



**CITY OF BOROONDARA**

**PARKING MANAGEMENT POLICY**

<b>Date Resolved By Council</b>	8 November 2006
<b>Commencement Date:</b>	8 November 2006
<b>Responsible Directorate:</b>	City Works

# **PARKING MANAGEMENT POLICY**

## **1. INTRODUCTION**

Boroondara is home to a diverse mix of residential, commercial, educational and public transport precincts. This by its very nature brings a varying demand for public parking.

Planning for the provision of parking infrastructure and the management of parking in consultation with the community, including enforcement, is a core function of the Boroondara City Council. Parking impacts on residents and visitors to Boroondara and for many is an integral part of their daily life.

In some areas, particularly near activity centres, the demand for parking spaces exceeds the supply at peak parking demand. Without careful planning and management, the problems associated with parking are likely to increase in the future, exacerbated by factors such as the current trend of increasing car ownership per household and changing patterns of land use in and around Boroondara, which result in higher development density.

Parking is one of the key challenges facing Council in order to achieve its vision for the municipality. Appropriate parking supply policies and parking infrastructure management also have the potential to shape peoples' choices in their travel mode and travel behaviour.

The Parking Management Policy provides overarching principles and goals, objectives and strategic initiatives intended to guide future actions related to parking to maximise its effectiveness, be it to provide access to commercial areas or to maintain an appropriate level of residential amenity.

## **2. VISION**

Within 10 years, the City of Boroondara will have an equitable and balanced distribution of parking infrastructure throughout the municipality achieved via a consultative approach with the affected community. Parking management policies are effective in reducing the trend of motor vehicle use and ownership and help to share the cost of parking infrastructure equitably. This provides all users (including the elderly, disabled, workers, shoppers, children, students, traders, residents and visitors) with safe and appropriate access to parking in Boroondara whilst enabling adequate road access for pedestrians, cyclists, emergency vehicles, buses and street maintenance and delivery vehicles.

## **3. GUIDING PRINCIPLES**

The following 13 Guiding Principles have been developed to provide a foundation for the implementation of changes required to parking infrastructure and parking management.

Principle 1 Promote a safe, accessible and sustainable road environment for all road users.

Principle 2 Manage parking and parking infrastructure throughout the municipality, in an equitable and balanced manner.

- Principle 3 Residents have an expectation of parking availability, however, this cannot be guaranteed in every case. Streets are for a diverse range of road users (including but not exclusively for cars), and parking is a valid but conditional use of public space where the cost of using this space should be recognised. Generally residents will receive priority over non-resident parking demands.
- Principle 4 Recognise that the problems associated with parking are dynamic and need to be addressed at the street or area level. Parking issues can be caused by many factors and cannot be attributed to any one single group.
- Principle 5 When approaching localised parking problems in the municipality, apply local street reviews, as a primary resource and before considering the development of precinct based proposals.
- Principle 6 Consult key stakeholders when developing parking proposals, or in major other decision-making processes that involve parking and parking infrastructure.
- Principle 7 Consider a wide range of policy tools (incentives and disincentives) and new transport technologies to improve parking in Boroondara. For some approaches and technologies, local pilots may be required.
- Principle 8 Recognise the importance of curbing demand for on-street parking generated by many factors (such as increases in the population in Boroondara and new developments).
- Principle 9 Facilitate access to commercial activities and other community facilities without negative impacts on residents.
- Principle 10 Existing residents with no private off-street parking should have on-street parking available in the vicinity of their residence after normal business hours.
- Principle 11 Recognise the hierarchy of users entitled to park on-street and in car parks and that parking restrictions should be applied to ensure that parking is shared in a balanced manner amongst these users.
- Principle 12 Devise coordinated solutions to the city's growing parking problems by working with other councils and the State government.
- Principle 13 Ensure parking infrastructure design, construction and management are environmentally friendly, encourage street revitalisation, improve amenity and community safety and increase economic activity.

#### 4. GOALS

In order to apply these Guiding Principles, the following *Strategic Goals* have been developed:

- Goal 1* To develop effective and efficient public participation processes to facilitate the implementation of parking proposals.
- Goal 2* To encourage fair and balanced use of parking infrastructure by effectively enforcing parking laws.
- Goal 3* To use parking proposals as a tool to balance the parking needs in the City of Boroondara utilising the adopted hierarchy.
- Goal 4* To develop Precinct Parking Plans, following the adoption of this Parking Management Policy, with the required guidelines to define, develop and review parking in identified areas.
- Goal 5* To develop the required measures to ensure that newly constructed developments do not rely on the streets to meet their parking needs.
- Goal 6* To encourage property occupiers to maximise the use of private off-street parking.
- Goal 7* To identify where fee parking may be required to reflect scarce resource availability.
- Goal 8* To improve the use of parking infrastructure and allow maintenance by implementing appropriate restrictions.
- Goal 9* To increase transport choices and implement travel demand management actions.
- Goal 10* To develop the required procedures to inform current and new residents or occupiers of the parking policies in Boroondara.

## 5. DEFINITIONS OF USE

The following user groups have been identified as those who desire access to on-street parking or space that could be used for on-street parking. Identifying the user groups is the first step towards working out how to apportion scarce on-street space amongst these user groups.

Bike racks	on-street bank of bicycle parking hoops
Bus parking	on-street parking bay for use by buses other than scheduled public transport uses
Car sharing	on-street parking bay for use by formalised car sharing schemes
Customers/Shoppers	people destined for shopping/business, clients/patients, customers or other commercial interests etc
Disabled	on-street parking bay for use by people with disability in accordance with Council's <i>Disabled Parking Policy</i> (attached to this document).
Drop-off/Pick-up	drop-off/pick-up zone typically associated with schools
Loading zone	on-street kerb-side space used by commercial vehicles for goods delivery
Local employees	employees of local institution / commercial organisation
Park and ride	commuters using streets of Boroondara for park-n-ride (long-term parking)
PT zone	kerb-side space related to public transport (tram/bus) or taxi
Residential	residents of households fronting the street section
Residential visitors	visitors destined for households fronting the street section
Short-term users	parking of short-term duration e.g. 15 min or 30 min

## 6. STREET/LAND USE CATEGORIES

This guideline applies to two generic categories of street/land use. These are:

- Shopping strips
- All other streets

In both of these land-use categories, kerb-side space required for traffic safety reasons and/or emergency purposes (e.g. ambulances, police) and/or access to off-street parking takes precedence over all other uses.

## 7. APPLICATION OF HIERARCHY

This Hierarchy is intended to be applied by Council to help guide decisions about the design of on-street parking restrictions and the use of kerb-side space. The Hierarchy is intended to address the Key Council Direction of Roads for Communities.

In both land-use categories, the Hierarchy identifies which user groups Council should cater for first or as a higher priority. This does not necessarily mean that lower priority uses will have no access to on-street space in the relevant land-use categories but that the higher-priority uses will be catered for first or that the parking restrictions will be designed to provide best access for higher-priority uses.

For example, in shopping strips, local employees could find parking spaces near their employment but the restrictions will be designed to make these spaces unattractive or unavailable for long-term parking through the use of time restrictions or parking meters. The reason for this is that Council considers the use of kerbside space in shopping strips, a higher priority for use by customers.

In another example, in predominantly residential streets, some car parking spaces may be set-aside for shopping centre customers after the needs of residents have largely been met.

It is noted that Clearways impact on parking availability in some areas. The introduction and management of Clearways is the responsibility of VicRoads in accordance with the Road Management

Act. The Code of Practice for Clearways outlines the procedures for VicRoads if it proposes modification of Clearways.

## 7.1 Shopping Strips

Definition:

Refers to the main shopping streets of Burke Road/Camberwell Junction Camberwell, Glenferrie Road Hawthorn, High Street/Kew Junction Kew, High Street Ashburton, Whitehorse Road Balwyn and Burwood Village Shopping Centre, as well as other shopping strips like North Balwyn Village, Greythorn Shopping Centre, Boroondara Shopping Centre, Hartwell Shopping Centre, Deepdene Shopping Centre and others.

A comprehensive listing of all 42 shopping strips in Boroondara are shown in **Attachment A** with a listing of each of Boroondara's 35 Neighbourhood Centres, divided into Priority and Secondary centres shown in **Attachment B**. Officers within the Strategic Planning section have categorised the neighbourhood centres on a Priority and Secondary basis as follows:

1. The potential changing / expanding role of the centre;
2. The existence of nearby public transport networks;
3. Existing Planning Scheme provisions; and
4. Whether any strategic work was being undertaken on the centre (e.g. UDF).

The table below indicates the hierarchy of priority when designing parking restrictions and allocating kerb-side space for the various users in **shopping strips**.

<b>Highest Priority</b>	
Disabled	In accordance with identified needs and relevant published standards. The <i>Disabled Parking Policy</i> is attached.
PT zone	Typically tram/bus stop or taxi rank.
Loading zone	Where off-street loading is not provided.
Bike racks	Where space for footpath bicycle parking is not available
Drop-off/Pick-up	Short term parking for drop-off/pick-up.
Customers/Shoppers	Time restrictions to vary from 15 minutes to 2 hours as required by the nature of the business/service, for example short term for post office, dry cleaner, couriers and longer term for consultations, hairdressers, restaurants and cafes.
Residential (including visitors)	Only applies in smaller centres with a mix of shops and residences; requires balancing of economic needs of the strip and surrounding residential amenity.
Traders and local employees	Local employees should not park in shopping strips where this undermines parking turnover that supports the businesses, but should be encouraged to use non car based transport or in trader permit zones (if available).
Park and Ride	Parking for commuter use will only be considered where deemed to be appropriate and not to impact on residential amenity or economic viability.
<b>Lowest Priority</b>	

In **shopping strips**, an evaluation process in accordance with the Hierarchy would include the following steps, prior to the development of options for consultation with the stakeholders:

1. Ensure that some parking spaces are allocated for people with disabilities in accordance with disabled persons parking requirements.
2. Establish kerbside space for the tram or bus stops or taxi drop-off at suitable spacing in conjunction with the public transport operators.
3. Locate loading zones for businesses for which no off-street loading exists. Loading zones are located where their shared use can best be maximised by retailers/businesses.
4. If footpath space is inadequate to install bike racks/hoops for parking bicycles, a kerb extension may be constructed at the kerb side for placing the bike racks.
5. Where necessary, space for drop-off or pick-up locations at schools, train stations etc. is provided.
6. The bulk of the remaining kerbside space is allocated to time restricted parking to cater for the general needs of customers. Time restrictions are designed to encourage turn-over whilst allowing sufficient time to engage in the prevailing businesses/retail activities.
7. The need for bus parking is then considered - these could include school and private buses.
8. Parking spaces for formal car-sharing schemes would then be allocated where this serves the shopping strip businesses or residential properties fronting the street.
9. In Shopping Strips where some residential properties front the street, parking permit conditions may then be applied for to allow residents long-term parking along the residential frontage.
10. Where some longer-term parking, eg 4P, 5P or 6P can be introduced without adversely impacting on customers, it may be introduced to offer local employees another option. However, this is not generally encouraged.
11. In general, no provision is made for Park-n-ride in shopping strips.

## 7.2 Other Streets

Definition: Refers to all streets or sections of street within the City of Boroondara not covered under Shopping Strips.

<b>Highest Priority</b>	
Disabled	Where individual residents qualify and no off-street parking exists. The <i>Disabled Parking Policy</i> is attached.
PT zone	Typically bus stop/ taxi drop-off
Drop-off/Pick-up	Short-term parking for student drop-off / pick-up
Car sharing	One or two bays in areas of high scheme membership
Short-term/Loading Zone	For local activity e.g. corner milk bar (minimum 1 bay) to support a local business
Residents + their visitors	Time restricted e.g. 1P or 2P and/or permit parking as required
Bike racks	Where space for footpath bicycle parking is not available
Customers/Shoppers	Where its provision does not adversely effect residential parking
Local employees	Where its provision does not adversely effect residential parking
Park and ride	Parking for commuter use will only be considered where deemed to be appropriate and not to impact on residential amenity or economic viability.
<b>Lowest Priority</b>	

# Note: Where it is necessary to introduce Permit Zones, this is generally done following the implementation of time based restrictions to which the abutting residents are exempt via the display of a current permit in their vehicle.

In **other streets**, an evaluation process in accordance with the Hierarchy would include the following steps, prior to the development of options for consultation with the stakeholders:

1. Ensure that some parking spaces are allocated for people with disabilities in accordance with disabled persons parking requirements.
2. Establish kerbside space for tram or bus stops at suitable spacing in conjunction with the public transport operators.
3. Provide space for any drop-off or pick-up locations at schools, train stations etc.
4. Allocate the bulk of the kerbside space to cater for the general needs of residents. This might include time restrictions or permit-only spaces including during evening hours depending on competing parking demand from other user groups.
5. Provide one or two spaces for any formal car-sharing schemes.
6. Allocate space for short-term parking or loading zones to support businesses such as milk bars located in predominantly residential streets.
7. Provide space for bicycle parking where this cannot be provided on the footpath.
8. Allocate some spaces to serve shopping or business customers where this does not adversely affect residential parking needs. This would generally be accomplished through the use of time restrictions and is usually determined through consultation/negotiation with stakeholders as part of an area-wide parking review.
9. Where some longer-term parking eg 4P, 5P or 6P can be introduced without adversely impacting on residents, it may be introduced to cater for local employees that have no other alternate. However, this is not generally encouraged.
10. No explicit provision is to be made for Park-n-ride. However it is acknowledged that at present some unrestricted parking spaces in low-demand areas are occupied all day by people travelling further into the Melbourne central business area.

Note that in streets of mixed or commercial use, for example where there are offices located on one side of the road and residential properties on the other side of the road, officers consider that parking for commercial uses should be provided on site as part of a proposal for a new development. The assessment undertaken as part of the planning permit referral process requires that all long and short term parking requirements are accommodated on site. In situations where this is unable to be achieved, officers allow the applicant the opportunity to demonstrate whether long or short term parking exists in on-street locations or off street car parks (public) in commercial areas. (Long term parking to be provided within 400 m of the proposal and short term parking within 150 m of the proposal). This can only be sourced in commercial or non residential areas.

This policy recognises the impacts of existing commercial uses where they generate parking demands extending into residential areas and result in the development of a parking strategy where residents and their visitors receive priority over non-resident parking demands.

## **8. PARKING MANAGEMENT ASSESSMENT CRITERIA**

### **8.1 Precinct Based Parking Analysis**

Analysis of parking needs in shopping areas is best completed on a precinct basis so that parking demands are not merely moved to the next street following the introduction of change. The following process has been identified as a mechanism to respond to parking needs on a strategic basis, rather than a reactionary need.

A program will be developed that will consider all shopping/commercial precincts over time.

1. Identify shopping centre (or identify priority system for all centres to be examined).
2. Define the precinct or study area boundary around the centre -This could be based upon reasonable walking distance for traders/customers.
3. Conduct an inventory of all on-street and off-street parking spaces within the study area. Include any back of shop parking

(Back of shop parking could be undertaken by site observation - survey or interview questionnaire will provide more accurate data, particularly if cannot sight to the rear area from the laneway to establish whether any vehicles can be parked to the rear of shop or number of vehicles parked).

4. Undertake comprehensive parking surveys, noting number plate details.  
Surveys to be summarised by:
  - duration of stay data
  - number of vehicles parked by time of day
5. Summarise traffic control infrastructure, public transport facilities, pedestrian and cyclist facilities within and in close proximity to the precinct
6. Summarise the perceived issues for the centre. Consider any inputs from the results of the parking surveys. There may be some merit in obtaining a list of issues from the traders so that any recommendations can take these issues into consideration. This may include direct consultation, as appropriate, to ensure that stakeholder views are incorporated.
7. Summarise floor areas by land use type.
8. Apply floor areas to planning scheme rates for theoretical analysis of required parking provision.
9. Undertake parking assessment for say a time period during daytime and evening periods on both a weekday and weekend day. This will establish parking demands and availability during these time periods.
10. Compare with actual parking demands recorded by parking surveys and identify areas of deficiency/surplus.
11. Recommendations should establish what measures are required to rebalance parking so that adequate provision exists for traders and customers at the centre and lead to the development of a preferred parking proposal.

Consultation with stakeholders on the proposal developed by officers would require survey questionnaires and/or meetings.

The listing provided in the 'My Neighbourhood' literature identifies around 35 'My Neighbourhood' centres which could be suitable for this type of assessment. Overall there are around 42 strip shopping centres in Boroondara, as well as a number of small clusters of specialty shops in residential areas, as shown in **Attachments A and B**.

## **9.0 IMPLEMENTING PARKING RESTRICTIONS**

If, following the considerations identified above, in the professional view of the Officers, parking restrictions are considered warranted the following process will be followed.

When applied to 'other streets', such as residential streets not in close proximity to shopping centres, this process can also be adopted. In this instance, upon notification of a parking issue, officers would undertake a site inspection or more detailed surveys to confirm extent of parking issue.

1. Development of a proposed parking strategy to treat the identified parking management issue. This needs to consider impact upon all stakeholders in the area.
2. Notify the Ward Councillor one week prior to distribution of the proposal to the community. Discussions on the proposal between Officers and the Ward Councillor are proposed in this time.
3. Consult with the affected community (abutting residents as a minimum) on the proposal via distribution of a letter outlining a description of the issue and proposal, diagram and questionnaire to seek the community's views on the proposal. Questionnaires will state that a assessment will be made based on the returned questionnaires, not the number distributed.
4. Amend the proposal if necessary following the community's comments. If there is a material change to the proposal, consultation would be recommenced.
5. Assess responses to questionnaires:
  - No minimum is set for a total response rate. It is considered that no response to a proposal shows that the proposal will be no worse than the current situation and that objectors to a proposal will be likely to submit a response. This has been the practice since April 2000. If the response rate is very low, nominally less than 15%, officers will redistribute or abandon the proposal.
  - If between 0% and 50% of responses support the Officer's proposal, abandon the proposal, unless, in the professional view of the Officer's the proposal is crucial to safety or the efficient management of parking. In this case, the matter will be reported to a Services Special Committee meeting.
  - If between 51% and 75% of responses support the proposal, abandon the proposal unless, in the professional view of the Officer's the proposal is crucial to safety or the efficient management of parking. In this case, the issue will be referred to the Director City Works for decision.
  - If between 76% and 99% of responses support the proposal, refer to the Manager Engineering and Traffic for decision.
  - If 100% of responses support the proposal, Officers will proceed with the proposal.
  - At any stage, Officers may refer a proposal to a Services Special Committee meeting due to the nature of the issue.

Note: In general, more than 75% of responses will be required to support a proposal before it would be implemented.

5. Notify the Ward Councillor one week prior to notifying the affected community of the outcome of the consultation.
6. Proceed to implement the proposal. This would involve a works request to the Infrastructure Services department for works to be undertaken.

#### **10.0 PARKING RESTRICTIONS – FEBRUARY 2006**

The parking restrictions that apply in the main activity centres of Ashburton, Camberwell, Hawthorn and Kew are shown in **Attachment C**.

**ATTACHMENT A**

**SHOPPING CENTRES IN BOROONDARA**

<b>SHOPPING CENTRE</b>	<b>LOCATION</b>
Alamein	Alamein Avenue and Victory Boulevard, Ashburton
Ashburton	High Street, Ashburton
Ashwood	High St and Warrigal Road, Ashburton
Auburn Village	Auburn and Burwood Road, Hawthorn East
Balwyn	Whitehorse and Balwyn Road, Balwyn
Balwyn East	Union and Belmore Roads, North Balwyn
Belford Court	Kilby and Belford Roads, East Kew
Bellevue	Bulleen Rd, North Balwyn
Belmore Heights	Balwyn and Belmore Roads, Balwyn
Boroondara	Balwyn Rd, North Balwyn
Burwood Village	Toorak Road, Camberwell
Camberwell Junction	Burke, Riversdale and Camberwell Roads, Camberwell/Hawthorn East
Camberwell South	Burke and Toorak Roads, Camberwell/Hawthorn East
Canterbury	Canterbury and Balwyn Roads, Canterbury
Church Street	Church St, Hawthorn
Cotham Village	Cotham and Glenferrie Roads, Kew
Deepdene	Whitehorse Road, Deepdene
Dickins Corner	Doncaster and Burke Roads, North Balwyn
East Camberwell	Canterbury Road, Camberwell
Glenferrie Hill	Glenferrie and Riversdale Roads, Hawthorn
Glenferrie Road	Glenferrie Rd between Barkers and Burwood Roads, Hawthorn
Golf Links Village	Camberwell and Glen Iris Roads, Camberwell
Greythorn	Doncaster Road, North Balwyn
Harp Village	High Street and Harp Rd, Kew
Hartwell	Toorak and Camberwell Roads, Camberwell
Hawthorn East	Tooronga Rd and Campbell Grove, Hawthorn East
Kew Junction	High St, Cotham Road, Princes St, Denmark St, Kew
Maling Road	Maling Road, Canterbury
Middle Camberwell	Riversdale Rd, Camberwell
Mont Albert	Union and Whitehorse Roads, Surrey Hills
Mount Street	Corner Mont Albert Road & Burke Road
North Balwyn Village	Doncaster and Bulleen Roads, North Balwyn
Peate Avenue	Toorak Rd and Peate Ave, Camberwell
Riversdale	Riversdale and Auburn Roads Hawthorn
Solway	Taylor St, Ashburton
Stradbroke	Burke and Belmore Roads, Balwyn/Kew
Surrey Hills	Union and Canterbury Roads, Surrey Hills
Though Road	Riversdale and Though Roads, Burwood
Tooronga Village	Toorak and Tooronga Roads, Hawthorn East
Upper Glen Iris	High St and Glen Iris Rd, Glen Iris
West Hawthorn	Burwood Road and Power St, Hawthorn
Willsmere Village	Willsmere Rd and Earl St, Kew

**ATTACHMENT B**

**NEIGHBOURHOOD CENTRES IN BOROONDARA**

<b>PRIORITY CENTRES</b>				
<b>Name</b>	<b>Potential Changing / Expanding Role</b>	<b>Public Transport</b>	<b>Overlays</b>	<b>Strategic Planning Work</b>
<b>1. Ashburton</b>	No	Bus, Train	None	N/A
<b>2. Ashwood</b>	Yes – appears to be undergoing increased change and attracting increased activity.	Bus	None	N/A (partially in City of Whitehorse)
<b>3. Auburn Village</b>	No – Future Heritage controls	Bus, Train	EAO, SBO, HO	Auburn Village Heritage Guideline (in progress)
<b>4. Balwyn</b>	No	Tram, Bus		Draft MyNeighbourhood Struct Plan Pilot (in Prog)
<b>5. Burwood Village</b>	No	Tram	None	BurwOod Village Centre UDF
<b>6. Canterbury/ Maling Rd</b>	No – Heritage controls	Bus, Train	HO, SBO, PAO	N/A
<b>7. Church St</b>	Yes – Changing primary role from conv retail to office and specialty retail.	Tram, Bus	HO, SBO, EAO	N/A
<b>8. Cotham Village</b>	No	Bus, Tram	None	N/A
<b>9. Dickens Cnr</b>	No	Tram, Bus	None	N/A
<b>10. Glenferrie Hill</b>	No	Tram	HO	N/A
<b>11. Greythorn</b>	No	Bus	DDO, SBO	N/A
<b>12. Harp Village</b>	Opportunity in large commercial strip.	Tram, Bus	None	N/A
<b>13. Hartwell</b>	Yes – Changing primary role from convenience retail to office and specialty retail. Supermarket proposal may add renewed life into retailing. Urban Village concept in Scheme is now redundant.	Tram, Train	SBO, EAO	N/A
<b>14. Middle Camberwell</b>	No, however previous interest in expanding capacity of supermarket.	Tram	None	N/A
<b>15. Mont Albert</b>	No	Tram, Bus	None	N/A
<b>16. North Balwyn Village</b>	Yes – Recent office development to add business support role to convenience role.	Tram, Bus	None	N/A
<b>17. Tooronga Village</b>	Yes – as per pending devt application.	Bus	SBO, CDZ	Tooronga Village UDF
<b>18. West Hawthorn</b>	Yes – as per UDF	Tram, Train	EAO	West Hawthorn UDF (in progress)

## SECONDARY CENTRES

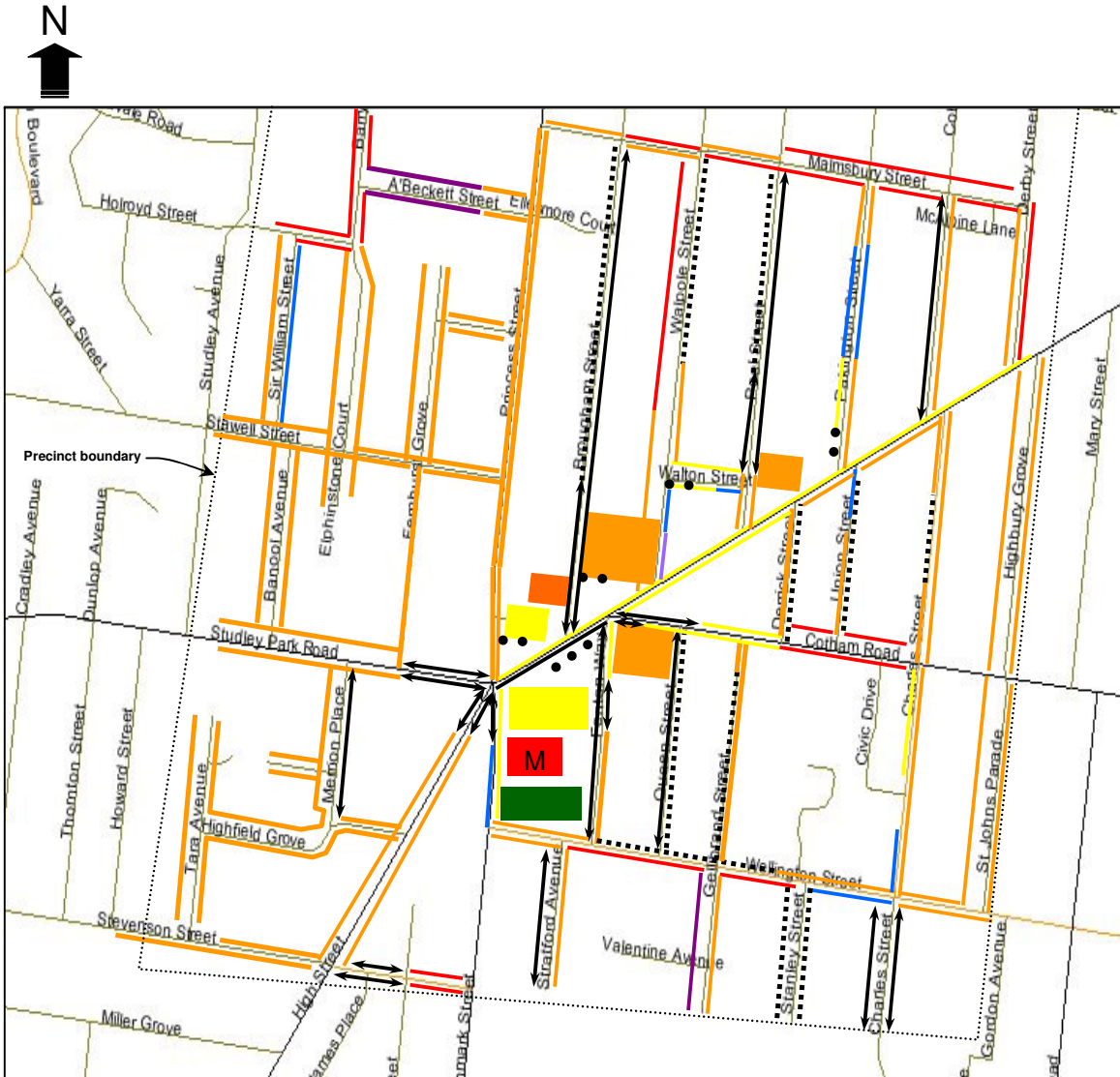
Name	Potential Changing / Expanding Role	Public Transport	Overlays	Strategic Planning Work
<b>19. Balwyn East</b>	No	Bus	None	None
<b>20. Bellevue</b>	No	Bus	SLO	None
<b>21. Belmore Heights</b>	No	Bus	None	None
<b>22. Boroondara</b>	No	Bus	None	None
<b>23. Burke/Mont Albert Rd</b>	No	Bus, Tram	None	None
<b>24. Canterbury/Burke Rd</b>	No	Tram	PAO	None
<b>25. Deepdene</b>	No	Bus, Tram	HO, EAO	None
<b>26. East Camberwell</b>	No	Bus, Train	PAO	None
<b>27. Golf Links</b>	No	Tram	HO	None
<b>28. Peate Avenue</b>	Yes - Recent office development has added business support role to convenience role.	Bus	None	None
<b>29. Riversdale</b>	No	Tram, Bus	SBO, EAO	None
<b>30. South Camberwell</b>	No	Tram	SBO, EAO	None
<b>31. Stradbroke Village</b>	No	Bus	None	None
<b>32. Surrey Hills</b>	No	Bus, Train	SBO, EAO	None
<b>33. Through Road</b>	No	Bus, Tram	EAO	None
<b>34. Upper Glen Iris</b>	Yes – Current Zoning B2. Convenience retail role may be under some threat if favour of specialty retail role.	Bus, Train	None	None
<b>35. Willsmere Village</b>	No	Bus	None	None



**Summary of Parking Restrictions in Ashburton Shopping Strip  
(February 2006)**












**Legend**

- 15 MINUTE
- 30 MINUTE
- 1 P
- 2 P
- 3 P
- 4 P
- ALL DAY
- DISABLED
- PERMIT
- NO STANDING
- TRADER PERMIT ZONE

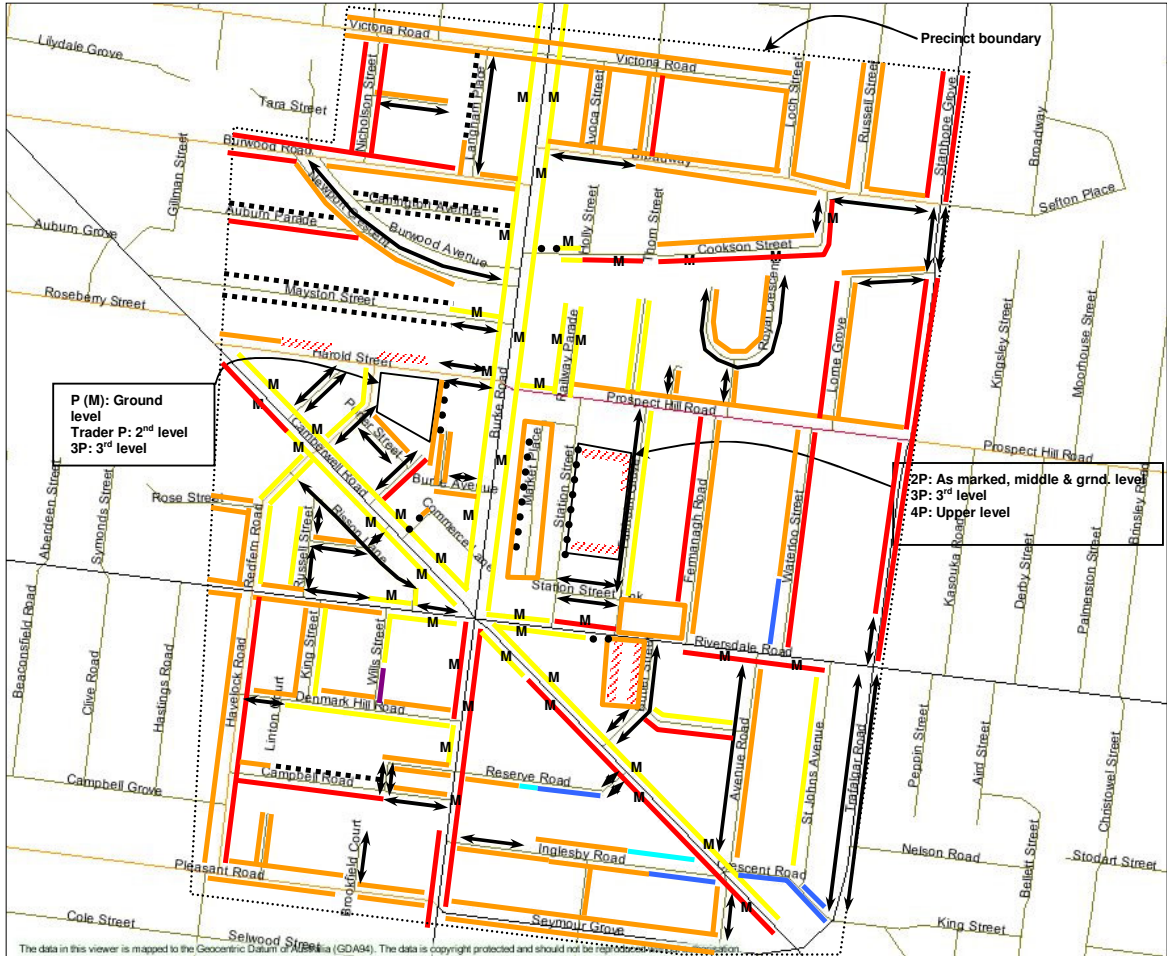


### Summary of Parking Restrictions in Kew Junction (February 2006)

#### Legend

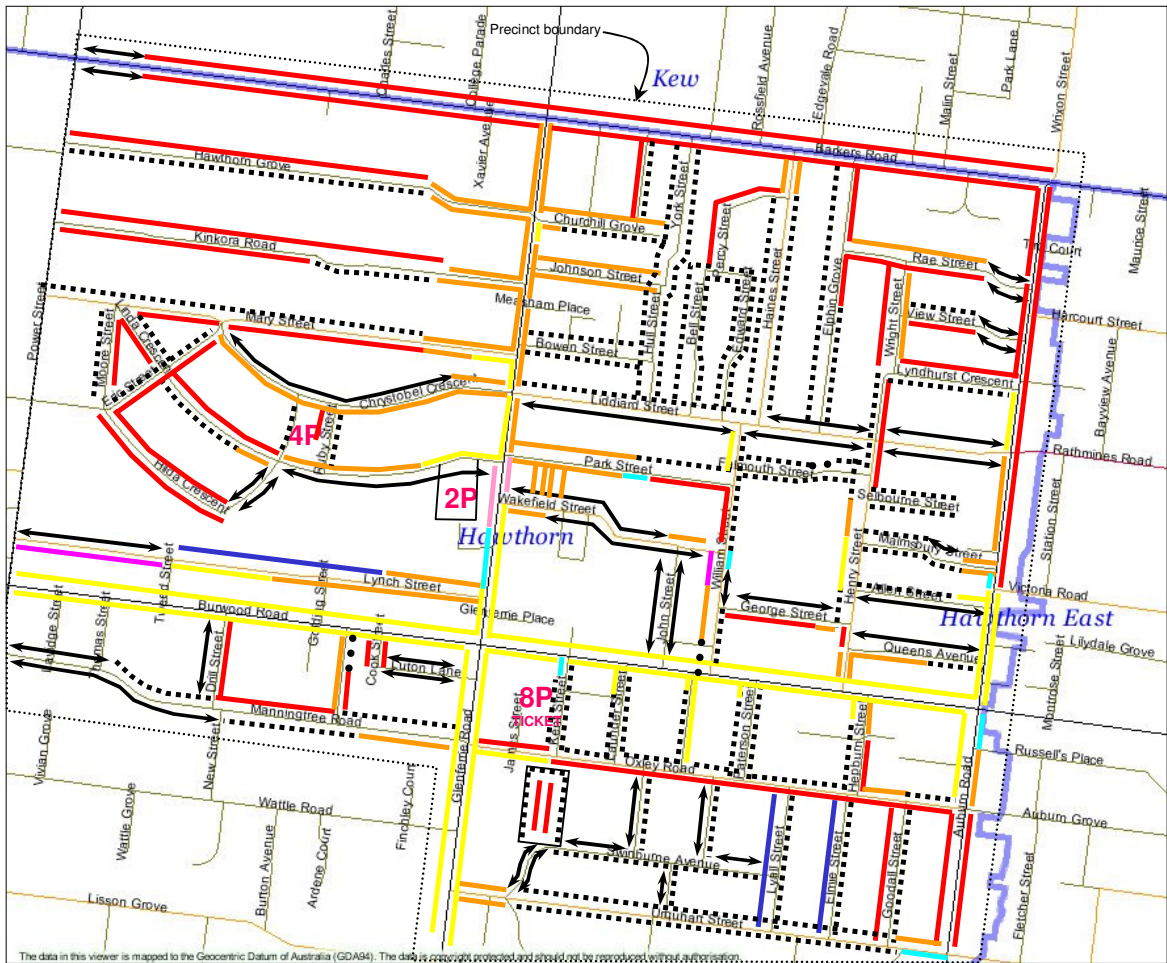
- |   |                |  |                    |
|---|----------------|--|--------------------|
|  | 10 & 15 MINUTE |  | 4 P                |
|  | 30 MINUTE      |  | ALL DAY (M: meter) |
|  | 1 P            |  | DISABLED           |
|  | 2 P            |  | PERMIT             |
|  | 3 P            |  | NO STANDING        |
|   |                |  | TRADER PERMIT ZONE |

(March 2006)









### Summary of Parking Restrictions in Camberwell Junction (February 2006) Legend

- |                |                    |
|----------------|--------------------|
| 10 & 15 MINUTE | 4 P (M: meter)     |
| 30 MINUTE      | ALL DAY (M: meter) |
| 1 P (M: meter) | DISABLED           |
| 2 P            | PERMIT             |
| 3 P            | NO STANDING        |
|                | TRADER PERMIT ZONE |



### Summary of Parking Restrictions in Glenferrie Shopping Strip (February 2006) Legend

- |   |                  |  |                    |
|---|------------------|--|--------------------|
|  | <b>15 MINUTE</b> |  | <b>ALL DAY</b>     |
|  | <b>30 MINUTE</b> |  | <b>DISABLED</b>    |
|  | <b>1 P</b>       |  | <b>PERMIT</b>      |
|  | <b>2 P</b>       |  | <b>NO STANDING</b> |
|  | <b>4 P</b>       |  |                    |
|   | <b>P</b>         |  |                    |

# Disability Parking Policy

*Council's practices and guidelines for the provision and alteration of disabled parking facilities on and off street.*

Engineering and Traffic Department

City of Boroondara



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## **1. Key Policy Statement**

The Policy aims to provide consistent, transparent, equitable and efficient guidelines for the provision or alteration of disabled parking facilities for both on and off street parking situations. Factors which must be considered include the number of disabled bays, their location and their compliance with relevant standards.

The intention of this policy is to propose a program to guide the provision of disabled parking facilities to meet the community's needs.

This program will encompass the creation of new bays, the modification and/or relocation of existing bays to current standards, where possible over the next two years, within a specified budget.

## **2. Corporate Framework**

### ***Vision and Values***

The policy aligns with Council's vision to foster:

- A safe and attractive City that looks after its built and natural assets, now and for future generations.
- Communities that respect differences, engage and communicate effectively, and value supportive relationships.
- An evolving City, proud of its diverse culture and committed to environmental, social and economic sustainability - a City in which to live, learn and work.

The values of the City of Boroondara most relevant to this policy are:

- Transparency and accountability.
- Responsiveness.
- Alignment and consistency of decision-making with Council Policy and direction.
- Listening and responding to our community.
- A caring and enterprising approach.

## ***Mission and Strategic Objectives***

The policy is directly supportive of Council's mission to pursue social, environmental and economic well-being for the City.

The policy supports the following Council Strategic Objectives and Strategies:

### **1. – Engaging and Leading Our Community**

We will engage, encourage and support our community through leadership and advocacy, and at all times our goal is to be accountable, transparent and responsive to ensure timely service delivery.

### **3 – Maintaining Our City**

We will manage, maintain and enhance the public assets under the control of Council to maximise their value to the community.

## **3. Strategy**

### ***Strategy 3.4***

*Plan for the development of Council's physical assets for long term sustainability, residential amenity and public safety.*

### ***Strategy 3.5***

*Respond effectively and in a timely way to community needs on traffic, parking, drainage and other engineering-related matters.*

### ***Strategic Objective 4.1***

*Identify the changing needs and aspirations of the community and promote the development of a healthy, cohesive, safe and inclusive community, whilst supporting and advocating for, those that are disadvantaged.*

## **4. Legislative Context**

### **4.1 Local Government Responsibility**

Since the introduction of the Commonwealth Disability Discrimination Act in 1992, Councils have recognized their responsibility in providing equitable access to all their services, facilities and programs.

Victorian local government responsibilities and obligations to ensure accessibility include, but are not limited to:

- General public services including works and services.
- Health, education, welfare and other community services for children, families and the aged.
- Planning and land use including building control.
- Property services including street maintenance.
- Recreational and cultural services including public buildings, sport, leisure and arts facilities, historic buildings and entertainment.
- Roads.
- Parking, tourism, information and encouragement of employment opportunities.

### **4.2 Disability Discrimination Act (DDA) 1992**

The Disability Discrimination Act, (DDA) 1992 recognises the rights of people with disabilities and makes it unlawful to discriminate against people on the basis that they have, or may have, a disability.

The provisions of the Act apply to a wide range of activities including:

- Employment
- Education
- Access to premises used by the public
- Provision of goods, services and facilities
- Accommodation.
- Buying land
- Sport
- Administration of Commonwealth government laws and programs.

### 4.3 Disability Services Act, 1991

In Victoria, disability services and planning are also informed by the Disability Services Act which governs general provision of services. It embodies the principles of respect for the human rights of people with disabilities and the same high quality of life as other members of society.

### 4.4 Equal Opportunity Act, 1995

The Equal Opportunity Act, 1995 makes it unlawful to treat someone unfairly or harass them on the basis of their disability or impairment.

## 5. Victorian Disabled Persons' Parking Scheme

The Victorian Disabled Persons' Parking Scheme provides permits under two different categories which offer varying parking concessions, based on the applicant's need for assistance.

A category one permit is defined by a **blue** permit and allows holders to park in:

- An exclusive parking bay and fee payable (if applicable) shown on the parking sign.
- An ordinary parking bay for twice the time limit indicated on the parking sign upon payment of an initial parking fee, if applicable.

An exclusive bay is defined as a parking bay with the international people with disabilities symbol on a parking sign or a road marking that includes a people with disabilities symbol.

This permit is available to persons with significant ambulatory disabilities where the person is required to use a complex walking aid that prevents access to a vehicle in a standard sized parking bay.

Other eligible criteria include certification by a medical practitioner of an acute or chronic illness in which minimal walking may endanger the person's health acutely or in the long term, or, certification by a specialist medical practitioner or clinical psychologist that the person is an extreme danger to themselves or others in a public place without continuous attendance by a caregiver.

A category two permit is defined by a **green** permit and allows holders to park in:

- An ordinary parking bay for twice the time limit indicated on the parking sign upon payment of an initial parking fee, if applicable.

This permit recognises that holders can walk distances but will require rest breaks when continuous walking is undertaken. Again this needs to be certified by a medical practitioner.

For both category permits, parking is not permitted in restricted locations such as clearways, no stopping and no parking areas, taxi only areas, bus zones and resident only parking areas.

## 6. Off Street Provision

### 6.1 Recommended Rates

Australian Standard AS 2890.1 -1993 provides guidelines for the recommended number of disabled spaces within off street car parks as shown in **Appendix 1**. The figures serve as a guide only and consideration should be given to increasing the number of disabled spaces above these rates, given the significant and growing proportion of elderly persons within the City.

For example for retail/commercial areas, the recommended number of disabled spaces is in the order of 1-2 per cent of the total and this increases to 2-3 per cent for community and recreation facilities.

As a minimum the provision of disabled bays for off street parking facilities should comply with the rates in **Appendix 1**.

## **6.2 Existing Provision**

The City of Boroondara comprises a total of 126 off street car parks servicing the City's shopping strips/centres, community and recreation facilities.

An audit of off street parking facilities has revealed that whilst the majority of off street car parks provide disabled parking facilities, there is a significant proportion that contain little or no provision for the disabled.

The audit is included as **Appendix 2**.

## **6.3 Proposed Program**

The provision of disabled bays within off street car parks generally involves the following:

- Linemarking, including the provision of a disabled bay logo.
- Regulatory signage.
- Location, including convenience and accessibility to and from the bay.

As the width of a disabled bay is wider than a standard bay (compare 3.2m to 2.6m), three standard bays are generally required to create two disabled bays. The provision of a ramp can also be generally incorporated between the two disabled bays.

These works are relatively minor nature and can be achieved progressively through Council's annual maintenance program. Funding for the provision of access ramps could be made available from alternative sources such as Council's Integrated Transport Strategy.

A timeframe of 2 years is recommended for the provision of off street disabled bays with the flexibility to incorporate category two permits where required.

Minimum rates as stipulated in **Appendix 1**, should apply.

## **7. On Street Provision**

### **7.1 General Requirements**

Australian Standard AS 2890.5 -1994 Parking Facilities – On Street Parking recommends that in any parking zone, it is desirable to set a number of parking spaces for people with disabilities. It does however, state that such spaces should be in angle parking zones as adequate provision for people with disabilities at kerbside parallel parking spaces, particularly the provision of wheelchair access, can be difficult. The Standard further states, that it is usually more practical to provide disabled parking spaces within off street car parks rather than on street in a parallel arrangement.

Individual assessments will determine the suitability of providing disabled parking bays on street.

As with the off street parking areas, the provision of on street disabled parking bays should be provided in accordance with the rates specified in **Appendix 1**. These rates serve as a guide only and encompass the aggregate of both on and off street spaces. Needs and particular uses may well necessitate the provision of disabled bays in excess of the rates in **Appendix 1**.

The flexibility to incorporate category two permits where required should also be retained.

In locating the bays, consideration should be given to:

- Convenience and proximity of any particular uses/establishments towards which disabled users are likely to be heading.
- Ease of access from the parking spaces to abutting land uses/developments.

### **7.2 Design Requirements**

AS 2890.5 – 1994 states the following:

- Pavement Requirements – unobstructed area at one level with a fall not exceeding 1:40 in either the direction of parking or at 90 degrees to it, or 1:33 if surface comprises a bituminous seal.
- Space Width Angle Parking– minimum 3.2m
- Space Width Parallel Parking – provision of 3.2m wide space e.g. by indenting the space into footpath area.
- Kerb Ramps – recommended 2 for each bay.
- Continuous Accessible Path of Travel – to be provided between each space and the adjacent footpath.
- Signs and Linemarking

### **7.3 Categories**

The City comprises the following categories of on-street disabled parking:

- Indented Angle Parking. (45, 60 and 90 degree).
- Indented Parallel Parking.
- On Street Parallel Parking.

Indented angle parking are offset from the carriageway at either 45, 60 or 90 degrees and are generally part of a number of parking bays situated at shopping strips on major roads.

Indented parallel parking bays are offset from the carriageway generally within footpath/nature strip areas and are parallel to the carriageway. These generally form part of a number of parking bays situated in side streets adjacent to shopping strips.

On street parallel parking bays are positioned directly on the carriageway, parallel to the kerb and channel. These are generally isolated single parking bays situated on local streets, adjacent to schools, kindergartens, aged care facilities and residential dwellings.

### **7.4 Proposed Program**

The current state of compliance can be evaluated against the design requirements of AS 2890.5 – 1993 as detailed in section 5.2 above.

#### **7.4.1 Indented Angle Parking. (45, 60 and 90 degree)**

Compliance can be achieved through the following as part of Council's annual maintenance program.

- Bays that are too narrow can be widened by incorporating the next bay, re-linemarking the bay and moving the signs where required.
- Siting disabled bays where possible, at the end of the parking bays nearest the shops or the closest point of access to the shops.
- Provision of access ramps.

A time frame of 2 years is recommended to achieve compliance, where possible.

#### **7.4.2 Indented Parallel Parking**

Compliance can be achieved through the following as part of Council's annual maintenance program.

- Provision of access ramps. Where no nature strip is present or the width of the adjacent footpath is minimal, ramps will be difficult to install at the required 1 in 14 grade. In these situations, the use of a rollover kerb arrangement along the length of the bay would be the optimal result.

- The majority of bays are between 2.2m and 2.5m in width. These bays can be extended out to the required 3.2m width with minimal effect on the traffic flow. Drivers will still continue to park next to the kerb with the remainder of the bay width being left vacant.

Bays that cannot be widened due to site constraints i.e. street too narrow, footpath too narrow, presence of street trees, electricity poles etc. will require either one of the following actions:

- Bay to be widened to largest dimension possible (Council to note that the bay, although functional, does not strictly comply with the standards), or
- Bay is removed and replaced with a standard parking bay. New disabled bay installed in nearest off street car park to standard.

A time frame of 2 years is recommended to achieve compliance, where possible.

### **7.4.3 On Street Parallel Parking**

The Australian Standard stipulates the provision of a 3.2m wide space which is achieved through indenting the space into the footpath area. Ancillary works including access ramps as detailed in section 5.2 are also required.

Compliance with the standard is difficult and may not be possible if the bays were to remain in their current location. Physical restraints such as road width, grade, footpath width, service poles and trees can lead to extreme difficulties in achieving the standard. In a major proportion of cases, the standard cannot be met.

Where the standard cannot be achieved, the following actions are proposed:

- Council to install all physical assets possible at the bay, such as ramps, signage, hardstanding area, however the width of the bay is not upgraded to comply with the standard, or
- Bay removed and relocated to nearest off street car park to standard.

On street disabled bays on main roads (primary and secondary arterial roads) which carry high levels of traffic at speed, offer an additional element of risk to the user. Where the provision of a bay to standard cannot be achieved, relocation of the bay to a side street or off street parking area where there is scope to achieve the standard must be pursued.

Dedicated funding would need to be provided to facilitate this aspect of the program.

A time frame of 2 years is recommended to achieve compliance, where possible.

## 7.5 Legal Advice

Legal advice obtained with respect to compliance with AS 2890.5 – 1993 reveals that Council can construct non complying bays and that the relevant standard is essentially voluntary at this time.

Specifically the advice is as follows:

*Australian Standards are guidelines that do not have the force of law in themselves. They are developed by a private organisation – Standards Australian. Australian Standards receive a high degree of respect but do not always or in themselves have the force of law. Australian Standards have not necessarily undergone the same approval process required for DDA Disability Standards including the Regulation Impact Statement process of analysis and consultation*

*It is possible for a law to refer to particular Australian Standards and give their content the force of law. Existing Australian Standards are frequently given legal force, rather than regulatory bodies duplicating the work that has already gone into producing Australian Standards. Currently 2400 Australian Standards are mandatory through legislation.*

*Despite these comprehensive powers and requirements of the DDA and LGA, there are no specific requirements imposing mandatory obligations for the establishment of on-street disabled parking bays at this time.*

*Whilst Australian Standards have been prescribed for on-street parking, Council is able to construct non-complying bays where it is determined necessary or appropriate and adequate provision has been made for the safety of the disabled driver/passenger. The relevant standards are essentially voluntary at this time.*

Where possible, the provision of on street disabled bays should be to standard. Physical constraints may however preclude the option of providing a fully compliant bay. In these cases, relocation of the bay to an alternative location on or off street where the standard could be attained, should be examined as a first option. In the event that there is no suitable alternative, retention of the bay with the provision of all achievable design requirements should be provided.

## 7.6 On Street Disabled Bays in Residential Streets

On street disabled bays within the residential street network are provided to specifically cater for the needs of residents with a disability and generally involve the linemarking and signing of a disabled bay directly in front of the resident's dwelling.

On street disabled bays within the residential street network have generally been provided for residents with medically-certified debilitating physical conditions, or with certified limited mobility necessitating a wheelchair in cases where there is no provision for off street parking within the dwelling.

No costs have been charged to residents for the provision of the bay.

On street disabled bays in residential streets should continue to be provided for residents with medically certified debilitating physical conditions, or with certified limited mobility necessitating a wheelchair for properties that contain no provision for suitable off street parking.

Where properties contain off street parking that is deemed to be inaccessible to the user i.e. rear garage accessed via laneway with no continuous access path of travel to dwelling entry, narrow driveways that do not allow for full door opening, steep driveways, the provision of an on street disabled bay will be considered on a case by case basis.

A valid disabled parking permit will be a requirement.

No costs will be charged to the applicant for the provision of signs and linemarking. Where there is no adjoining vehicle crossover for ease of access onto the footpath, an access ramp in accordance with standards, will also be provided in line with the bay.

The need for the bay will be reviewed every 2 years.

Residents no longer requiring the bay due to changed circumstances i.e. moving, construction of new off street parking area, need to advise Council as soon as possible to arrange for its removal. This will be a condition of the provision of the bay.

## **8. General Provision**

As distinct to car parks and shopping centres, the provision of disabled parking bays, be it on or off street, should be provided for other community facilities such as schools, recreation centres, libraries, tertiary institutions, special developmental schools in accordance with the minimum rates stipulated in **Appendix 1**.

These rates serve as a guide only and encompass the aggregate of both on and off street spaces. Needs and particular uses may well necessitate the provision of disabled bays in excess of the rates in **Appendix 1**.

A time frame of 2 years is recommended to achieve compliance, where possible.

# APPENDIX 1

**TABLE C1  
PROVISION OF PARKING SPACES FOR PEOPLE WITH DISABILITIES**

Type of Facility	Recommended number of disabled spaces
<i>Retail/commercial</i> A shopping area with or without commercial premises (banks, credit unions, restaurants, offices) or an office area. Includes strip shopping centres or CBD areas, shopping complexes, supermarkets, variety stores. May include post office, entertainment, community, recreation venues and the like <i>Tourist facilities</i>	1 - 2 percent
<i>Transport</i> Railway stations, bus/rail or tram/rail interchanges	1 - 3 percent
<i>Community</i> Civic centres, town halls, community centres, senior citizens' clubs, health care <i>Recreation</i> Leisure centres, gymnasiums, swimming pools, parks, gardens, foreshore, sporting venues	2 - 3 percent (see Note 1)
<i>Education</i> Schools Tertiary institutions	2 - 3 percent (see Note 2) 2 percent (see Note 2)
<i>Entertainment</i> Theatres, libraries, art galleries, sports centres, entertainment centres	3 - 4 percent (see Note 1)
<i>Medical</i> Hospitals Medical centres (including community health centres, radiology clinics, rehabilitation units)	3 - 4 percent 3 percent (see Note 3)
<i>Post Office</i> Usually combined with retail/commercial	See Note 1
<i>Religious Centre</i> Individual churches or religious centres	See Note 3

**NOTES:**

- 1 Where a facility of this type is located in a retail/commercial area, at least one space should be located close to that facility to maximise convenience for users of the parking space.
- 2 For all schools, TAFE, CAE or other institutions with limited parking facilities, disabled spaces should be provided on request where justified. Two percent can be taken as a general guide. This would usually be appropriate to tertiary institutions with large car parks.
- 3 To be provided as needed in consultation with management of centre or church.

Source: Australian Standard – AS2190.1 – 1993 – Parking Facilities Part 1: Off-street car parking

## APPENDIX 2

### City of Boroondara - Council Owned Carparks - % Disabled Spaces - July 2006

Off-Street Carpark - Suburb	Total Spaces	Disabled	Percentage Disabled
Kew	1012	26	2.57%
Hawthorn	2291	26	1.13%
Camberwell	1276	14	1.10%
Canterbury	229	1	0.44%
Balwyn	1401	11	0.79%
Surrey Hills	56	1	1.79%
Glen Iris	625	6	0.96%
Ashburton	904	12	1.33%
Burwood	66	0	0.00%
<b>TOTAL</b>	<b>7860</b>	<b>97</b>	<b>1.23%</b>

**NOTES:**

Recommended Percentage - As per AS 2890.1 - 1993

**KEW**

Off-Street Carpark	Total Spaces	Disabled	Percentage Disabled	Recommended Percentage	Sign, Markings, Symbol	Time Limit	Approx Dim.	Total Surveyed
Kew Junction Shopping Centre - Fenton Way East 14 Fenton Way, Kew	62	0	0.00%	1.0 - 2.0	none		none	0
Kew Junction Shopping Centre - Fenton Way West 13 Fenton Way, Kew	88	2	2.27%	1.0 - 2.0	YES	2P	4m	2
Kew Junction Shopping Centre - Brougham Street East 6-14 Brougham Street, Kew	287	6	2.09%	1.0 - 2.0	YES	P	3m	5
Kew Junction Shopping Centre - Brougham Street West 20 Princess Street, Kew	63	2	3.17%	1.0 - 2.0	YES	P	3m	2
Kew Junction Shopping Centre - Peel Street 2 Peel Street, Kew	28	2	7.14%	1.0 - 2.0	YES	1-2P 1-P	4m	2
Kew Recreation Centre 383-407 High Street, Kew	139	2	1.44%	2.0 - 3.0	YES	P	4m	4
Victoria Park - South Carpark 450-500 High Street, Kew	47	0	0.00%	2.0 - 3.0	none		none	0
Kew Library 76 Cotham Road, Kew	78	4	5.13%	3.0 - 4.0	YES	P	4m	4
Jack O'Toole Reserve - Kew Nth. Tennis Club 181 Willsmere Road, Kew	12	0	0.00%	2.0 - 3.0	none		none	0
Kew Community House Derby Street, Kew	13	1	7.69%	2.0 - 3.0	Repaint Markings Blue Colour	No P' Sign	4m	1
Harp Village Shopping Centre 14-16 Strathalbyn Street, Kew East	51	2	3.92%	1.0 - 2.0	YES	No P' Sign	3m	2
Harp Village Shopping Centre - Westbrook Street 10 Westbrook Street, Kew East	26	0	0.00%	1.0 - 2.0	none		none	0
Stradbroke Park 1367 Burke Road, Kew East	38	0	0.00%	2.0 - 3.0	none		none	0
Hays Paddock Lister Street, Kew East	21	0	0.00%	2.0 - 3.0	none		none	0
Hays Paddock 25-27 Longstaff Street, Kew East	59	5	8.47%	2.0 - 3.0	YES	P	4m	5
<b>TOTALS</b>	<b>1012</b>	<b>26</b>	<b>2.57%</b>					<b>27</b>

## HAWTHORN

Off-Street Carpark	Total Spaces	Disabled	Percentage Disabled	Recommended Percentage	Sign, Markings, Symbol	Time Limit	Approx Dim.	Total Surveyed
Hawthorn Recreation Centre	238	5	2.10%	2.0 - 3.0	YES	P	4M	8
Glenferrie Road Shopping Centre - Wakefield-Park Street 5-7 Park Street, Hawthorn	77	1	1.30%	1.0 - 2.0	Repaint Markings Blue Colour	P	4M	1
Glenferrie Road Shopping Centre - Park-Liddiard Street 1 Liddiard Street, Hawthorn	138	4	2.90%	1.0 - 2.0	Repaint Markings Blue Colour	P	4M	4
Glenferrie Road Shopping Centre Serpells Lane	92	0	0.00%	1.0 - 2.0	None		None	0
Glenferrie Oval 30-34 Linda Crescent, Hawthorn	87	0	0.00%	2.0 - 3.0	None		None	0
Glenferrie Oval - Social Club 30 Hilda Crescent, Hawthorn	87	1	1.15%	2.0 - 3.0	YES	P	4M	1
Hawthorn Town Hall Kent Street, Hawthorn	71	0	0.00%	2.0 - 3.0	YES	P	4M	2
Hawthorn Town Hall Rear 352 Burwood Road, Hawthorn	25	0	0.00%	2.0 - 3.0	None		None	0
Oxley Street Oxley Street, Hawthorn	106	0	0.00%	2.0 - 3.0	None		None	0
Hawthorn Library/Infant Welfare 19-23 Swinburne Avenue, Hawthorn	18	0	0.00%	3.0 - 4.0	None		None	0
Indented Hawthorn Library/Infant Welfare 584-586 Glenferrie Road, Hawthorn	13	1	7.69%	3.0 - 4.0	YES	P	4M	1
Hawthorn City Bowls Club (MCC Bowls) 19-23 Swinburne Avenue, Hawthorn	111	3	2.70%	2.0 - 3.0	YES	P	4M	3
Swinburne Rec. Reserve/Sport Complex 120 Camberwell Road, Hawthorn East	34	0	0.00%	2.0 - 3.0	None		None	0
Swinburne Rec. Reserve - Tennis Centre 120 Camberwell Road, Hawthorn East	16	0	0.00%	2.0 - 3.0	None		None	0

# HAWTHORN

Hawthorn West Shopping Centre - Power Street 124-128 Power Street, Hawthorn	67	1	1.49%	1.0 - 2.0	YES	P	5M	1
Leonda Restaurant - PTC/Council-leased 2 Wallan Road, Hawthorn	14	0	0.00%	3.0 - 4.0	None		None	0
Wallan Road Reserve - Leonda Restaurant/Fairview Park Wallan Road, Hawthorn	152	2	1.32%	3.0 - 4.0	Fix Sign Repaint Markings Blue Colour	No P' Sign	3M	2
Rose Street Car Storage - Shell 10 Rose Street, Hawthorn East	89	0	0.00%	2.0 - 3.0	None		None	0
Anderson Park 7 Anderson Road, Hawthorn East	Under Construction			2.0 - 3.0	None		None	Survey Not Done
Yarra Bank Reserve - Boatshed Area 44 Creswick Street, Hawthorn	11	0	0.00%	2.0 - 3.0	None		None	0
Patterson Reserve 488 Auburn Road, Hawthorn	119	1	0.84%	2.0 - 3.0	Fix Sign Repaint Markings Blue Colour	No P' Sign	4M	2
Patterson Reserve/Robinson Road Reserve Robinson Road end, Hawthorn	37	0	0.00%	2.0 - 3.0	None		None	0
Unconstructed Patterson Reserve - Sth. End of CML 486 Auburn Road, Hawthorn	66	0	0.00%	2.0 - 3.0	None		None	0
Auburn Quarry Reserve/John Gardiner Reserve 423-425 Auburn Road, Hawthorn	13	0	0.00%	2.0 - 3.0	None		None	0
Junction West - Multi-level Carpark Harold Street, Hawthorn East	260	1	0.38%	1.0 - 2.0	YES	P	P	1
Junction West - At Grade Carpark Camberwell Grove/Harold Street/Evans Place, Hawthorn East	299	6	2.01%	1.0 - 2.0	YES	P	P	6
Camberwell Junction Shopping Centre - Mayston St 58 Mayston Street, Hawthorn East	51	0	0.00%	1.0 - 2.0	None		None	0
<b>TOTALS</b>	<b>2291</b>	<b>26</b>	<b>1.13%</b>					<b>32</b>

## CAMBERWELL

Off-Street Carpark	Total Spaces	Disabled	Percentage Disabled	Recommended Percentage	Sign, Markings, Symbol	Time Limit	Approx Dim.	Total Surveyed
Camberwell Junction Shopping Centre - Station St - Nth. Walkway 24 & 30 Station Street, Camberwell	254	7	2.76%	1.0 - 2.0	YES	P	4M	8
Camberwell Junction Shopping Centre - Station St - Sth. Walkway 24 & 30 Station Street, Camberwell	152	2	1.32%	1.0 - 2.0	Repaint Markings Blue Colour	P	4M	2
Camberwell Junction Shopping Centre - Riversdale Rd 557 Riversdale Road, Camberwell	86	0	0.00%	1.0 - 2.0	None		None	0
Camberwell Junction Shopping Centre - Butler St 552 Riversdale Road, Camberwell	126	1	0.79%	1.0 - 2.0	YES	P	4M	2
Unconstructed Camberwell Junction Shopping Centre - Butler Street 552 Riversdale Road, Camberwell - Sth. Section	82	0	0.00%	1.0 - 2.0	None		None	0
Inglesby Road Carpark 3 Inglesby Road Camberwell	195	2	1.03%	2.0 - 3.0	YES	P	4M	2
Camberwell Civic Centre - Councillor's Carpark Inglesby Road, Camberwell	18	0	0.00%	2.0 - 3.0	None		None	0
Highfield Park 840 Riversdale Road, Camberwell	30	0	0.00%	2.0 - 3.0	None		None	0
Middle Camberwell Shopping Centre 4 Cooloongatta Road, Camberwell	62	0	0.00%	1.0 - 2.0	None		None	0
Willison Park 10 Culliton Road, Camberwell	77	0	0.00%	2.0 - 3.0	None		None	0
Frog Hollow Reserve 25 Fordham Avenue, Camberwell	24	0	0.00%	2.0 - 3.0	None		None	0
Lynden Park 210 Highfield Road, Camberwell	34	0	0.00%	2.0 - 3.0	None		None	0
Cooper Reserve Granville Street, Camberwell	24	0	0.00%	2.0 - 3.0	None		None	0
Trafalgar Road Reserve 25-27 Trafalgar Road, Camberwell	14	0	0.00%	2.0 - 3.0	None		None	0
Unconstructed Camberwell Sports Ground - Trumper Street entry 420 Camberwell Road, Camberwell	5	0	0.00%	2.0 - 3.0	None		None	0
Unconstructed Camberwell Sports Ground - Access Road Camberwell Road, Camberwell	15	0	0.00%	2.0 - 3.0	None		None	0
Burwood Village Shopping Centre - Fairview Avenue 1A Fairview Avenue, Camberwell	78	2	2.56%	1.0 - 2.0	YES	P	4M	2
<b>TOTALS</b>	<b>1276</b>	<b>14</b>	<b>1.10%</b>					<b>16</b>

**Canterbury:**

Off-Street Carpark	Total Spaces	Disabled	Percentage Disabled	Recommended Percentage	Sign, Markings, Symbol	Time Limit	Approx Dim.	Total Surveyed
Canterbury Shopping Centre - Wattle Valley Road - Maling Road 3 Wattle Valley Road, Canterbury	54	0	0.00%	1.0 - 2.0	None		None	0
Canterbury Shopping Centre - Bryson Street 1A Bryson Street, Canterbury	27	1	3.70%	1.0 - 2.0	YES	P	4M	1
Canterbury Shopping Centre - Bryson Street 8 Bryson Street, Canterbury	19	0	0.00%	1.0 - 2.0	None		None	0
Canterbury Shopping Centre - Rochester Road Rear 1 Rochester Road, Canterbury	24	0	0.00%	1.0 - 2.0	None		None	0
Matlock Street Reserve 22 Matlock Street, Canterbury	22	0	0.00%	2.0 - 3.0	None		None	0
Matlock Street - Hockey Field 22 Matlock Street, Canterbury	25	0	0.00%	2.0 - 3.0	None		None	0
Riversdale Park - Tennis Club 661 Riversdale Road, Canterbury	16	0	0.00%	2.0 - 3.0	None		None	0
Deepdene Park - Whitehorse Road Carpark 118-126 Whitehorse Road, Canterbury	42	0	0.00%	2.0 - 3.0	None		None	0
<b>TOTALS</b>	<b>229</b>	<b>1</b>	<b>0.44%</b>					<b>1</b>

**Surrey Hills:**

Off-Street Carpark	Total Spaces	Disabled	Percentage Disabled	Recommended Percentage	Sign, Markings, Symbol	Time Limit	Approx Dim.	Total Surveyed
Mont Albert Shopping Centre - Whitehorse Road 619 Whitehorse Road, Surrey Hills	18	1	5.56%	1.0 - 2.0	YES	P	4M	1
Mont Albert Shopping Centre - Scheele Street 2 Scheele Street, Surrey Hills	29	0	0.00%	1.0 - 2.0	None		None	0
Surrey Hills Neighbourhood House 1 Bedford Avenue, Surrey Hills	9	0	0.00%	2.0 - 3.0	None		None	0
<b>TOTALS</b>	<b>56</b>	<b>1</b>	<b>1.79%</b>					<b>1</b>

**Burwood:**

Off-Street Carpark	Total Spaces	Disabled	Percentage Disabled	Recommended Percentage	Sign, Markings, Symbol	Time Limit	Approx Dim.	Total Surveyed
Lynden Park - Scout Hall 210 Highfield Road, Burwood	26	0	0.00%	2.0 - 3.0	None		None	0
Burwood Village Shopping Centre - Myrmiong Street 2A Myrmiong Street, Burwood	40	0	0.00%	1.0 - 2.0	None		None	0
<b>TOTALS</b>	<b>66</b>	<b>0</b>	<b>0.00%</b>					<b>0</b>

## BALWYN

Off-Street Carpark	Total Spaces	Disabled	Percentage Disabled	Recommended Percentage	Sign, Markings, Symbol	Time Limit	Approx Dim.	Total Surveyed
Balwyn Shopping Centre - Weir Street 51 Weir Street, Balwyn	51	1	1.96%	1.0 - 2.0	YES	P	3M	1
Balwyn Shopping Centre - Sth. Of WH Rd - Rochester-Balwyn 90 Balwyn Road, Balwyn	70	0	0.00%	1.0 - 2.0	None		None	0
Balwyn Shopping Centre - Nth. Of WH Rd - Iramoo-Brenbeal	36	0	0.00%	1.0 - 2.0	None		None	0
Balwyn Shopping Centre - Iramoo Street 2 Iramoo Street	102	2	1.96%	1.0 - 2.0	YES	P	4M	2
Balwyn Shopping Centre - Yerrin Street 6-8 Yerrin Street, Balwyn	69	0	0.00%	1.0 - 2.0	YES	P	4M	3
Balwyn Shopping Centre - Mangan Street 6 Mangan Street, Balwyn	36	0	0.00%	1.0 - 2.0	None		None	0
Greythorn Shopping Centre 2 Agnes Avenue, Balwyn North	41	0	0.00%	1.0 - 2.0	None		None	0
Northern Pool Carrington Street, Balwyn	73	2	2.74%	2.0 - 3.0	YES	P		2
Balwyn Park 2 Cherry Road, Balwyn	20	0	0.00%	2.0 - 3.0	None		None	0
Mont Albert Shopping Centre - Clapham St 2 Clapham Street, Balwyn	35	0	0.00%	1.0 - 2.0	None		None	0
Freeway Golf Course - West Carpark 49 Columba Street, Balwyn Nth.	38	0	0.00%	2.0 - 3.0	None		None	0
Freeway Golf Course - South Carpark 49 Columba Street, Balwyn Nth.	18	0	0.00%	2.0 - 3.0	YES	P	5M	2
Freeway Golf Course - North Carpark 49 Columba Street, Balwyn Nth.	51	0	0.00%	2.0 - 3.0	None		None	0

# BALWYN

Nth. Balwyn Shopping Village - Marwal Ave Rear - 80 Doncaster Road, Balwyn North	45	0	0.00%	1.0 - 2.0	None		None	0
Nth. Balwyn Shopping Village - Macedon Ave 95-97 Doncaster Road, Balwyn North	79	1	1.27%	1.0 - 2.0	YES	P	4M	1
Dickens Corner Shopping Centre - Sth. Section 1-3 Maud Street, Balwyn North	104	1	0.96%	1.0 - 2.0	YES	P	4M	1
Greythorn Park 11A Alpha Street, Balwyn North	35	0	0.00%	2.0 - 3.0	None		None	0
Balwyn Park - Balwyn Bowls Club 206A Whitehorse Road, Balwyn	57	0	0.00%	2.0 - 3.0	None		None	0
Beckett Park 27 Parring Street, Balwyn	40	0	0.00%	2.0 - 3.0	None		None	0
Greythorn Shopping Centre - Tannock Street 4 Tannock Street, Balwyn North	78	0	0.00%	1.0 - 2.0	None		None	0
Balwyn Community Centre 408-418 Whitehorse Road, Balwyn	57	2	3.51%	2.0 - 3.0	YES	P	4M	3
Balwyn Library 336 Whitehorse Road, Balwyn	20	1	5.00%	3.0 - 4.0	YES	P	3M	1
Balwyn Library - Rear carpark and loading bay 336 Whitehorse Road, Balwyn	11	0	0.00%	3.0 - 4.0	None		None	0
Stradbroke Shopping Centre 1 Belmore Road, Balwyn North	46	0	0.00%	1.0 - 2.0	None		None	0
Belmore Heights Shopping Centre 241 Belmore Road, Balwyn North	28	0	0.00%	1.0 - 2.0	None		None	0
Belmore Heights Shopping Centre 257 Belmore Road, Balwyn North	27	0	0.00%	1.0 - 2.0	None		None	0
Balwyn North Village Shopping Centre 2 Bulleen Road, Balwyn North	63	0	0.00%	1.0 - 2.0	None		None	0
Balwyn Leisure Centre - Gordon Barnard Reserve 230 Balwyn Road, Balwyn	71	1	1.41%	2.0 - 3.0	YES	P	4M	1
Unconstructed Gordon Barnard Reserve Belmore Road, Balwyn	Under Construction			2.0 - 3.0	None		None	0
<b>TOTALS</b>	<b>1401</b>	<b>11</b>	<b>0.79%</b>					<b>17</b>

## GLEN IRIS

Off-Street Carpark	Total Spaces	Disabled	Percentage Disabled	Recommended Percentage	Sign, Markings, Symbol	Time Limit	Approx Dim.	Total Surveyed
Hartwell Shopping Centre 1 Summerhill Road, Glen Iris	28	1	3.57%	1.0 - 2.0	YES	2P	3M	1
Hartwell Shopping Centre 2-4 Summerhill Road, Glen Iris	143	2	1.40%	1.0 - 2.0	YES	P	4M	2
Back Creek Reserve - Opp. Nettleton Park 100 Gardiner Parade, Glen Iris	22	0	0.00%	2.0 - 3.0	None		None	0
Ferndale Park 101 Glen Iris Road, Glen Iris	48	0	0.00%	2.0 - 3.0	None		None	0
Upper Glen Iris Shopping Centre 204 Glen Iris Road, Glen Iris	45	1	2.22%	1.0 - 2.0	YES	P	2.80M	1
Upper Glen Iris Shopping Centre 1 Albion Road, Glen Iris	78	0	0.00%	1.0 - 2.0	None		None	0
Trent Street Reserve 2B Trent Street, Glen Iris	6	0	0.00%	2.0 - 3.0	None		None	0
Hartwell Sports Ground 19A Bath Street, Glen Iris	48	0	0.00%	2.0 - 3.0	None		None	0
Burwood Reserve - Warrigal Road Entry Warrigal Road, Glen Iris	68	0	0.00%	2.0 - 3.0	None		None	0
Burwood Village Shopping Centre 240 Warrigal Road, Glen Iris	78	2	2.56%	1.0 - 2.0	YES	P	4M	2
Howard Dawson Reserve 322 Burke Road, Glen Iris	61	0	0.00%	2.0 - 3.0	None		None	0
<b>TOTALS</b>	<b>625</b>	<b>6</b>	<b>0.96%</b>					<b>6</b>

# ASHBURTON

Off-Street Carpark	Total Spaces	Disabled	Percentage Disabled	Recommended Percentage	Sign, Markings, Symbol	Time Limit	Approx Dim.	Total Surveyed
Ashburton Shopping Centre 1A Highgate Grove, Ashburton	63	1	1.59%	1.0 - 2.0	YES	P	4M	1
Ashburton Shopping Centre - Duke Street 1 Duke Street, Ashburton	33	2	6.06%	1.0 - 2.0	YES	P	4M	2
Ashburton Shopping Centre - Marquis Street 1 Marquis Street, Ashburton	115	0	0.00%	1.0 - 2.0	None		None	0
Ashburton Shopping Centre - Marquis Street 2-8 Marquis Street, Ashburton	118	2	1.69%	1.0 - 2.0	YES	P	4M	2
Ashburton Shopping Centre - Welfare Parade 3 Welfare Parade, Ashburton	53	0	0.00%	1.0 - 2.0	None		None	0
Ashburton Library 154-158 High Street, Ashburton	14	0	0.00%	3.0 - 4.0	None		None	0
Ashburton Park - High Street Entrance 339 High Street, Ashburton	26	0	0.00%	2.0 - 3.0	None		None	0
Ashburton Park - Fakenham Road Entrance Fakenham Road, Ashburton	24	0	0.00%	2.0 - 3.0	None		None	0
Ashburton Bowls Club/Hostel - East Carpark Warner Avenue, Ashburton	41	3	7.32%	2.0 - 3.0	YES	P	3M	3
Ashburton Bowls Club/Hostel - West Carpark Samarinda Avenue, Ashburton	15	0	0.00%	2.0 - 3.0	None		None	0
Ashburton Recreation Centre 8 Warner Avenue/Samarinda Avenue, Ashburton	230	4	1.74%	2.0 - 3.0	YES	P	4M	4
Warner Reserve 7 Samarinda Avenue, Ashburton	34	0	0.00%	2.0 - 3.0	None		None	0
Craig Family Centre 9 Samarinda Avenue, Ashburton	35	0	0.00%	2.0 - 3.0	None		None	0
Dorothy Laver Reserve East - Scout Hall Francis Crescent, Ashburton	8	0	0.00%	2.0 - 3.0	None		None	0
Ashwood Shopping Centre - Poulter Street 36 Poulter Street, Ashburton	23	0	0.00%	1.0 - 2.0	None		None	0
Dorothy Laver Reserve West 24 Dunlop Street, Ashburton	72	0	0.00%	2.0 - 3.0	None		None	0
<b>TOTALS</b>	<b>904</b>	<b>12</b>	<b>1.33%</b>					<b>12</b>