclists riding on footpaths;
- Unsafe conditions for pedestrians and cyclists trying to navigate their way round obstacles;
- Unsafe “U” turns;
- Additional street congestion from vehicles circling surrounding street network in search of available parking;
- Increase in contractors working out of hours at night/ weekends contrary to CoPP policy due to unavailability of parking bays during normal hours of work;
- Hold ups in traffic flow along Albert Road.

VISUALS TAKEN IN NORTH ALBERT ROAD



Examples of typical vehicles servicing buildings in north Albert Road



Deliveries and pickups involving blocking of Keep Clear zone, driveways to buildings and impeding of cyclists.



Common occurrence of vehicles parking in no standing zones to Albert Road Reserve side involving unsafe transfer of goods across roadway.



Parking in Keep Clear and No Standing zones.



Frequent kerbside parking and drop-offs in close proximity or over mid-block pedestrian crossing impeding pedestrians and safe sight lines of pedestrian movements.



Frequent parking of vehicles on footpath impeding pedestrians and sight lines of vehicles exiting from basement carparks. Common use of DDA parking bays for loading.



Frequent “U” turns of vehicles in Albert Road resulting in impeding of cyclists and cars. Backing over crossovers resulting in safety issues for pedestrians and obstruction of driveways



CoPP vehicles required to park on verge and crossing due to lack of available parking areas.



Footpath issues with cyclists not dismounting compromising safety of pedestrians and residents entering and exiting buildings



Cyclists using footpath and forced off bicycle lane into traffic due to double parking. Safety issues for tradespersons with cars accessing driveways to the immediate rear of trucks being unloaded.



Loading primarily undertaken on street resulting in double parking, multi-use of bays, impeding of pedestrians, cyclists and cars.

THE DOMAIN APARTMENTS

SERVICE PERSONNEL AND VISITOR MOVEMENT CATEGORIES*

	31 JAN 2018	12 FEB 2018	14 MAR 2018	NOTES**
Air-Con Services	3	1	1	3
Australia Post	2	2	2	3
Builders	3	3	3	5
Carpet Layers	1			1
Couriers	2	8	4	4
Cleaners	2	1	4	4
Dry Cleaners	2	1		3
Electricians			1	2
Fire Services		1		3
IT Personnel			1	3
Medical Aid	1	1	1	4
Personal Trainers	1	2	1	4
Plumbers	1	1	3	2
Project Manager	1		1	4
Real Estate Agents	1	1		4
Rubbish Collection		1	2	1
Visitors	6	9	5	4
Window Cleaners	1			2
Window Technicians	1			2
TOTAL	28	32	29	

****NOTES: 1=truck; 2=ute; 3= van; 4=motor car; 5=visitors**

*Analysis of service provider personnel and visitor movements at 1 Albert Road between 8.00am to 4.00pm in various categories over 3 days – based on recorded visits.

The three days surveyed in detail do not record visits/deliveries etc made by other regular service providers during later hours or on other days; such as:

- aged care
- food and alcohol
- fast food
- florists
- removalist
- RACV
- dog walking
- telecom services