



GLEN EIRA CITY COUNCIL  
**PARKING POLICY**  
2020

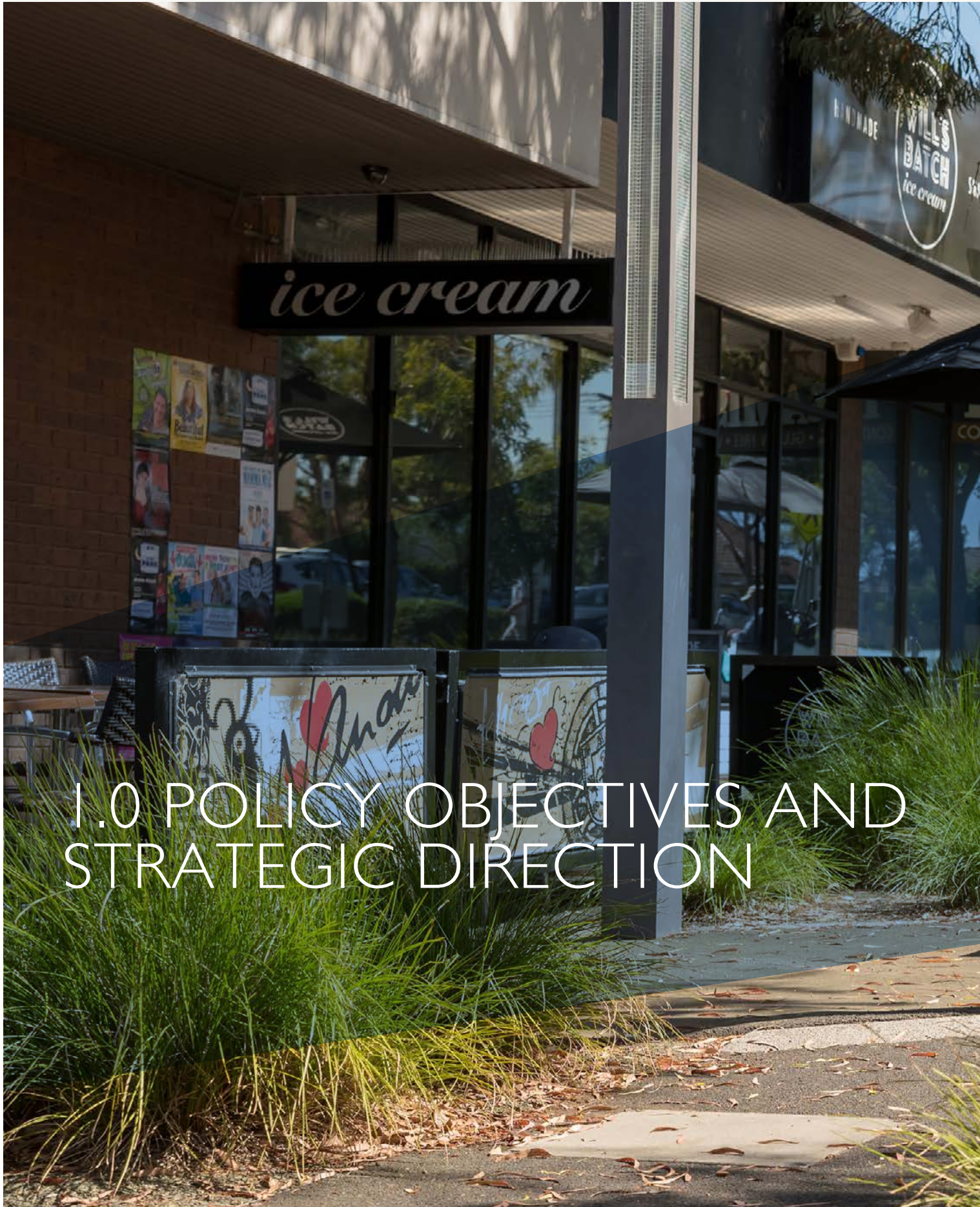




<b>1. POLICY OBJECTIVES AND STRATEGIC DIRECTION</b>	<b>2</b>
<b>2. PLACES — NEIGHBOURHOODS</b>	<b>12</b>
<b>3. PLACES — ACTIVITY CENTRES</b>	<b>30</b>
<b>4. CORRIDORS</b>	<b>50</b>
<b>5. ON-STREET PARKING</b>	<b>62</b>
<b>6. OFF-STREET PARKING (PUBLICLY ACCESSIBLE)</b>	<b>72</b>
<b>7. OFF-STREET PARKING (PRIVATE)</b>	<b>78</b>
<b>8. FUTURE NEEDS AND TECHNOLOGY</b>	<b>84</b>
<b>9. PARKING ENFORCEMENT</b>	<b>90</b>
<b>10. POLICY REVIEW</b>	<b>94</b>

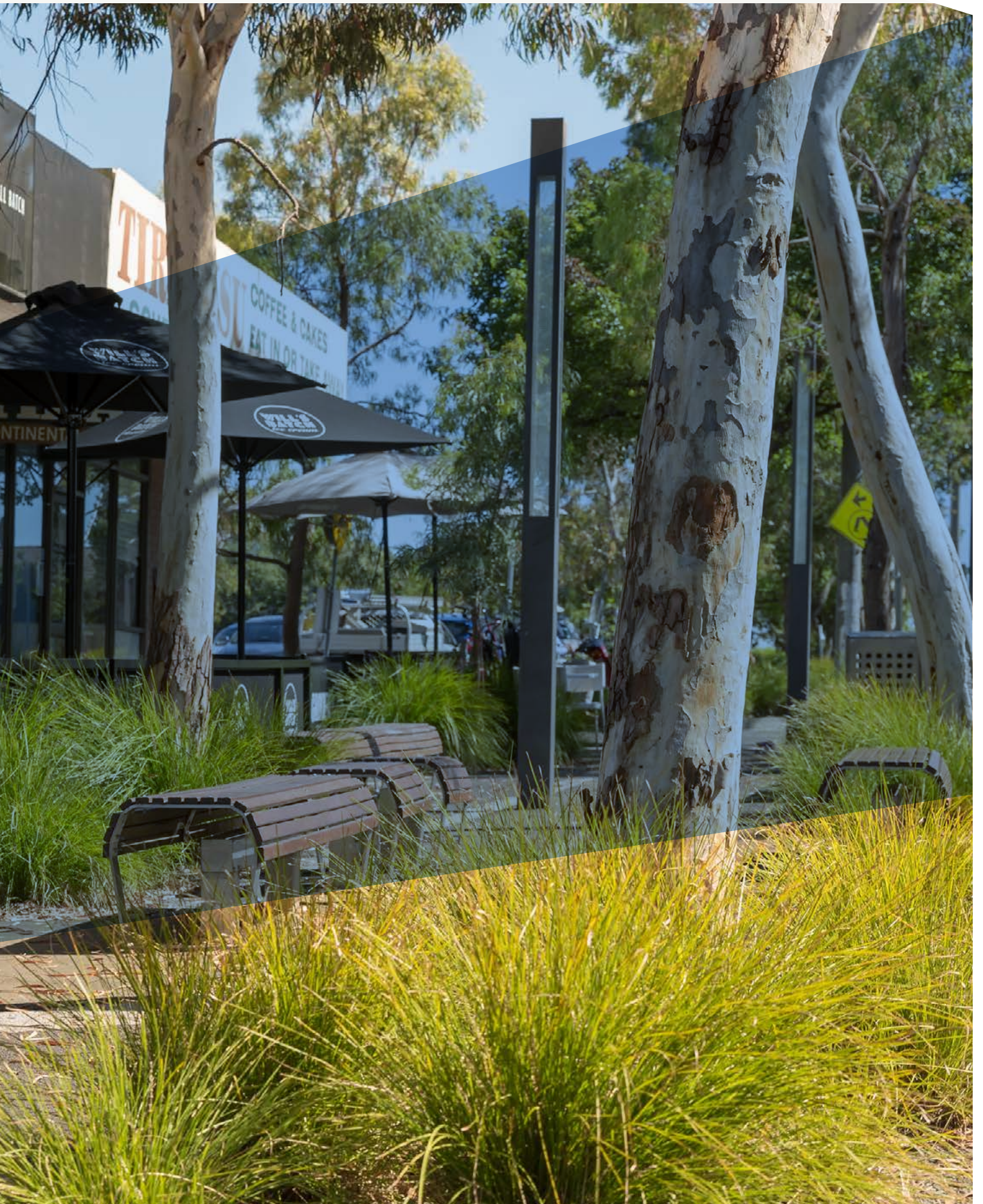
**Appendix I** – *Glen Eira City Council Residential Parking Permit System Policy*





# 1.0 POLICY OBJECTIVES AND STRATEGIC DIRECTION







## 1.0 POLICY OBJECTIVES AND STRATEGIC DIRECTION

### I. OBJECTIVE AND STRATEGIC APPROACH

#### I.1. PURPOSE

This *Parking Policy* outlines Council’s approach to equitably address increasing demands for access and parking, and to help reduce traffic congestion across Glen Eira.

To achieve this, Council must make decisions that prioritise the safe and efficient movement of people, services and goods on the road network.

The purpose of this *Policy* is to provide a framework through which Council will manage parking across the municipality to benefit the whole community and all road users.

It provides the mandate and guidance to introduce innovative parking initiatives, parking restrictions and to update the *Residential Parking Permit System Policy*.

This *Policy* aims to balance the needs of residents and businesses while helping achieve Council’s 15-year vision for the future of transport and movement in Glen Eira as outlined in the *Integrated Transport Strategy 2018–2031*.

#### I.2. COUNCIL’S ROLE

##### I.2.1. Legal framework

Council has several legislative responsibilities regarding the provision and management of parking in Glen Eira.

These are outlined in the *Victorian Local Government Act 1989*, *Road Management Act 2004*, *Road Safety Act 1986* and the *Road Safety Road Rules 2017*, and include:

- > Planning for the provision of parking — making sure that parking is appropriately considered in all public and private development.
- > Implementing localised parking restrictions — allocating parking restrictions through signage, lines, fees and permits (including special parking permits for people with a disability).
- > Enforcing parking restrictions — issuing warnings and fines to achieve higher levels of compliance.

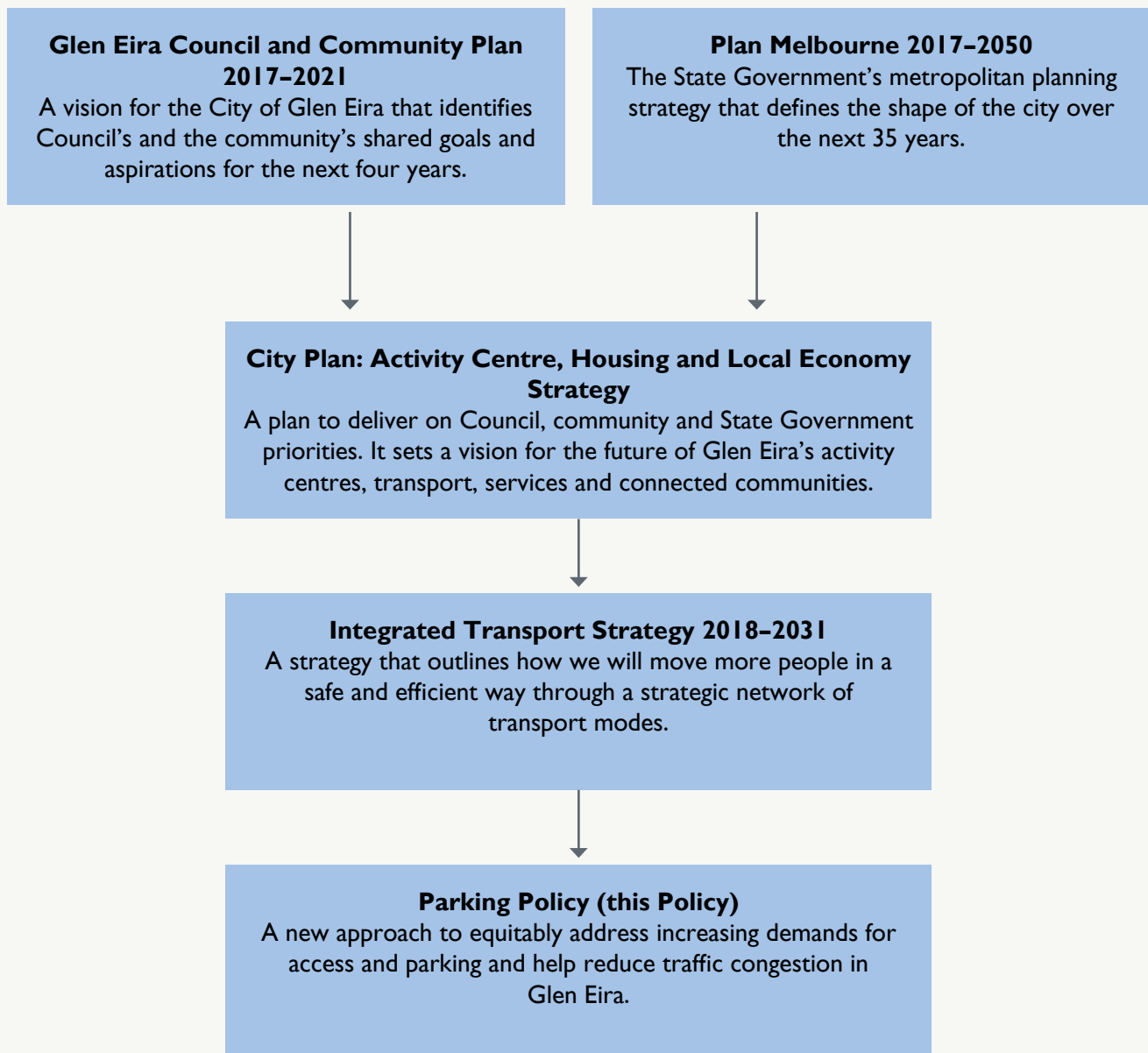
Council also has the authority to introduce local laws and associated penalties to assist with the above.

##### I.2.2. Connection with Council’s other strategies and plans

This *Parking Policy* is one of several initiatives that together give effect to Council’s 15-year ‘transport and movement’ vision and objectives for Glen Eira, as set out in the *Integrated Transport Strategy*.

The *Strategy* recognises the importance of car parking to support broader transport and land use strategies, as stated in Principle 4 — ‘Parking will continue to play an important role and complement our transport system’.

The *Parking Policy* and *Integrated Transport Strategy 2018–2031* align with other Council plans and the Victorian Government’s overarching plan for Melbourne in the following way:



## 1.0 POLICY OBJECTIVES AND STRATEGIC DIRECTION

### 1.3. WHY GLEN EIRA IS UNDER PRESSURE

Complaints to Council about parking are increasing in number and intensity, signalling that change is needed.

In the Local Government Community Satisfaction Survey, *parking facilities* has increased in importance over the last six years, from 69 points in 2012 to 74 points in 2019 — now the third most important area for service provision improvement (recording 11 per cent of total responses in 2019).

Parking conflicts are increasingly occurring in residential streets as demand for commuter and non-resident longer term parking around activity centres reduces the availability of space for shoppers, residents and their visitors. This is particularly evident in older areas where many properties do not have off-street parking.

#### 1.3.1. Glen Eira is growing

Melbourne is expected to grow by 1.65 million residents by 2031. Victorian Government policy says every council area, particularly inner Melbourne, must take its share of this growth.

For Glen Eira, this means around 30,260 new residents, 14,020 new households, 9,502 jobs, and up to 22,432 additional cars. But Glen Eira already has the least amount of open space of any local government area in Victoria, streets are heavily congested, and parking is highly contested.

The impact of 22,432 more cars on local streets means more congestion, less safety, especially for children, and the erosion of the quiet amenity that typifies Glen Eira's neighbourhood streets.

Our challenge is to adapt and thrive. We can't stop growth, but we can work together to adapt and manage the impacts.

It is complex — improving other transport options, equitably managing parking and reducing traffic congestion is just one of many strategies Council has to tackle this challenge, alongside:

- > Focusing most housing growth in busy centres and along major transport corridors.
- > Growing the number of local jobs.
- > Improving the availability of affordable, suitable housing.

#### 1.3.2. The traditional approach is not working

Historically our cities were designed to prioritise the motor car but with population growth it is becoming mathematically impossible to fit more cars on our fixed road network, and still get around easily and efficiently.

Like its neighbours, Council has prioritised parking over the last decade, and implemented a traditional transport planning approach to managing community concerns. This involves determining what the future 12-month demand for parking will be, and then providing sufficient infrastructure to cater for this need.

It is a time consuming and labour-intensive process to implement, and only resolves parking conflicts one street at a time, often moving car demand to neighbouring streets. Most importantly, it has failed to address the City-wide growth of car usage and ever-increasing parking demand.

Council believes a bold new City-wide approach to parking, integrated with other equally bold transport initiatives, is essential to manage a growing City that remains vibrant, connected and inclusive.

This will bring some changes to parking provisions, like restrictions and permits, to ensure the parking we have is shared equitably, and available for those



who really rely on it. Council acknowledges that it will be challenging for some residents who need to adjust.

However, just providing more parking is not a viable option. A new approach is necessary to share the parking we have equitably and most importantly, reduce the growing demand for parking.

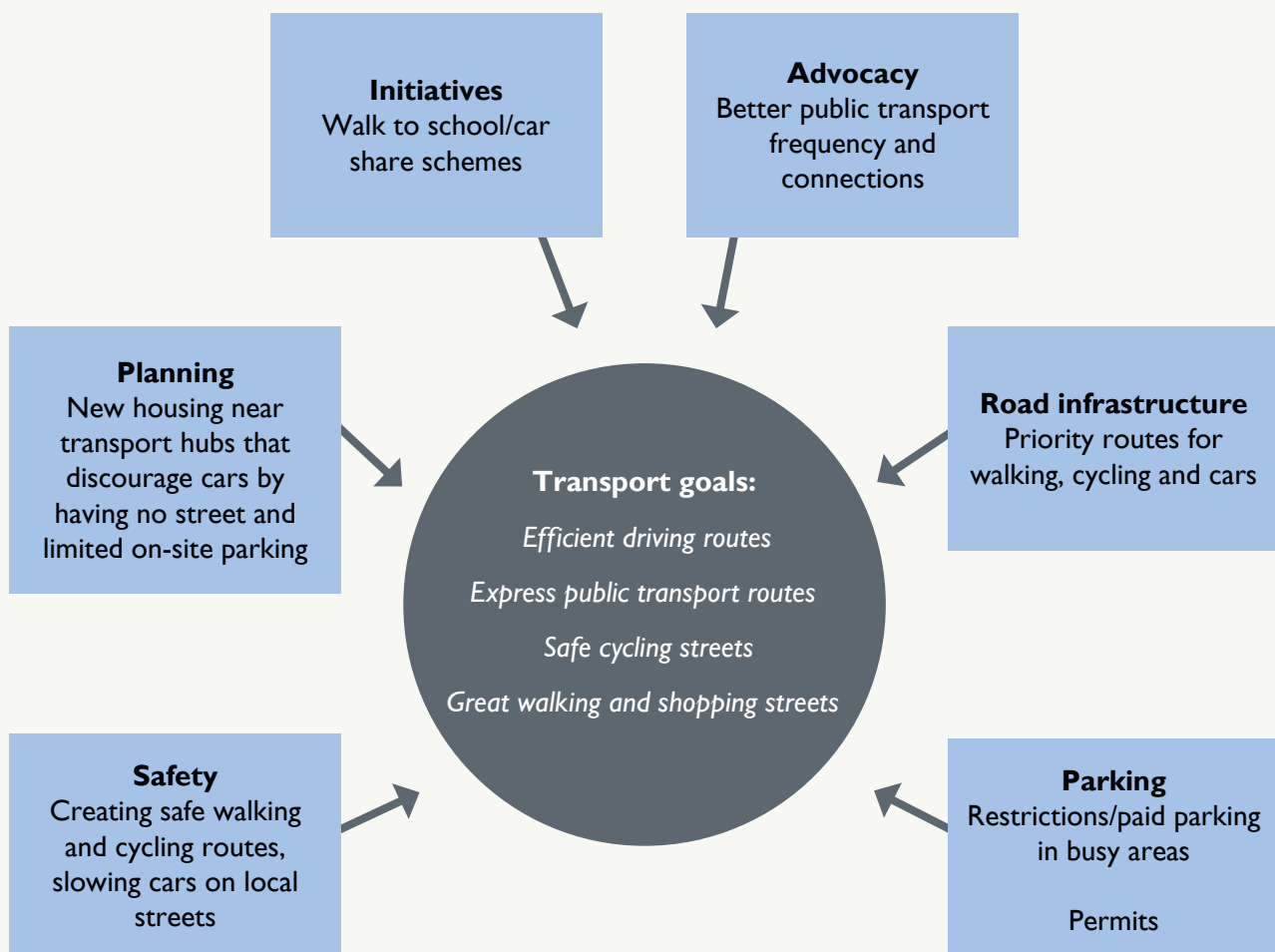
### 1.3.3. Our plan to keep Glen Eira moving

Council's *Integrated Transport Strategy* sets out a plan to make it easier and safer to get around via public transport, walking and cycling, to stop the growth in car trips and reduce the demand for parking.

The aspiration is to achieve 50:50 mode share by 2031. That means 50 per cent of trips in Glen Eira are by car, and 50 per cent by public or active transport. Currently in Glen Eira 66 per cent of trips are made by car.

Sometimes it is necessary to use a car, and parking is a critical component of efficient and effective car use. The goal is to have faster and more convenient, sustainable and active travel options for people to choose from, and free up road space and parking for people when they really need it.

The approach to managing parking is an integral part of this broader transport plan:



## 1.0 POLICY OBJECTIVES AND STRATEGIC DIRECTION

### 1.4. A BOLD NEW APPROACH TO PARKING

Evidence shows that parking demand grows as car usage grows. Car usage growth is mostly due to:

- > Increasing population growth.
- > Lack of access to high quality public transport facilities.
- > Easy and cheap access to parking facilities.

To effectively address Glen Eira’s increasing parking challenges, it is essential to curb the growth of car usage. This *Policy* works together with Council’s other transport initiatives, like the *Walking and Accessibility Action Plan*, *Cycling Action Plan* and *Public Transport Advocacy Plan*, to take a holistic approach to reducing future parking demand, while increasing public transport use, cycling and walking in Glen Eira.

#### 1.4.1. Managing supply and demand

To keep Glen Eira moving safely and efficiently, this *Policy* focuses on both sides of the parking equilibrium: better managing the limited supply and curbing the increasing demand.

Measures used to manage supply include:

- > Parking restrictions are used to manage the parking in areas of high demand.
- > Parking permits provide tailored access to parking for particular user groups.
- > New technology can direct drivers to vacant parking spaces.
- > Specifying parking requirements associated with land-use development.

Measures used to manage demand include:

- > Supporting and encouraging people to walk, cycle and use public transport.
- > Reducing the need for car ownership (as car ownership has a direct relationship to car use).
- > Car share that provides access to a vehicle when necessary, without the need to own a car.

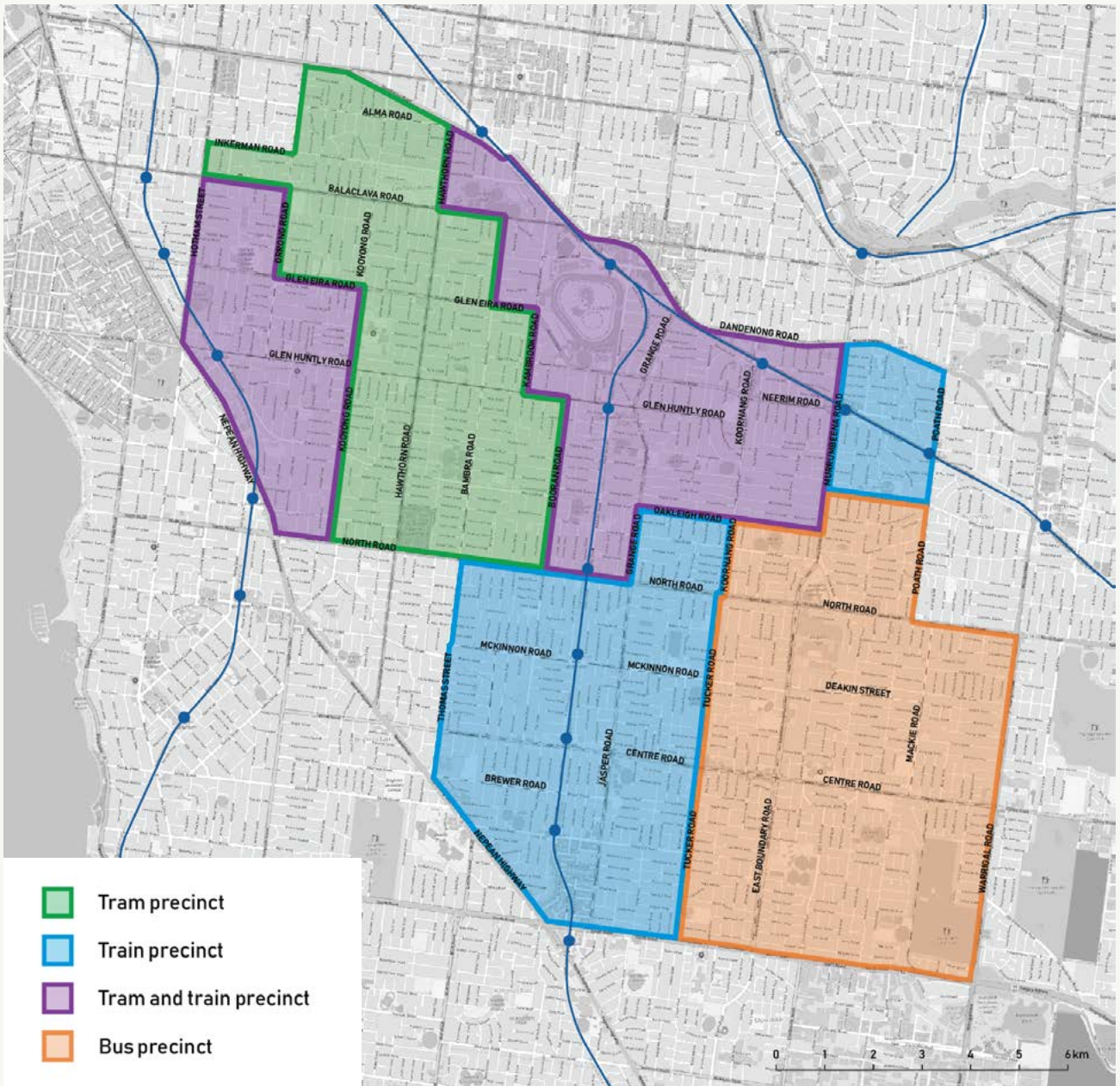
#### 1.4.2. Four separate transport precincts

Research shows that access to high quality public transport facilities is a key factor influencing car use. Council recognises that access to high quality public transport facilities in Glen Eira is not spread equally.

Therefore, while taking a holistic approach to parking management, this *Policy* seeks to address this by considering Glen Eira as four separate transport precincts:

- > Train and Tram
- > Train
- > Tram
- > Bus





Map I — Transport Precincts

## 1.0 POLICY OBJECTIVES AND STRATEGIC DIRECTION

Car ownership rates				
Glen Eira	1.6 cars per dwelling			
	Train and tram	Train	Tram	Bus
Precinct	1.3	1.5	1.6	1.7
House	1.8	1.9	2.0	2.0
Semi-detached house	1.3	1.3	1.5	1.6
Apartment	1.0	1.0	1.1	1.4

Figure 1 — Car ownership calculations are based on the 2016 ABS data — for further information, refer to Council’s *Integrated Transport Strategy Background Data Report*.

Data clearly shows that where higher quality public transport exists, lower car ownership and use follows. Conversely, where lower quality public transport options exist, higher car ownership and use follows. Applying this precinct approach to parking will be far more effective than the previous ‘one size fits all’ approach.

To achieve the goal of a 50:50 mode share shift, access to public transport must be matched with a new parking management approach. This seeks to manage the overall supply and demand of car parking across all aspects of the parking ecosystem.

This *Policy* seeks to manage this ecosystem by focusing on five key elements:

- > **On-street parking.**
- > **Off-street parking (publicly accessible).**
- > **Off-street parking (private).**
- > **Parking permits.**
- > **Parking enforcement.**

### 1.4.3. A place-based approach

The *Integrated Transport Strategy* provides a clear framework to ensure transport improvements in Glen Eira are place-based, focusing on a whole-of-neighbourhood or whole-of-corridor approach.

This *Policy* aligns and also takes a tailored approach in these places and corridors:

- > Places — neighbourhoods:
  - child friendly neighbourhoods; and
  - safe school zones.
- > Places — activity centres:
  - walkable activity centres.
- > Corridors:
  - efficient driving routes;
  - express public transport routes;
  - safe cycling streets; and
  - great walking and shopping streets.



## **1.5. COMMITMENT TO CONSULTATION**

This *Policy* takes a new approach to parking in Glen Eira, and along with the *Integrated Transport Strategy* may mean some adjustment in the short-term.

Council recognises that change is difficult and is committed to consulting with our community as initiatives are considered.

This *Policy* aims to ensure appropriate consultation occurs with anyone in the community who is affected by proposals to introduce parking changes within the municipality. It also outlines the consultation process Council will take.

While it is impossible to provide for all the competing needs of our community, Council will listen and consider everyone's views and opinions, and do its best for Glen Eira residents now and in the future.



## 2.0 PLACES — NEIGHBOURHOODS





## 2.0 PLACES — NEIGHBOURHOODS

The neighbourhoods and local streets between our transport corridors are where our residents live and enjoy leisure time. Neighbourhood streets provide opportunities for diverse experiences and encourage people to spend time engaging in social and recreational activities. All streets need to be fundamentally safe for everyone.

### 2.1 POLICY AIM

- > Create safe residential streets that encourage walking and social interaction.
- > Provide an environment that encourages active and independent travel.

### 2.2 ON-STREET PARKING

Table I sets out the on-street hierarchy of users within Glen Eira’s residential neighbourhoods in order of priority. Parking will be managed to provide best access for higher-priority users and it may not always be possible to meet the expectations of all user groups.

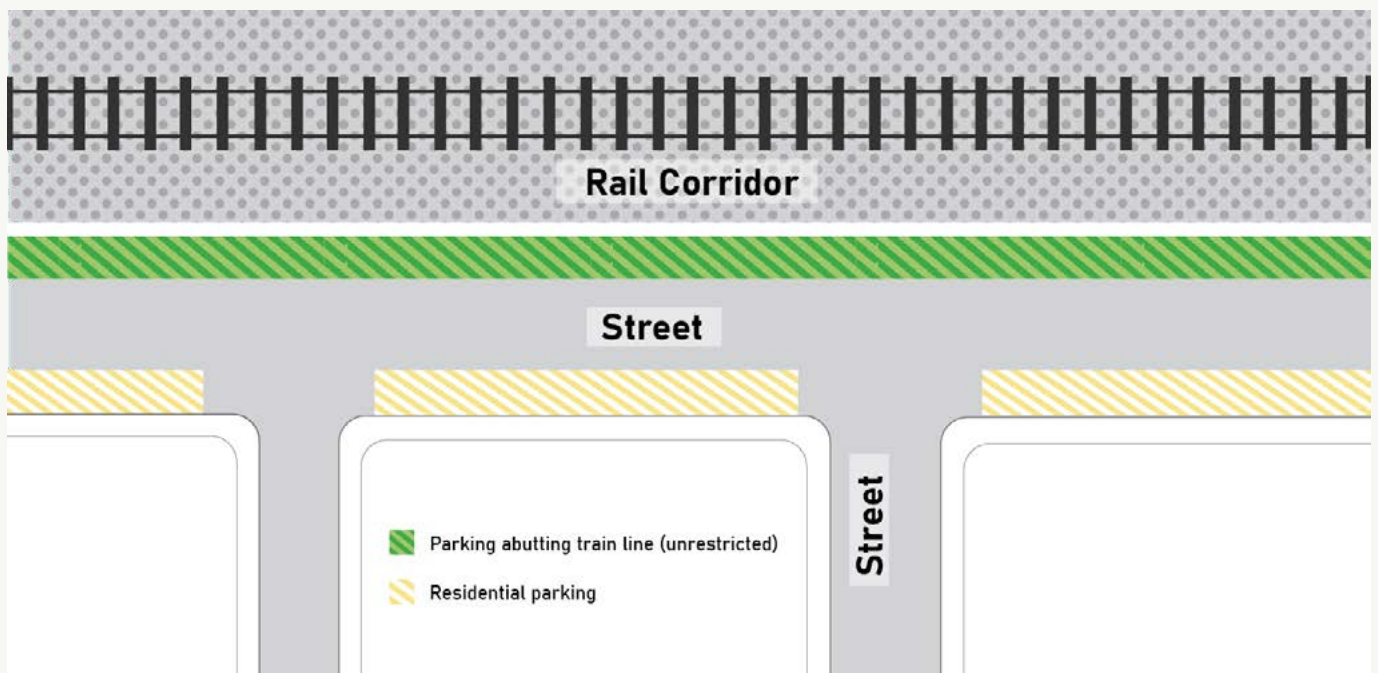


Figure 2 — On-street parking abutting a rail corridor.



Table 1 — On-street parking hierarchy in neighbourhoods

Priority	User group	Comments
Highest	Safety and other conditions	To improve safety for all road users, and provide access for emergency vehicles, waste collection and street cleaning.
	Active and independent travel	To reduce intersection crossing lengths using treatments such as kerb outstands, where parking may need to be removed.
	Residents and their visitors	Use the parking permit scheme if necessary, including timed parking restrictions. Permit zones for residents will be considered according to land use, as set out in the <i>Residential Parking Permit System Policy</i> .
	Car sharing	Where high scheme membership and demand in particular locations justify the allocation of bays.
	Public transport zone	Typically tram/bus stop.
	Customers	Short stay private vehicle parking if required by business and retail activities in the area.
	Local employees	Local employees will be able to park in all-day locations where capacity exists during the day.
	Commuter parking	Commuter parking should be a low priority in residential neighbourhoods because it reduces parking for residents. However, any on-street parking directly abutting a railway corridor will be considered unrestricted parking to enable commuter parking (shown in Figure 2). This excludes on-street parking within a Commercial Zone or Mixed-Use Zone, as outlined in section 2.2.2 of this <i>Policy</i> .
Lowest		



## 2.0 PLACES — NEIGHBOURHOODS

---

### 2.2.1 Loss of on-street parking

Where restricted parking is lost, Council will seek to apply equivalent restrictions to the closest unrestricted parking.

Where significant parking is lost, angled parking or other measures to minimise the total number of parking spaces lost will be investigated within the surrounding network.

### 2.2.2 Determination of restrictions

On-street parking is important for Glen Eira residents, businesses and visitors. The range of needs and uses must be considered to determine the best use of on-street parking. These are set out and prioritised in the *Policy's* user hierarchies (Neighbourhoods Section 2.2, Safe School Zones section 2.6, and Activity Centres section 3.3 of this *Policy*).

On-street parking restrictions are historically based on increasing turnover, while aiming for an 80 per cent usage rate. Council intends to replace this 'one size fits all' approach with neighbourhood based assessment to ensure the best parking and movement outcomes for all users.

Table 2 shows a typical starting point for on-street parking restrictions. Determination of on-street parking restrictions will be based on 'land use' and 'use and access' principles. For example, residents living in a General Residential Zone within a Tram Precinct may have their street treated with two-hour parking restrictions on one side and no restrictions (all day) on the other side.

**Table 2 — Starting point for on-street parking restrictions**

	<b>Neighbourhood Residential Zone (NRZ)</b>	<b>General Residential Zone (GRZ)</b>	<b>Residential Growth Zone</b>	<b>Within 400m of a major trip generator (Eg. train stations)</b>
Bus Only	No restrictions	No restrictions	N/A	2hr/unrestricted
Tram	No restrictions	2hr/unrestricted	N/A	2hr/unrestricted
Train	No restrictions	2hr/unrestricted	4hr/2hr unrestricted/2hr (6pm–midnight)	4hr/2hr unrestricted/2hr (6pm–midnight)
Tram and Train	2hr/unrestricted	4hr/2hr 4hr/permit zone (6pm–midnight)	4hr/2hr 4hr/permit zone (6pm–midnight)	4hr/2hr 4hr/permit zone (6pm–midnight)

These restrictions will be the starting point for on-street parking restrictions. Their implementation will involve a comprehensive ‘whole of neighbourhood’ consultation and design approach (as outlined in section 2.7), although the following provisions will apply:

- > Determination of Commercial Zone or Mixed-Use Zone restrictions will be guided by the hierarchies in section 3.3 of this *Policy*.
- > 400m of a major trip generator is a general guiding distance typical of parking overflow from these land uses. Council officers will use their discretion when applying this distance so parking restrictions are only applied where necessary.
- > To support travel by public transport, any on-street parking directly abutting a railway corridor will be unrestricted parking to enable commuter parking (excluding on-street parking within Commercial Zone or Mixed-Use Zone) — see Figure 2.
- > If within 400m of a major trip generator (or the reasonable distance determined by Council officers), the major trip generator restrictions will apply (excluding Commercial Zone or Mixed-Use Zone).
- > If residing in a street that interfaces with an alternative zone, the higher restriction takes precedent, such as a residential street bounded by Residential Growth Zone and Commercial Zone, the Commercial Zone restrictions will apply for the entire street.
- > The minimum restriction applied to all streets abutting a school with a street frontage of more than 50m will be the 2hr/unrestricted restrictions.
- > In situations where existing parking rules are more restrictive than those proposed, the more restrictive parking rules will be applied to the Neighbourhood Parking Plan (section 2.7 of this *Policy*), while noting what the above framework recommends, and community feedback sought.

## 2.0 PLACES — NEIGHBOURHOODS

- > Permit zone restrictions may be considered in streets where most properties have no off-street parking provision.
- > In no-through streets, permit zone or no-stopping restrictions may be considered.
- > Where households are eligible for residential permits, as outlined in the *Residential Parking Permit System Policy*, the permit holder will be exempted from parking restrictions in timed parking areas above an hour, subject to the

conditions of use (the *Residential Parking Permit System Policy*).

### 2.2.3 Days and hours of restriction

Table 3 represents a typical starting point for on-street parking days and hours of restrictions. Implementing them will involve a ‘whole of neighbourhood’ consultation and design approach, as outlined in section 2.7. The days and hours described below, align with the restrictions outlined in the table of section 2.2.2 of this *Policy*.

**Table 3 — Starting point for on-street parking days and hours of restrictions**

	Neighbourhood Residential Zone	General Residential Zone	Residential Growth Zone	Commercial Zone or Mixed-Use Zone	Within 400m of a major trip generator (Eg. train stations)
Bus Only	N/A	N/A	N/A	8am–8pm Monday–Friday 8am–6pm Saturday	8am–6pm Monday–Friday
Tram	N/A	8am–6pm Monday– Friday	N/A	8am–8pm Monday–Friday 8am–6pm Saturday	8am–6pm Monday–Friday
Train	N/A	8am–6pm Monday– Friday	8am–6pm Unrestricted/2hr 6pm–midnight) Monday–Friday	8am–8pm (Permit zone 8pm–midnight) Monday–Friday 8am–6pm Saturday	8am–6pm (Permit zone 6pm–midnight) Monday–Friday
Tram and Train	8am–6pm Monday–Friday	8am–6pm Monday–Friday	8am–6pm (Permit zone 6pm–midnight) Monday– Friday	8am–8pm (Permit zone 8pm–midnight) Monday–Friday 8am–12pm (midday) Saturday	8am–6pm (Permit zone 6pm–midnight) Monday–Friday



In conjunction with the consultation process outlined in section 2.7 of this *Policy*, the following provisions will apply:

- > 400m of a major trip generator is a general guiding distance, typical of parking overflow from these land uses. Council officers will use their discretion when applying this distance to ensure parking restrictions are only applied where necessary.
- > If within 400m of a major trip generator (or the reasonable distance determined by Council officers), the major trip generator restrictions will apply (excluding Commercial Zone or Mixed-Use Zone).
- > If residing in a street that interfaces with an alternative zone, the higher restriction takes precedent. For example, for a residential street bounded by Residential Growth Zone and Commercial Zone, the Commercial Zone restrictions will apply for the entire street.
- > In situations where the existing days and hours of restrictions are more restrictive than those proposed, the more restrictive days and hours will be applied to the Neighbourhood Parking Plan (section 2.7 of this *Policy*), while noting what the above framework recommends, and community feedback sought.

## 2.2.4 Parking permits

### 2.2.4.1 Residential Permits

Residential permits are available only to eligible residents of Glen Eira. Residential permits exempt the permit holder from parking restrictions in timed parking areas or allow them to park in residential permit zones.

Permits allow residents greater opportunity to park near their property but do not guarantee a parking space nearby. Residential parking permits are not transferable and are tied to the street the resident lives within, or the nearest nominated adjacent street if you live in a recognised commercial area with restrictions or a road with no existing on-street parking or existing clearways

To check eligibility requirements and conditions of use please refer to *Residential Parking Permit System Policy*.

### 2.2.4.2 Visitor Permits

Visitor parking permits are designed for short-stay visitors. Visitor permits are only available to residents eligible for residential parking permits. Visitor permits are tied to the street the resident lives within, or the nearest nominated adjacent street if you live in a recognised commercial area with restrictions or a road with no existing on-street parking or existing clearways

To check eligibility requirements and conditions of use please refer to *Residential Parking Permit System Policy*.

## 2.0 PLACES — NEIGHBOURHOODS

### 2.3 OFF-STREET PARKING (PUBLICLY ACCESSIBLE)

Table 4 shows the off-street (publicly accessible, such as parking in a park or reserve) hierarchy of users in the neighbourhood place type.

Parking will be managed to provide best access for higher-priority users and it may not always be possible to meet the expectations of all user groups.

**Table 4 — Publicly accessible off-street parking hierarchy**

Priority	User group	Comments
Highest	Safety and other conditions	To improve safety for all road users and to provide access for emergency vehicles and waste collection.
	Accessible	Off-street long-term parking bays in locations suitable for people with a disability and empathetic parking needs.
	Recreation use	Vehicle parking for recreational use. The required parking restrictions should allow for and reflect the peak recreational use, ie. unrestricted weekend parking.
	Customers	Vehicle parking for business and retail needs, ie. one, two or four-hour restrictions.
	Traders and local employees	Only where required and when its provision does not affect other users.
	Residents and their visitors	Residential parking is not supported in Council’s off-street car parks.
	Lowest	Car sharing

## 2.4 OFF-STREET PARKING (PRIVATE)

Car parking provision requirements for off-street private developments are described in Clause 52.06 of the *Victoria Planning Provisions*.

For any development application that seeks a reduction in the commercial or visitor car parking rates described within Clause 52.06 of the *Victoria Planning Provisions*, the principles under section 7.5 of this *Policy* should be applied.

### 2.4.1 Consolidation of driveways

Where on-street parking is added to the street due to removal of a vehicle crossover, a reduction of visitor parking equal to that of the parking gained will be considered as a waiver to the development application.

### 2.4.2 Bicycle parking

Clause 52.34 of the *Victoria Planning Provisions* provides specifications for providing bicycle facilities, showers and change facilities for new developments.

Recent developments in bicycle use such as the uptake in e-bikes, heavier bicycles with front baskets and cargo bicycles are not considered by the *Victoria Planning Provisions*. Each of these types is difficult to park within vertical storage (such as Bicycle Network's Ned Kelly rack) and generally require the bicycle to remain horizontal.

More importantly, the *Victoria Planning Provisions* rate of one bicycle parking spot per five dwellings is insufficient to meet Melbourne's current bicycle ownership levels and Council's aim to achieve a 50:50 mode share split.

To equate for this shortfall, the following conditions should apply to all new residential developments:

- > Bicycle parking provided at the rate of one space per dwelling.
- > Visitor bicycle parking provided at the rate of one spot for every four dwellings.
- > Charging spots for e-bikes and floor mounted racks to accommodate all types of bicycles provided at the rate of one bicycle parking spot for every four dwellings.



## 2.0 PLACES — NEIGHBOURHOODS

### 2.5 PARKING ENFORCEMENT

Parking enforcement will be based on residential streets to ensure compliance with the residential permit system, as explained in the *Residential Parking Permit System Policy*.

### 2.6 SAFE SCHOOL ZONES

Safe school zones are a smaller place typology within the larger neighbourhood classification. Parking overflow generated by school drop-off and pick-ups typically extends up to 200m from the school into the surrounding neighbourhood.

For this reason, a 200m discretionary boundary will be applied from a school to the surrounding neighbourhood. Neighbourhoods within 200m of a school will be defined as a 'safe school zone'. Council officers will use their discretion when applying this distance to ensure parking restrictions are only applied where necessary.

Safe school zones focus on accessibility and safety for all users. These zones provide for a range of safe travel options without affecting the amenity of nearby residents.

#### 2.6.1 Policy aim

- > Provide an environment that encourages active and independent travel.
- > Ensure the existing and future amenity of the area is protected and enhanced when designing movement around a school zone.

#### 2.6.2 On-street parking

Table 5 shows the on-street hierarchy of users in the safe school zone place type. Parking will be managed to provide best access for higher-priority users and it may not always be possible to meet the expectations of all user groups.

**Table 5 — Safe School Zone place type on-street parking hierarchy**

Priority	User group	Comments
Highest	Safety to promote active independent travel	To improve safety that encourages active and independent travel, while allowing access for emergency vehicles, waste collection and street cleaning. For example, consider traffic calming strategies around schools to promote riding and cycling.
	Mass School Transport Zone	Provide an environment that encourages active and independent travel. Drop-off areas in locations that do not affect safety of school users. Includes Public Transport Zones.
	Residents and their visitors	Use the parking permit scheme if required, including timed parking restrictions. Permit zones for residents in accordance with land use, as set out in <i>Residential Parking Permit System Policy</i> .
	Car sharing	Where high scheme membership and demand in particular locations justify the allocation of bays.
	Customers	Short stay private vehicle parking if required by business and retail activities in the area.
	Local employees	Local employees will be able to park in all-day locations where capacity exists during peak periods.
	Commuter parking	Commuter parking should be a low priority in school zones because it undermines safe school zones. However, any on-street parking directly abutting a railway corridor will be unrestricted parking to enable commuter parking (as shown in the diagram in section 2.2). This excludes on-street parking within a Commercial Zone or Mixed-Use Zone (as outlined in section 2.2.2 of this <i>Policy</i> ).
Lowest		

## 2.0 PLACES — NEIGHBOURHOODS

### 2.6.3 Off-street parking (publicly accessible)

Table 6 sets out the off-street (publicly accessible) hierarchy of users in the safe school zone\*.

Parking will be managed to provide best access for higher-priority users and it may not always be possible to meet the expectations of all user groups.

**Table 6 — Safe School Zone place type publicly accessible off-street parking hierarchy.**

Priority	User group	Comments
Highest	Safety and other conditions	To improve safety for all road users and to provide access for emergency vehicles and waste collection.
	Accessible	Off-street, long-term parking bays in locations suitable for people with a disability and special parking needs.
	Recreation use	Vehicle parking for recreational use. The required parking restrictions should allow for and reflect the peak recreational times, ie. unrestricted weekend parking.
	Traders and local employees	Only where required and when its provision does not affect other users.
	Customers	Vehicle parking for business and retail needs, such as one, two or four hour restrictions.
	Residents and their visitors	Residential parking is not supported in Council's off-street car parks.
Lowest	Car sharing	Where high scheme membership and demand in particular locations justify the allocation of bays.

\*If a school is located within an activity centre, the off-street activity centre hierarchy will apply.



#### **2.6.4 Parking permits**

As safe school zones are a smaller place typology within the larger neighbourhood classification, the same permit conditions and restrictions will apply. Please refer to the *Residential Parking Permit System Policy*.

#### **2.6.5 Off-street parking (private)**

Car parking provision requirements for off-street private developments are described within Clause 52.06 of the *Victoria Planning Provisions*.

For any development application that seeks a reduction in the commercial or visitor car parking rates described within Clause 52.06 of the *Victoria Planning Provisions*, the principles under section 7.5 of this *Policy* should be applied.

##### **2.6.5.1 Consolidation of driveways**

Where on-street parking is added to the street due to removal of a vehicle crossover, a reduction of visitor parking equal to that of the parking gained will be considered as a waiver to the development application.

##### **2.6.5.2 Bicycle parking**

As safe school zones are a smaller place typology within the larger neighbourhood classification, the same bike parking rates will apply. Please refer to section 2.4.2 of this *Policy*.

#### **2.6.6 Parking enforcement**

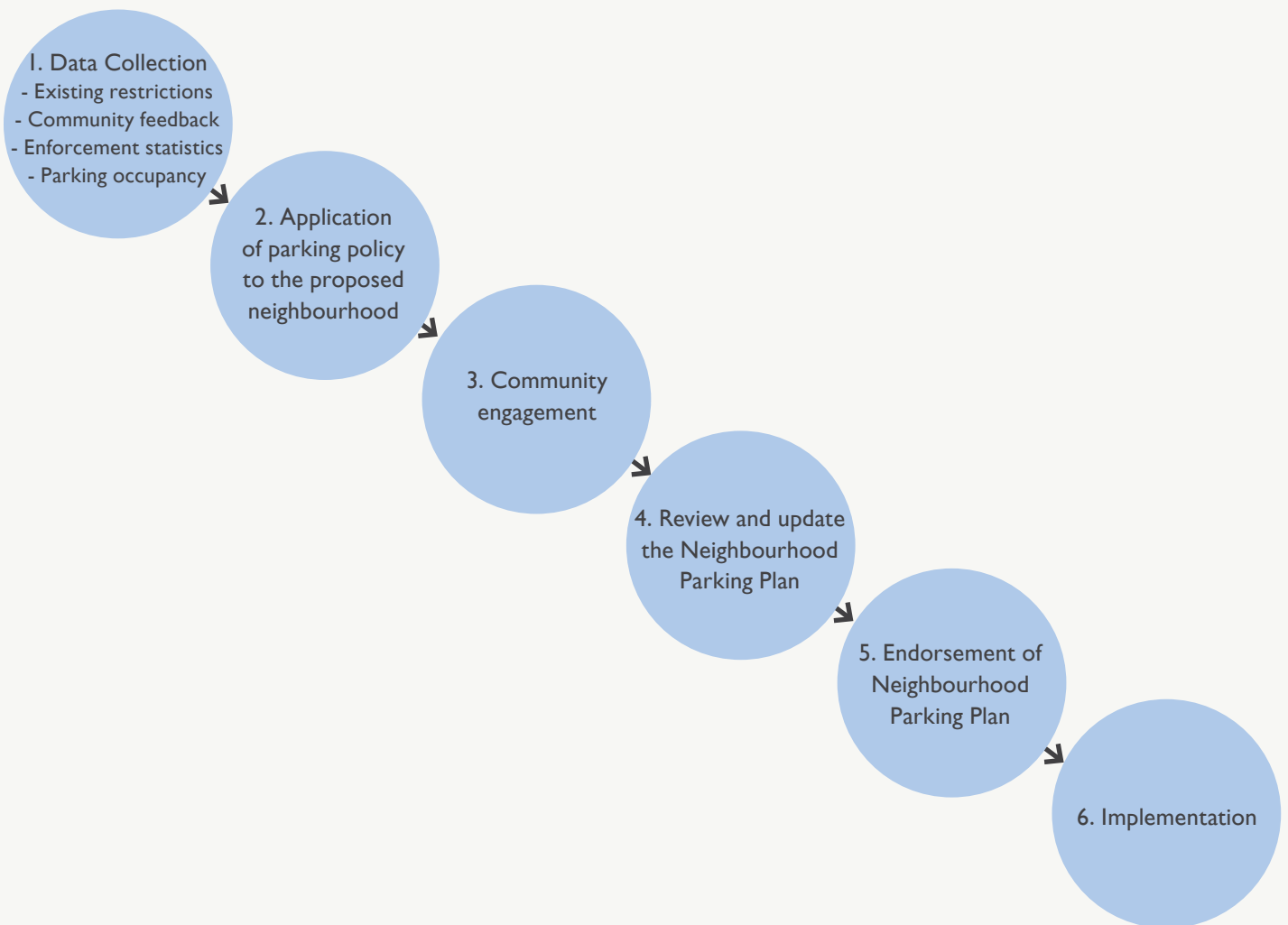
Safe school zones have a strong focus on accessibility and safety for all users. Within these areas, education and deterrence is the priority. Parking safety officers will be visible to the community to act as a deterrent to illegal parking behaviour in safe school zones.

## 2.0 PLACES — NEIGHBOURHOODS

### 2.7 CONSULTATION PROCESS

This policy aims to ensure appropriate consultation occurs with the community affected by proposals to introduce parking changes within the municipality. A ‘whole of neighbourhood’ consultation and design approach will be undertaken where parking needs are considered in conjunction with the needs of the neighbourhood.

Parking changes will be initially implemented on a neighbourhood basis in accordance with the following project stages:



### 1. Data collection

The following approach to data collection will help inform the draft neighbourhood parking plan:

- > Review of existing restrictions.
- > Review of recent community feedback.
- > Review of enforcement statistics.
- > Parking occupancy surveys.

### 2. Application of the Parking Policy to the proposed neighbourhood

Determining parking changes will be guided by the provisions in this *Policy* before being applied to a draft neighbourhood parking plan and presented to the community for feedback.

For example, for on-street parking changes in a neighbourhood the provisions contained in sections 2.2 (determination of restrictions), 5 (on-street parking) and any other relevant provision, will be applied to a draft neighbourhood parking plan.

### 3. Community consultation

Community feedback will be sought on the draft neighbourhood parking plan. As appropriate, officers will:

- > Undertake a neighbourhood-wide approach to help ensure parking activity is not displaced from one street to an adjacent street.
- > Due to the size of Council's neighbourhoods, proposals will involve a large number of streets. Officers will make an assessment of the extent of the study area and develop parking proposals and consult accordingly.

- > Consult in writing with all property owners and occupiers in the designated consultation area. Provide a minimum of 20 business days from receipt of notice for submissions to Council in response. All submissions shall be considered in decision making.

### 4. Review and update the neighbourhood parking plan

The draft neighbourhood parking plan will be refined taking into consideration:

- > Feedback from consultation with affected residents, businesses, community and sporting groups (as appropriate).
- > An analysis of local conditions (parking survey and observations) and flow-on impacts on neighbouring areas.
- > Simplicity, clarity, practicality, consistency and enforceability.
- > Safety considerations.

### 5. Endorsement of neighbourhood parking plan

Once the draft neighbourhood parking plan is refined a Council resolution for endorsement will be sought before implementation.

### 6. Implementation

Once the final neighbourhood parking plan is adopted by Council, an implementation plan will be prepared to deliver the project.



## 2.0 PLACES — NEIGHBOURHOODS

### 2.8 PARKING CHANGES OUTSIDE AND FOLLOWING NEIGHBOURHOOD IMPLEMENTATION

Council recognises that changes to parking controls will be required outside and following implementation of this *Policy*. To investigate changes to parking outside this period one of the following criteria must be met:

- > A demonstration of community support (2.8.1).
- > A review of enforcement statistics (2.8.2).
- > An immediate safety issue (2.8.3).

#### 2.8.1 Demonstration of community support

Indications of community support are typically expressed via a multi-signatory letter, signed by residents of the street, and should include:

- > A list of issues that require the provision of parking restrictions (ie. a lack of available on-street parking for residents).
- > The proposed parking control change (ie. two-hour restricted parking on one side of the street).
- > The location of the proposed parking control.
- > Contact details of signatories (such as names, addresses and phone numbers).

Please note: this would trigger an investigation and parking changes would only be considered if warranted by parking control guidelines.

Council will not consider a proposal if a similar issue has been investigated in the prior 12 months or if the street is in a precinct scheduled for implementation within the next 12 months unless it is an immediate safety issue, such as those referred to in section 2.8.3 of this *Policy*.

#### 2.8.1.1 Parking changes guidelines

When assessing any request to modify or install parking control signage in residential streets, Council will consider a proposal if (based on objective parking surveys undertaken) it satisfies any of the following:

- a) The average parking occupancy is greater than 85 per cent during observed peak periods. Once parking gets to levels of the order of 85 per cent and above, motorists generally have some difficulty in searching for parking spaces and excessive circulation of traffic looking for parking spaces typically occurs.
- b) In any four-hour period between 9am and 6pm, there is evidence from objective parking surveys residents have to walk more than 200m to a vacant parking space. Typically this would mean 25 to 30 consecutive parking spaces are fully occupied on both sides of the street.

### **2.8.2 A review of enforcement statistics**

A high level of enforcement action compared to surrounding local streets or an equivalent area may indicate that the parking controls are not achieving their intended purpose.

Any identified irregularities in enforcement statistics will initiate an officer review of the surrounding parking control signage. Based on the identified irregularities, officers will make an assessment on the extent of the study area and review parking controls accordingly. A wider neighbourhood approach will be taken to help ensure parking activity is not displaced from one street to an adjacent street.

### **2.8.3 An immediate safety issue**

A high level of parking occupancy can affect traffic safety, and inconvenience road users and adjacent properties. It is Council's responsibility to ensure the safety of all road users and give priority at all times when investigating the implementation of parking restrictions.

An immediate safety issue caused by parking is typically:

- > Intersection visibility.
- > Visibility of pedestrians.
- > Obstruction of traffic and bike lanes.

Council officers will investigate all immediate safety issues. This will typically involve:

- > An assessment of crash statistics.
- > Inspection of road geometry, clearances and visibility.

More complex issues may require a road safety audit.



# 3.0 PLACES — ACTIVITY CENTRES





### 3.0 PLACES — ACTIVITY CENTRES

Glen Eira’s activity centres are attractive and exciting destinations that encourage residents and visitors to frequent these precincts rather than drive to a regional shopping centre. These streets should be designed to balance the needs of all users to create an environment that ensures access, safety, comfort and enjoyment for everyone.

#### 3.1 POLICY AIM

- > Ensure appropriate parking is provided in suitable locations to support the economic vitality of the shopping strip.
- > Provide a safe and comfortable walking environment at all times and create attractive places that encourage people to visit and stay in longer.

#### 3.2 GLEN EIRA'S ACTIVITY CENTRES

Glen Eira’s activity centres are defined within Council’s adopted *City Plan (2020)* or its successor. The following provisions in this section apply to commercial zones within these activity centres.

#### Map 2 Legend:

<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="border: 1px dashed #ccc; padding: 5px; width: 250px;"> <p>Education and innovation precinct with urban renewal</p> </div> </div> <div style="margin-left: 25px; margin-top: 5px;"> <p>Caulfield Station Precinct (also a major activity centre) East Village</p> </div>	<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="border: 1px dashed #ccc; padding: 5px; width: 250px;"> <p>Major activity centre with urban renewal</p> </div> </div> <div style="margin-left: 25px; margin-top: 5px;"> <p>Carnegie Elsternwick Moorabbin Junction</p> </div>	<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="border: 1px dashed #ccc; padding: 5px; width: 250px;"> <p>Major activity centre</p> </div> </div> <div style="margin-left: 25px; margin-top: 5px;"> <p>Bentleigh Glen Huntly</p> </div>	<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="border: 1px dashed #ccc; padding: 5px; width: 250px;"> <p>Neighbourhood activity centres</p> </div> </div> <div style="margin-left: 25px; margin-top: 5px;"> <p>Alma Village Bentleigh East Caulfield Park Caulfield South Gardenvale Hughesdale McKinnon Murrumbeena Ormond Patterson Ripponlea</p> </div>	<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="border: 1px dashed #ccc; padding: 5px; width: 250px;"> <p>Local centre</p> </div> </div>
--	---	--	--	---



Map 2 — Glen Eira's activity centres

- Train lines and stations
- - - Tram corridors

## **3.0 PLACES — ACTIVITY CENTRES**

---

### **3.3 ON-STREET PARKING**

The following tables set out the hierarchy of users within Glen Eira’s activity centres in order of priority. Parking will be managed to provide best access for higher-priority users and it may not always be possible to meet the expectations of all user groups.



3.3.1 Table 7: Health, Education and Innovation Precinct — Caulfield

Priority	User group	Comments
Highest	Pedestrians	To provide the safest environment for pedestrians by removing private vehicle access, allowing for emergency vehicles and limited loading access.
	Public transport zone	Typically tram/bus stops. Includes taxi/rideshare set down and pick-up parking.
	Bike parking	An area dedicated to safe parking for bicycles at key destinations such as the university and train station.
	Accessible parking	On-street medium-term parking bays for people with a disability or empathetic parking needs (two to four hour parking).
	Drop-off/pick-up	Short-term parking for drop-off/pick-up (such as at train stations).
	Car sharing	Where high scheme membership and demand in particular locations justify the allocation of bays.
	Loading zones	Short-term parking associated with servicing of businesses in the area.
	Customers	Short and medium-stay private vehicle parking if required by business and retail activities in the area.
	Local employees	Encourage employees to come by public transport.
	Student parking	Encourage students to come by public transport, those who do drive, parking should be provided by the university.
	Residents and their visitors	Encourage use of off-street parking contained within private property.
Lowest	Commuter parking	Only when excess parking exists in areas with no residential or commercial interface.

### 3.0 PLACES — ACTIVITY CENTRES

3.3.2 Table 8: Health, Education and Innovation Precinct — East Village

Priority	User group	Comments
Highest	Safety and other conditions	To improve safety for all road users and to provide access for emergency vehicles, waste collection and street cleaning.
	Public transport zone	Typically tram/bus stops. Includes taxi/rideshare set down and pick-up parking.
	Accessible Parking	On-street medium term parking bays for people with a disability or empathetic parking needs (such as two to four hours).
	Bike Parking	To enable a spread of bike parking throughout the precinct.
	Car sharing	Where high scheme membership and demand in particular locations justify the allocation of bays.
	Customers	Short and medium-stay private vehicle parking if required by business and retail activities in the area.
	Drop-off/pick-up	Where required, short-term parking for drop-off/pick-up (such as five minute parking).
	Loading zone	Where private off-street loading bays are not available. Preference is for loading access to be contained within private developments/businesses.
	Truck access	Where required, restrictions to create adequate clearances for truck access to business. Preference is for truck access to be contained within private developments/businesses.
	Local employees	Preference is for employee parking to be contained within private property/businesses.
Lowest	Residents and their visitors	To support businesses by promoting turnover, users that require medium to long-term (more than two hours) should have a low priority. Preference is for residents and visitor parking to be accommodated within private developments/businesses.

3.3.3 Table 9: Major Activity Centres

Priority	User group	Comments
Highest	Safety and other conditions	To improve safety for all road users and to provide access for emergency vehicles, waste collection and street cleaning.
	Pedestrians	Widen footpaths to increase safety awareness and cater for a rise in footpath activity. Reduce intersection crossing lengths via treatments such as kerb outstands and continuous footpath treatments at minor junction crossings. Parking may need to be replaced.
	Public transport zone	Typically tram/bus stops. Includes taxi/rideshare set down and pick-up parking.
	Accessible parking	On-street medium-term parking bays for people with a disability or empathetic parking needs (two to four hour parking).
	Drop-off/pick-up	Short-term parking for drop-off/pick-up (such as at train stations).
	Bike parking	An area dedicated to parking for bicycles at key destinations such as train stations and community facilities such as the libraries.
	Car sharing	Where high scheme membership and demand in particular locations justify the allocation of bays.
	Customers	Short and medium-stay private vehicle parking for business and retail activities in the area (such as one or two hour restrictions).
	Loading Zones	Short-term parking associated with servicing of businesses within the area.
	Local employees	Encourage employees to come by public transport.
	Residents and their visitors	Encourage use of off-street parking contained within private developments.
	Commuter parking	Long-term commuter parking will be provided within specific off-street locations ie. train station car parks. On-street parking will be prioritised for local users rather than commuting. However, where excess parking exists in areas with no residential or commercial interface, longer term commuter parking will be allowed.
Lowest		

### 3.0 PLACES — ACTIVITY CENTRES

3.3.4 Table 10: Neighbourhood Centres

Priority	User group	Comments
Highest	Safety and other conditions	To improve safety for all road users and provide access for emergency vehicles, waste collection and street cleaning.
	Pedestrians	To reduce intersection crossing lengths via treatments such as kerb outstands, where parking may need to be replaced.
	Public transport zone	Typically tram/bus stops.
	Drop-off/pick-up	Short-term parking for drop-off/pick-up only at train stations.
	Accessible parking	On-street medium-term parking bays for people with a disability or empathetic parking needs (two to four hour parking).
	Customers	Short and medium-stay private vehicle parking for business and retail activities in the area (such as one or two hour restrictions).
	Loading zones	Short-term parking associated with servicing of business within the area.
	Bike parking	An area dedicated to parking for bicycles at key destinations such as train stations.
	Car sharing	Where high scheme membership and demand in particular locations justify the allocation of bays.
	Local employees	Parking encouraged in all-day locations away from shops.
	Residents and their visitors	Encourage use of off-street parking contained within private developments.
Lowest	Commuter parking	Parking encouraged in all-day locations away from shops.



## 3.3.5 Table II: Local Centres

Priority	User group	Comments
Highest	Safety and other conditions	To improve safety for all road users and provide access for emergency vehicles, waste collection and street cleaning.
	Pedestrians	To reduce intersection crossing lengths via treatments such as kerb outstands, where parking may need to be replaced.
	Accessible parking	Parking for people with a disability or empathetic parking needs.
	Customers	Short and medium-stay private vehicle parking if required by business and retail activities in the area.
	Public transport zone	Place bus/tram stop to limit effect on commercial parking.
	Loading zones	Short-term parking associated with servicing of business within the area.
	Bike parking	An area dedicated to parking for bicycles.
	Local employees	Parking encouraged in all-day locations away from shops.
Lowest	Car sharing	Where high scheme membership and demand in particular locations justify the allocation of bays.

## 3.0 PLACES — ACTIVITY CENTRES

### 3.3.6 Determination of restrictions and time

Determination of on-street parking restrictions and the time of these restrictions, within activity centres, will be based on the above hierarchies (Tables 7–11).

### 3.3.7 Loss of commercial on-street parking

Council supports local businesses and recognises that parking is important. Council will aim to retain parking where possible, however where parking is required to be removed the following measures will be undertaken:

- > If restricted parking is lost, those restrictions will be sought to be applied to the closest unrestricted parking.
- > Where significant parking is lost, angled parking or other measures to minimise the total number of parking loss will be explored within the surrounding network.
- > Where significant and high-demand parking\* is lost, Council will explore active investment opportunities to create new off-street parking. However, this will be subject to viable opportunities and feasibility.

*\*Significant and high-demand parking will be determined by an officer assessment. This will include car parking occupancy and turnover surveys, recognising that the business type directly relates to how significant the on-street car parking is. For example, five high-turnover businesses (such as food and retail) in a row will rely more heavily on the on-street car parking than five low turnover businesses (such as office use).*

### 3.4 OFF-STREET PARKING (PUBLICLY ACCESSIBLE)

Table 12 sets out the off-street (publicly accessible) hierarchy of users within all activity centres.

Parking will be managed to provide best access for higher-priority users and it may not always be possible to meet the expectations of all user groups.

**Table 12 — Off-street publicly accessible parking hierarchy in Activity Centres**

Priority	User group	Comments
Highest	Safety and other conditions	To improve safety for all road users and provide access for emergency vehicles and waste collection.
	Accessible Parking	Off-street parking bays in locations suitable for people with a disability and empathetic parking needs (such as two to four hours).
	Customers — Medium-stay	Vehicle parking for medium-stay business and retail needs (such as two hour restrictions).
	Customers — Long-term	Vehicle parking for longer-stay business and retail needs (such as four hour restrictions).
	Customers — Short-term	Vehicle parking for short-stay business and retail needs (such as one hour restrictions).
	Car sharing	Where high scheme membership and demand in particular locations justify the allocation of bays.
	Traders and local employees	Only where required and when its provision does not affect other users.
	Loading Zone	Morning loading only (before 7am).
	Residents	Residential parking is not supported in Council's off-street car parks.
Lowest	Commuter parking	When excess parking exists in areas with no residential or commercial interface, paid parking for commuter parking will be considered. It is expected that commuter parking will be provided by the relevant state authority (such as VicTrack for parking at train stations).

## 3.0 PLACES — ACTIVITY CENTRES

### 3.4.1 Parking sensors and guidance systems

To maximise the use of all new and existing car parking in Glen Eira’s activity centres, Council will include parking sensors and guidance systems as part of all off-street car parks above 100 spaces. For further information on parking sensors and guidance systems refer to section 8.3.1.

### 3.4.2 Multi-deck car park

Council-owned multi-deck car parking will only be considered within major activity centres or at key Council facilities.

Where identified within Council’s adopted structure plans, multi-deck car parks will be placed in viable locations within a walkable distance from the retail precinct.

### 3.5 OFF-STREET PARKING (PRIVATE)

Parking provision requirements for off-street private developments are described in Clause 52.06 of the *Victoria Planning Provisions*.

To add to the vibrancy of Council’s activity centres, the tables below set out the priority land use Council aims to encourage within each activity centre.

For any development application seeking a reduction in the commercial or visitor car parking rates described in Clause 52.06, the principles under section 7.5 of this *Policy* should be applied.



3.5.1 Table 13: Health, Education and Innovation Precinct — Caulfield

Land use	Comments
Active retail	Consider reductions in car parking rates to promote active retail opportunities.
Student housing	Rates for student housing are set out in the <i>Glen Eira Planning Scheme</i> — Schedule 2 to the Parking Overlay
Other diverse housing	Consider reductions in car parking rates to promote serviced apartments and affordable housing.
Shared parking	Optimise parking capacity by allowing complementary land uses to share spaces, rather than creating separate spaces for separate uses, such as office parking during the day that converts to residential parking in the evening. Reduced car parking rates will be considered if they meet conditions outlined in section 7.5 of this Policy.
Development abutting an identified active frontage or active laneway	Where the <i>Glen Eira Planning Scheme</i> or an adopted structure plan identifies an active frontage or active laneway with no reasonable alternative access, a reduction in the car parking rate may be considered on consolidated sites.
All other development	Providing in accordance with <i>Glen Eira Planning Scheme</i> car parking rates.

### 3.0 PLACES — ACTIVITY CENTRES

**3.5.2 Table 14: Health, Education and Innovation Precinct — East Village**

Land use	Comments
Active retail	Consider reducing car parking rates to promote active retail opportunities.
Affordable housing	Consider reducing car parking rates to promote affordable housing.
Shared parking	Optimise parking capacity by allowing complementary land uses to share spaces, rather than producing separate spaces for separate uses, such as office parking during the day converting to residential parking in the evening. For further information and conditions of shared parking, refer to section 7.4.6.
Unbundled parking	Unbundling parking is where parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial property. Council will consider unbundled parking proposals in new developments on a case-by-case basis, where the applicant has provided expert traffic analysis and advice. This will take into consideration relevant data such as car ownership rates and access to alternative modes of transport.
All other development	Provided as per <i>Glen Eira Planning Scheme</i> rates.

## 3.5.3 Table 15: Major activity centres

Land use	Comments
Active retail	Consider reductions in car parking rates to promote active retail opportunities.
Student housing	Rates for student housing are set out in the <i>Glen Eira Planning Scheme</i> — Schedule 2 to the Parking Overlay. Further reductions to these rates will be considered to promote student housing in Glen Huntly and Carnegie.
Shared parking	Optimise parking capacity by allowing complementary land uses to share spaces, rather than producing separate spaces for separate uses, such as office parking during the day converting to residential parking in the evening. For further information and conditions of shared parking, refer to section 7.4.6 of this <i>Policy</i> .
Development abutting an identified active frontage or active laneway	Where the <i>Glen Eira Planning Scheme</i> or an adopted structure plan identifies an active frontage or active laneway with no reasonable alternative access, a reduced car parking rate may be considered on consolidated sites.
Unbundled parking	Unbundling parking is where parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial property. Council will consider unbundled parking proposals in new developments on a case-by-case basis, where the applicant has provided expert traffic analysis and advice. This will take into consideration relevant data such as car ownership rates and access to alternative modes of transport.
Commercial parking	Secure, publicly available parking directly accessible from the public street. Should be open to the general public for most of the day, seven days a week.
All other development	Provided as per <i>Glen Eira Planning Scheme</i> car parking rates.

## 3.0 PLACES — ACTIVITY CENTRES

### 3.5.4 Neighbourhood and Local Centres

Car parking provision requirements for developments in neighbourhood and local centres are described in Clause 52.06 of the *Victoria Planning Provisions*.

For any development application that seeks a reduction in the commercial or visitor car parking rates described in Clause 52.06, the principles under section 7.5 of this *Policy* should be applied.

#### 3.5.4.1 Consolidation of driveways

Where on-street parking is added to the street due to removal of a vehicle crossover, an equal reduction of visitor parking to that of the parking gained will be considered as a waiver to the development application.

### 3.5.5 Bicycle Parking

Neighbourhood bicycle parking rates should apply to all residential developments in activity centres. Please refer to section 2.4.2.

For all non-residential developments, bicycle parking should be provided for 10 per cent of expected building occupants.

Office buildings and other workplaces should provide showers and lockers at the rate described in Table 2 of Clause 52.34–5 of the *Victoria Planning Provisions*.

## 3.6 PARKING PERMITS

### 3.6.1 Residential and visitor permits

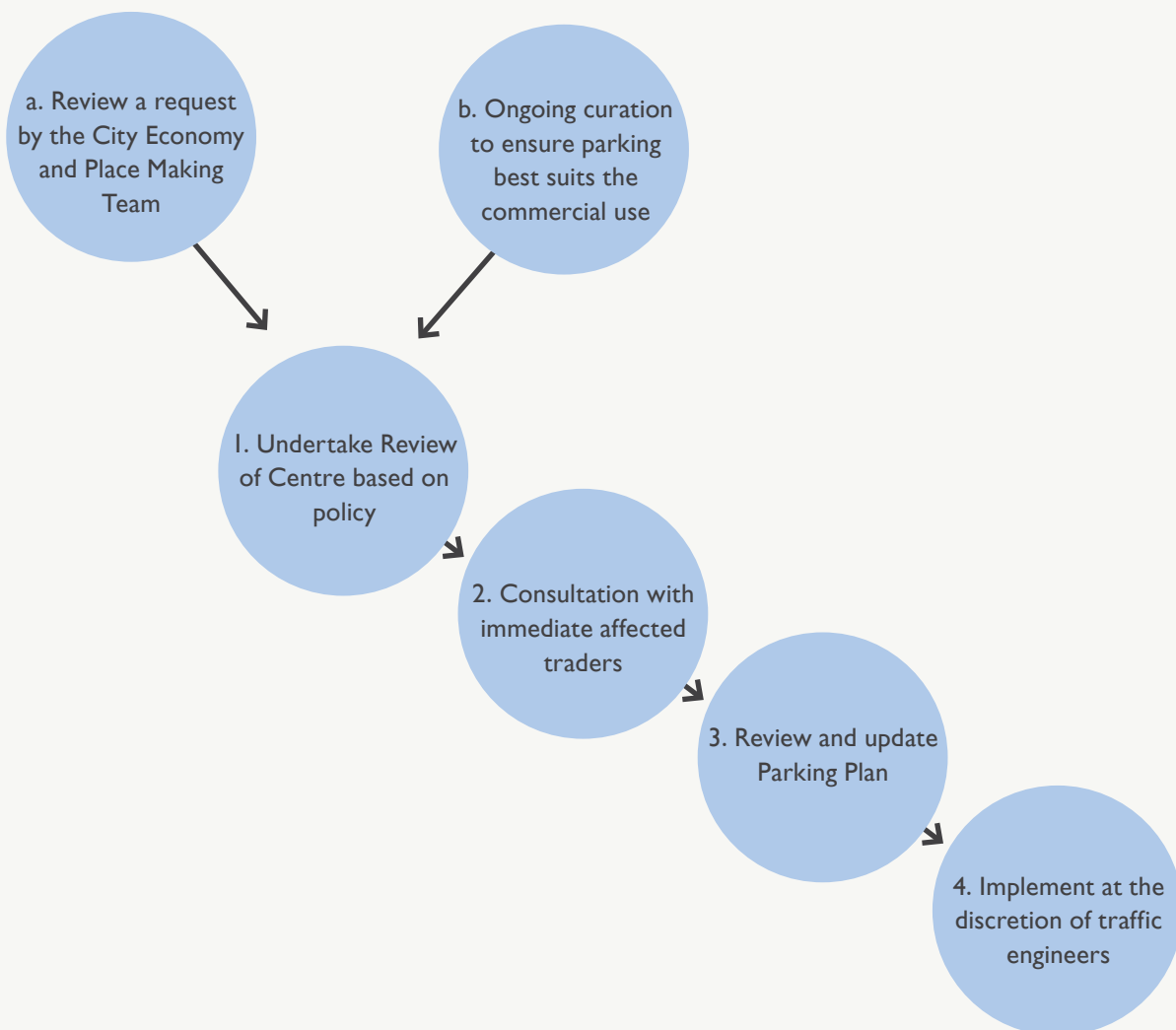
Permits will be issued to eligible residential properties/occupants only (not commercial properties/occupants). Council defines a residential property as being a property that is used 100 per cent for residential purposes. Properties that have a mixed-use (ie. apartments on upper floors and a cafe/shop/business on ground floor) are not considered residential under this *Policy* or the *Residential Parking Permit System Policy*.

For all residential developments within activity centres, the neighbourhood permit restrictions will apply. Please refer to the *Residential Parking Permit System Policy*.



### 3.7 CONSULTATION PROCESS

Council recognises the importance of parking in its support for local businesses. Where changes to parking controls are required, the following process will be undertaken:



### 3.0 PLACES — ACTIVITY CENTRES

#### 1. Undertake review of centre based on Policy

Council's City Economy and Place Making Team works closely with Glen Eira businesses. A request from this team to consider changes to parking restrictions within an activity centre will trigger an investigation. Council officers will follow the prioritisation hierarchies to review the existing parking, as outlined in section 3 of this *Policy*. Any parking changes must also suit the commercial use of the area.

#### 2. Consultation with immediately affected traders

After an investigation, a draft parking proposal will be prepared if the requested location is suitable for any parking changes. Officers will consult in writing with traders who are immediately affected in the designated consultation area\*. Affected traders will be given a minimum of 20 business days from receipt of notice to respond to Council and all submissions will be considered when making a decision.

*\* If there is a high level of change proposed (above five parking bays), officers will arrange for signage to be placed in the affected area, so that the wider community can be offered an opportunity to have a say on the proposed parking changes.*

#### 3. Review and update parking plan

The draft parking proposal will be refined to consider:

- > Feedback from consultation with immediately affected traders (and wider community if high level of change is proposed).
- > An analysis of car parking demand.
- > Simplicity, clarity, practicality, consistency and enforceability.
- > Safety considerations.

#### 4. Implement at the discretion of traffic engineers

An implementation plan will be prepared by Council traffic engineers to install the new parking restrictions.





# 4.0 CORRIDORS





## 4.0 CORRIDORS

---

As outlined in section 1 of this *Policy*, the population of Glen Eira is likely to grow by 30,260 new residents by 2031 and if car usage use is not reduced, up to 22,432 additional cars on our streets.

This is a lot more people needing to move around and through Glen Eira, along with increased parking pressures.

The current approach to street design attempts to balance the needs of all users on all streets is often ineffective.

To help address these issues, Council has established four premium transit corridors and prioritised a mode of transport in each corridor. This approach takes into account a range of external factors including road widths, local area destinations, and existing connection and function. These four corridors are:

- > Efficient driving routes;
- > Express public transport routes;
- > Safe cycling streets; and
- > Great walking and shopping streets.

4.1 INTEGRATED TRANSPORT STRATEGY MAP CORRIDOR MAP



Map 3 — Transport corridors map

## 4.0 CORRIDORS

---

### 4.2 POLICY AIM

To help address future congestion and associated parking pressures, the allocation of road space will need to be determined on a corridor by corridor basis.

### 4.3 ON-STREET PARKING

Implementing large-scale parking changes will only occur as part of a corridor upgrade on a case-by-case basis. Each corridor upgrade will be informed by a whole-of-corridor consultation and design approach, with parking needs considered in conjunction with the priority use of the corridor, as outlined in section 4.7 of this *Policy*.

Table 16 sets out general principles to assist when determining the allocation of road space for each corridor type.



Table 16 — Principles for allocation of road space

Corridor	On-street	Off-street	Permits	Development
Efficient driving routes	<p>Minimise the loss of on-street parking interfacing residential and commercial properties.</p> <p>If significant on-street parking interfacing residential properties is lost, the remaining on-street parking will be prioritised for surrounding residents through a corridor parking condition (such as 'permit only' parking).</p> <p>If on-street parking interfacing commercial properties is lost refer to section 4.3.1 of this <i>Policy</i>.</p>	N/A	<p>If significant on-street parking interfacing residential properties is lost, the remaining on-street parking will be prioritised for surrounding residents through a corridor parking condition (such as 'permit only', as described in the <i>Residential Parking Permit System Policy</i>).</p>	<p>Minimise crossovers.</p> <p>Encourage access off local street/laneway if viable.</p> <p>Parking provision requirements for off-street private developments are described within Clause 52.06 of the <i>Victoria Planning Provisions</i>.</p> <p>For any development application that seeks a reduction in the commercial or visitor car parking rates described within Clause 52.06 of the <i>Victoria Planning Provisions</i>, the principles under section 7.5 of this <i>Policy</i> should be applied.</p> <p>If the access way serves four or more car spaces, the access way must be designed so that cars can exit the site in a forward direction.</p>
Express public transport route	<p>The Victorian Government is required to make all tram stops <i>Disability Discrimination Act</i> compliant by 2032. Typically this has come in the form of 'accessible tram stops', which in most cases have resulted in the loss of some on-street car parking.</p>	N/A	<p>All parking permits will be applied as detailed in the <i>Residential Parking Permit System Policy</i>.</p>	<p>Encourage access off a local street/laneway if viable.</p> <p>If the access way serves four or more car spaces, the access way must be designed so that cars can exit the site in a forward direction.</p> <p>For any development application that seeks a reduction in the commercial or visitor*</p>

\*Continued page 56

## 4.0 CORRIDORS

Corridor	On-street	Off-street	Permits	Development
Express public transport route	<p>Council will attempt to minimise the loss of on-street parking interfacing residential and commercial properties within the design of all accessible tram stops.</p> <p>If on-street parking interfacing commercial properties is lost refer to section 4.3.1 of this <i>Policy</i>.</p>			<p>car parking rates described within Clause 52.06 of the <i>Victoria Planning Provisions</i>, the principles under section 7.5 of this <i>Policy</i> should be applied.</p>
Safe cycling streets	<p>Minimise the loss of on-street parking interfacing residential and commercial properties.</p> <p>If significant on-street parking interfacing residential properties is lost, the remaining on-street parking will be prioritised for surrounding residents through a corridor parking condition (such as 'permit only' parking).</p> <p>If on-street parking interfacing commercial properties is lost refer to section 4.3.1 of this <i>Policy</i>.</p>	N/A	<p>If significant on-street parking interfacing residential properties is lost, the remaining on-street parking will be prioritised for surrounding residents through a corridor parking condition (such as 'permit only', as described in the <i>Residential Parking Permit System Policy</i>).</p>	<p>Minimise crossovers and encourage access off local street/laneway if viable.</p> <p>Parking provision requirements for off-street private developments are described within Clause 52.06 of <i>Victoria Planning Provisions</i>.</p> <p>For any development application that seeks a reduction in the commercial or visitor car parking rates described within Clause 52.06 of the <i>Victoria Planning Provisions</i>, the principles under section 7.5 of this <i>Policy</i> should be applied.</p> <p>If the access way serves four or more car spaces, the access way must be designed so that cars can exit the site in a forward direction.</p>

Table 16 — Principles for allocation of road space (continued)

Corridor	On-street	Off-street	Permits	Development
Great walking and shopping streets	<p>Where a rise in footpath activity is creating footpath congestion issues, widening of footpaths should be considered. Parking may need to be removed.</p> <p>Reduce intersection crossing lengths via treatments such as kerb outstands and continuous footpath treatments at minor junction crossings. Some parking may need to be removed.</p>	<p>Refer to off-street parking hierarchy in the next table (section 4.4 of this Policy). If off-street parking is located within an activity centre, the off-street activity centre hierarchy will apply. Refer to section 3.4 of this Policy.</p>	<p>Eligible permit holders will be excluded from parking on movement corridors.</p> <p>As detailed in the <i>Residential Parking Permit System Policy</i>, permits will be issued on a street-by-street basis. Eligible permit holders will be able to nominate the nearest adjacent street to park within.</p>	<p>New vehicle access/ all crossovers will be prohibited if access onto local street/ laneway is available.</p> <p>If the access way serves four or more car spaces, the access way must be designed so that cars can exit the site in a forward direction.</p> <p>If within an activity centre, the off-street (private) priority land uses table (section 3.5 of this Policy) applies.</p>

Table 16 — Principles for allocation of road space (continued)

#### 4.3.1 Loss of commercial on-street parking

Council supports local businesses and recognises that parking is important. Council will aim to retain parking where possible. But where parking is required to be removed (both due to Council or State Government projects such as the implementations of accessible tram stops) the following measures will be undertaken:

- > If restricted parking is lost, those restrictions will be sought to be applied to the closest unrestricted parking.
- > Council officers will undertake a parking review and consult with residents living within the first 100m of a side-street off a corridor, to determine if parking restrictions are required.
- > Where significant parking is lost, angled parking or other feasible measures to minimise the total number of parking spaces lost will be explored within the surrounding network.

Where significant and high demand parking\* is lost due to Council projects, Council will explore active investment opportunities to create new off-street parking. However, this will be subject to viable opportunities to purchase land and feasibility in constructing off-street car parking.

*\*Significant and high demand parking will be determined by an officer assessment. This will include car parking occupancy and turnover surveys, recognising that the business type directly relates to how significant the on-street car parking is. For example, five high-turnover businesses (such as food and retail) in a row will rely more heavily on the on-street car parking than five low turn-over businesses (such as an office use).*

## 4.0 CORRIDORS

### 4.4 OFF-STREET PARKING (PUBLICLY ACCESSIBLE)

Table 17 sets out the off-street (publicly accessible) hierarchy of users within a designated corridor\*.

Parking will be managed to provide best access for higher-priority users and it may not always be possible to meet the expectations of all user groups.

**Table 17 — Off-street (publicly accessible) hierarchy of users**

Priority	User group	Comments
Highest	Safety and other conditions	To improve safety for all road users and provide access for emergency vehicles and waste collection.
	Accessible	Off-street medium-term parking bays in locations suitable for people with a disability and empathetic parking needs (such as two to four hours).
	Recreation use	Vehicle parking for recreational use. The required parking restrictions should allow for and reflect the peak recreational times, ie. unrestricted weekend parking.
	Customers	Vehicle parking for business and retail needs (such as one, two or four hour restrictions).
	Car sharing	Where high scheme membership and demand in particular locations justify the allocation of bays.
	Traders and local employees	Parking encouraged in all-day locations away from shops.
	Residents	Residential parking is not supported in Council's off-street car parks.
Lowest	Commuter parking	Parking encouraged in all-day locations away from shops, unless excess demand with off-street car park exists to provide longer term commuter parking.

*\*If off-street parking is located within an activity centre, the off-street activity centre hierarchy will apply. Refer to section 3.4 of this Policy.*

## 4.5 PARKING PERMITS

If significant on-street parking interfacing residential properties is lost, the remaining on-street parking will be prioritised for surrounding residents through a corridor parking condition (such as 'permit only', as described in the *Residential Parking Permit System Policy*).

For on-street parking on any corridor identified in map 4.1, eligible permit holders will be able to park within any on-street parking within their street, in addition to the nearest nominated adjacent street (subject to Council approval).

If the permit allocation rate differs, the higher rate will apply.

## 4.6 OFF-STREET PARKING (PRIVATE)

Car parking provision requirements for off-street private developments are described within Clause 52.06 of the *Victoria Planning Provisions*.

For any development application that seeks a reduction in the commercial or visitor car parking rates described within Clause 52.06 of the *Victoria Planning Provisions*, the principles under section 7.5 of this *Policy* should be applied.

### 4.6.1 Great walking and shopping streets — consolidation of driveways

Where a possible conflict between exiting and/or entering vehicles is reduced due to removal of a vehicle crossover, an equal reduction in parking bays to the length of the crossover will be considered as a waiver to the development application.

### 4.6.2 Bicycle parking

For all residential developments within activity centres, the neighbourhood bicycle parking rates should apply. Please refer to section 2.4.2 of this *Policy*.

For all non-residential developments, bicycle parking should be provided for 10 per cent of expected building occupants.

### 4.6.3 Parking enforcement

To achieve any corridor improvements, the allocation of road space within those corridors will need to reflect the intended priority use. This is likely to require on-street parking removal.

To protect each corridor's intended priority use, Council will seek the power to tow and impound any vehicle parked in a designated no-stopping area that is causing unlawful obstruction or is unlawfully parked.



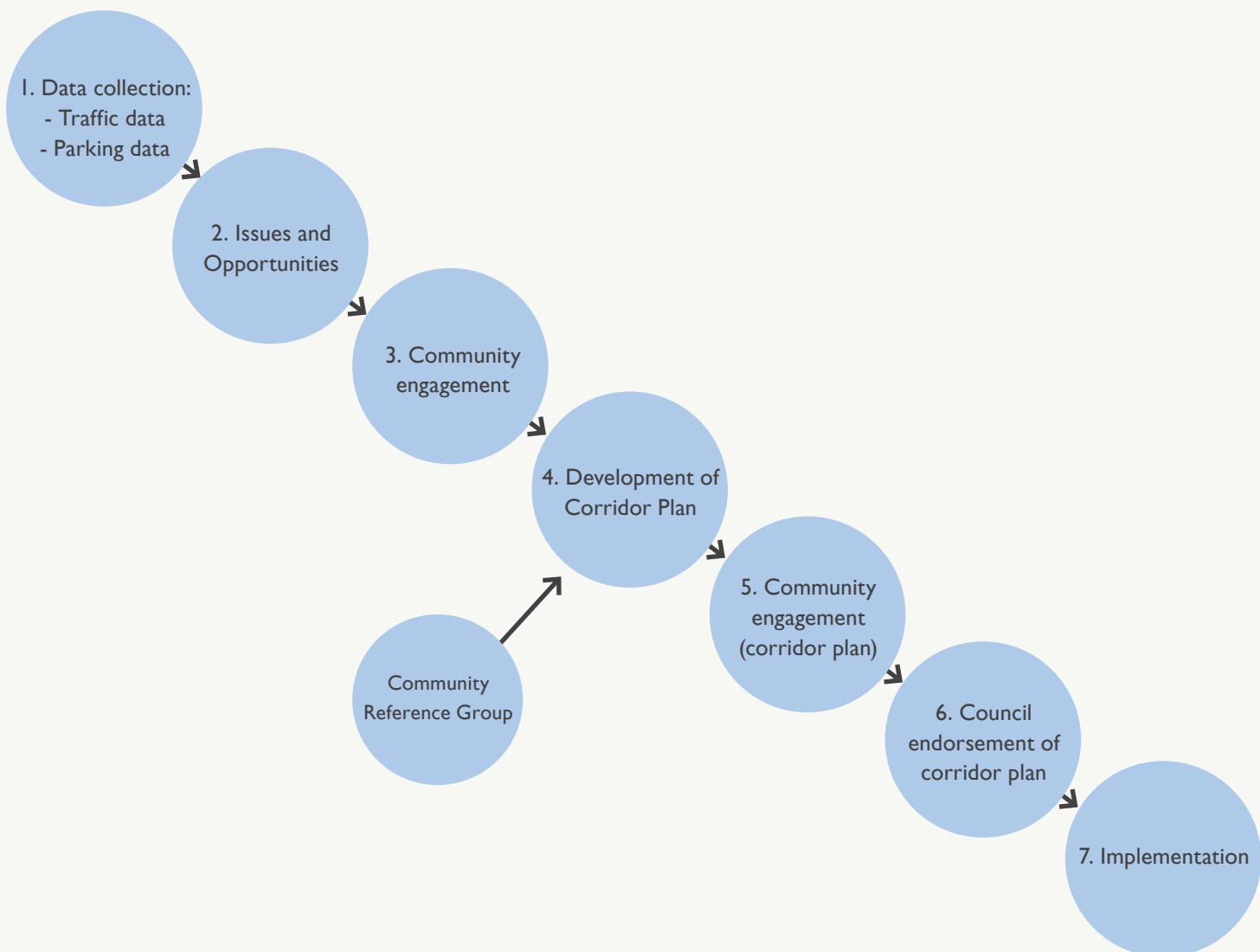
## 4.0 CORRIDORS

### 4.7 CONSULTATION PROCESS

This *Policy* aims to ensure appropriate consultation occurs with people potentially affected by Council proposals to introduce parking changes within the municipality. A whole-of-corridor consultation and design approach will be undertaken that considers parking needs in conjunction with the priority use of the corridor.

Implementing large-scale parking changes will only occur as part of the corridor upgrade, and on a case-by-case basis.

The following project stages will generally be followed when considering a corridor upgrade:



## 1. Data collection

Data collection will inform the design process of a project and its performance on completion. Typical data collected will include:

- > Car parking occupancy.
- > Key vehicle speed, volume and travel times.
- > Key vehicle turning movements.
- > Crash statistics.

## 2. Issues and Opportunities

An 'issues and opportunities' report will be developed to identify potential treatments along the corridor and assess the issues and benefits of different treatment options. The report will include:

- > Key findings of data collection and presentation of data.
- > Identification of treatment options.
- > Development of a methodology for assessment.
- > Treatment options assessment.

## 3. Community engagement (issues and opportunities)

Community feedback will be sought on potential corridor treatment options. This consultation will be informed by a Corridor Options Report incorporating data analysis, exploration of road and intersection treatments along the corridor, and expert advice.

## 4. Develop a corridor plan

Using the outcomes from the community engagement process, a corridor plan will be prepared outlining the recommended interventions to prioritise the corridors' function.

Where applicable, expressions of interest will be sought to establish a Community Reference Group that will include a diverse mix of ages, backgrounds, experiences and skills. If appointed, the Community Reference Group will meet to help officers review community feedback and use it to inform the development of the corridor plan.

## 5. Community engagement (corridor plan)

The corridor plan will be presented for another round of community consultation, then refined in light of community feedback, as well as advice from a Community Reference Group (if one was appointed).

## 6. Endorsement

A Council resolution for endorsement will be sought before commencing the implementation process.

## 7. Implementation

Once a final corridor plan is adopted by Council an implementation plan will be prepared to deliver the project. The first implementation stage may include a combination of permanent works and interim works depending on the complexity of implementation.

The implementation plan will outline the process of how any 'interim' works will be reviewed and then replaced with the appropriate permanent design.

If a Community Reference Group was appointed, they will be involved and kept informed on the progress of the implementation process.

## 4.8 PARKING CHANGES OUTSIDE AND FOLLOWING PRECINCT IMPLEMENTATION

Implementation of large-scale parking changes will only occur as part of the corridor upgrade. For localised changes to parking please refer to section 2.7 of this *Policy*.



## 5.0 ON-STREET PARKING







## 5.0 ON-STREET PARKING

### 5.1 POLICY AIM

To define the suite of on-street parking types and associated requirements.

### 5.2 PARKING TYPES AND REQUIREMENTS

#### 5.2.1 Accessible and empathetic parking

Accessible parking not only encompasses disability parking, as recognised by the *Disability Discrimination Act 1992*, but includes empathetic parking needs to assist those in our community who are generally regarded as less mobile, such as seniors and parents with prams.

The number of disability parking spaces for various land uses should be provided in accordance with the mandatory rates in the Building Code of Australia. However, for on-street parking these rates are unspecified.

To ensure that disability parking rates reflect the true parking requirements, total car ownership numbers in Glen Eira have been compared against the percentage of disability permits issued per year.

Given that in 2018, 2.9 per cent of Glen Eira residents who own a car were issued a disability permit, the disability parking rate has been changed to 1.5 spaces for every 50 or part thereof. This is above the current Building Code of Australia Class 6 rate of one space for every 50 car parking spaces (or part thereof).

Australian Standard AS2890.5–1993 (Part 5: On-street parking) recommends the provision of a 3.2m wide parking space for disability parking spaces. Senior and parents with prams only parking should be provided at 3m wide parking spaces where viable.

It is recognised that compliance with the standard for on-street accessible parking is difficult and may not be possible depending on the particular circumstances.

Physical constraints such as road or footpath width, grade, service poles and trees can make it complicated to achieve the standard.

The following principles will guide the provision of on-street accessible and empathetic parking spaces:

- > The entire suite of public parking (on and off-road) in an activity centre will be considered when allocating accessible and empathetic parking spaces.
- > On-street disability parking spaces will be provided in line with AS2890.5-1993 where practical. Where compliance with the standard cannot be achieved, all suitable requirements such as line marking, signage, access ramps and a hard-standard area will be provided, excluding the provision of an indented space.
- > On-street empathetic senior and parents with prams only parking spaces will be provided at 3m wide parking spaces where practical. Where compliance cannot be achieved, all suitable requirements such as line marking and signage should be provided excluding the provision of an indented space.
- > On-street disability and empathetic parking spaces on roads that carry high levels of traffic at speed offer an additional level of risk to the user. Where an off-street parking area or local street parking exists in close proximity, parking should be prioritised in these locations.
- > There will be an appropriate spread of disability and empathetic parking throughout an activity centre.

Table 18 provides the recommended rates for *Disability Discrimination Act* compliant, senior and parents with prams only parking. Needs and particular uses may necessitate the provision of spaces in excess of the rates provided.



**Table 18 — Accessible and empathetic recommended parking rates**

<b>Accessible and empathetic parking rates in activity centres (public)</b>	
Disability	1.5 space for every 50 car parking spaces or part thereof.
Seniors	1 space for every 50 car parking spaces or part thereof.
Parents with prams	1 space for every 50 car parking spaces or part thereof.

**5.2.2 Bicycle parking**

An area dedicated to safe parking for bicycles.

Bike parking will be provided in line with Council's (to be developed) Bicycle Parking Action Plan or its successor.

**5.2.3 Clearway**

A clearway is a section of road where parking and stopping is not allowed at the times shown on the clearway sign. Clearways are put on some main roads to improve traffic flow during peak hours.

To implement clearways there is a specific need to ban kerbside car parking during the times shown on the clearway sign.

Clearways may be considered on a case-by-case basis when implementing Council's premium transit corridors (section 4 of this *Policy*).

**5.2.4 Commuter parking**

It is expected that commuter parking be provided by the relevant State authority, such as VicTrack for parking at train stations. However, Council will continue to advocate to the State Government to utilise opportunities made available by development of value capture sites, to integrate additional commuter parking around train stations.

Council officers will follow the prioritisation hierarchies when determining the provision of commuter parking, as provided under section 3.3 of this *Policy*.

**5.2.5 Car share**

A car parking space dedicated to an approved car sharing service designed to reduce car ownership.

Car share bays for car share vehicles are considered in line with the Council's adopted *Car Share Policy 2016–2019* or its successor.

**5.2.6 Loading zone**

Loading zones are short-term parking spaces associated with servicing of businesses within the area. The use and size of the loading zone will generally be established in accordance with the requirements of VicRoads/Department of Transport guidelines.

**5.2.7 Long-term parking**

Long-term parking is parking for 4 hours and over. Long-term parking will be provided to cater for longer term business and retail needs, including customers, employees and contractors.

Council officers will follow the prioritisation hierarchies when determining the provision of long-term parking, as provided under section 3.3 of this *Policy*.

On-street loading zones should be located at the beginning or end of an on-street parking bay to ensure user convenience.

Subject to the operation of clearways, loading and unloading of goods before 6am is encouraged (Monday to Friday).

## 5.0 ON-STREET PARKING

This will reduce the demand for establishing loading bays and allow more general parking for consumers.

Loading zones should revert to short-term parking on weekends and after 4pm (Monday to Friday).

Council officers will follow the prioritisation hierarchies when determining the provision of loading zones, as provided under section 3.3 of this *Policy*.

### 5.2.8 Medium-stay parking

Medium-stay parking is parking for one to two hours. Medium-stay parking will be provided to cater for business and retail needs.

Council officers will follow the prioritisation hierarchies when determining the provision of medium-term parking, as provided under section 3.3 of this *Policy*.

### 5.2.9 Narrow roads

Narrow roads are roads less than 7.2m in width. It is Council's responsibility to ensure public safety and access for emergency vehicles on all roads.

Parking is permitted on the road as long as there is 3m clear distance across the road to an adjacent vehicle or obstacle. This allows access for emergency and other vehicles. On narrow roads (less than 7.2m), this means parking can only be provided on one side of the road or not at all.

To assist in this, permit zone, no parking and no stopping restrictions will be considered on Council's narrow roads.

### 5.2.10 'No parking' restrictions

'No parking' restrictions are provided for loading and unloading vehicles in particular locations. Generally, 'no parking' restrictions are installed at drop-off/pick-up locations in locations such as stations and schools.

It is Council's responsibility to ensure public safety and access for emergency vehicles on all roads. As such, on narrow roads (less than 7.2m) no parking can be permitted.

### 5.2.11 'No stopping' restrictions

'No stopping' restrictions will be installed where on-street parking causes a safety hazard for pedestrians, motorists and other road users.

It is Council's responsibility to ensure public safety plus access for emergency vehicles, waste collection and street cleaning on all roads. As such, on narrow roads (less than 7.2m) 'no stopping' restrictions can be permitted. 'No stopping' restrictions are also permitted on the approach and departure to intersections.

### 5.2.12 Parking on nature strips

Parking on nature strips or footpaths is not permitted under the Victorian Road Rules. Vehicles parked on nature strips or footpaths can damage public infrastructure above and below the ground leading to increased maintenance costs.

It may also prevent emergency services from accessing key infrastructure such as water, sewerage, gas, telephone and drainage. Vehicles parked on nature strips can also increase safety risks for pedestrians because they are less visible to motorists.

### 5.2.13 Permit parking

Council will only issue residential and visitor permits based on eligibility criteria provided in the *Residential Parking Permit System Policy*.

Permit holders are eligible to park in eligible time restricted parking bays (more than one hour) within:

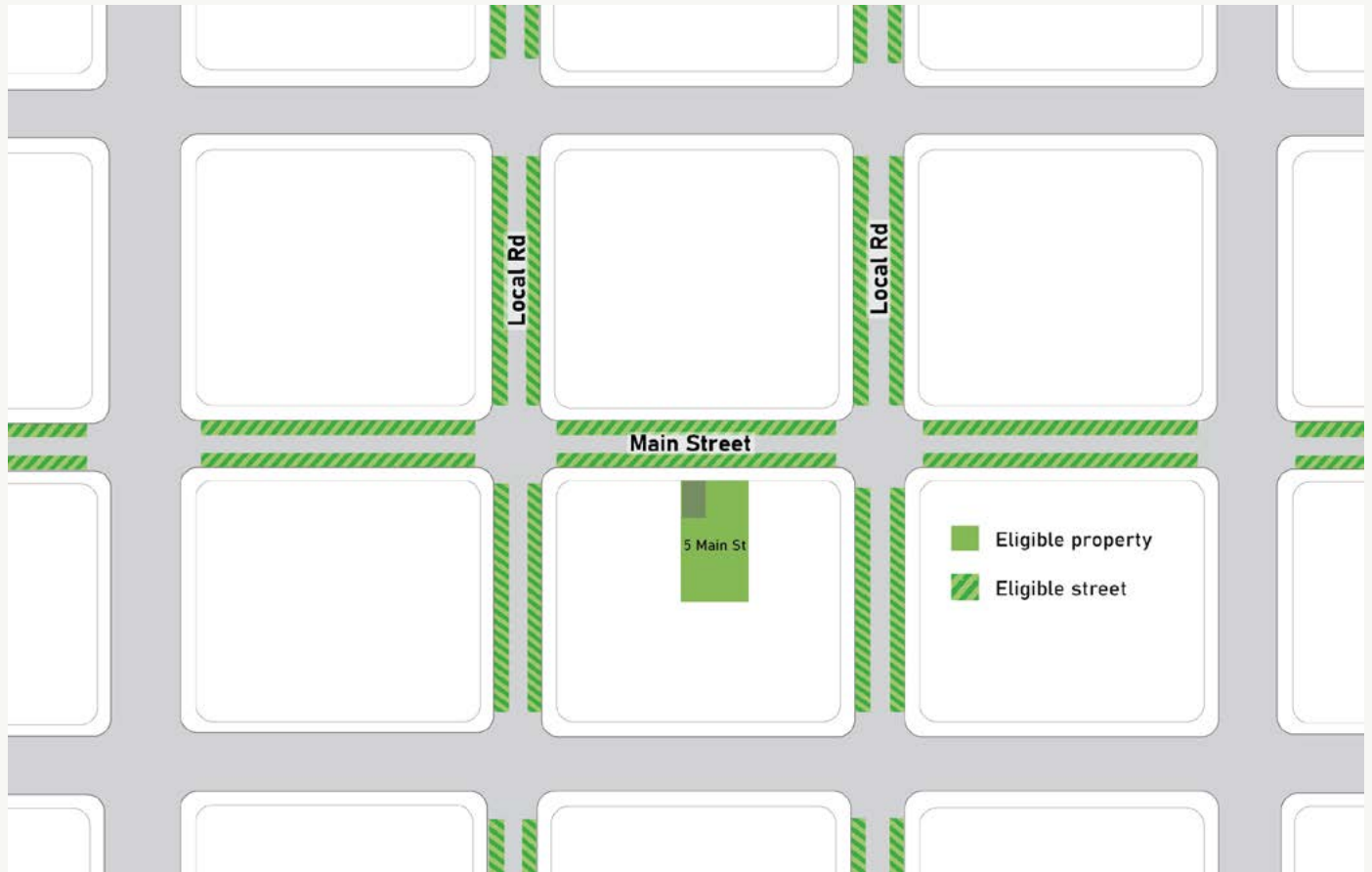
- > the street the resident lives in, or the nearest nominated adjacent street if you live in a recognised commercial area with restrictions or a road with no existing on-street parking or existing clearways (the 'permit street') and;
- > The nearest streets that intersect the permit street from the eligible household (as shown in the diagram below). Please refer the *Residential Parking Permit System Policy* for all eligibility and conditions of use criteria.

#### 5.2.13.1 Permit zone

Parking is only permitted in a permit zone if

the permit specified on the sign is correctly displayed. Council will only consider installing permit zone signs where:

- > Parking demand is excessive due to surrounding land uses (such as major activity centres).
- > Most properties have no off-street parking provision.
- > To ensure public safety and access for emergency vehicles (such as narrow streets and no-through streets).
- > Existing 'permit zone' signs will remain, subject to consultation.



Eligible street diagram

## 5.0 ON-STREET PARKING

### 5.2.14 Public transport zone

A public transport zone is an area in the roadway for the exclusive use of public transport, typically tram stops, bus stops, bus lanes or tram lanes. The location, use and clearance of the public transport zone will generally follow the requirements in accordance with VicRoads/Department of Transport guidelines.

Improving public transport zones is essential to achieving a 50:50 mode share split. This is why they will be prioritised around train stations and public transport interchanges, as described in the prioritisation hierarchies provided under section 3.3 of this *Policy*.

### 5.2.15 Short-stay parking

Short-stay parking is parking up to one hour but more typically five to 15-minute parking. Short-stay parking is provided to cater for business, retail, commercial and drop-off/pick-up needs.

Short-stay parking should be clustered together at the beginning or end of an on-street parking bay to ensure user convenience. Loading zones will revert to short-term parking on weekends and after 4pm (Monday to Friday).

Council officers will follow the prioritisation hierarchies when determining the provision of short-stay parking, as provided under section 3.3 of this *Policy*.

### 5.2.16 Taxi/rideshare zone

Taxi and rideshare zones provide specific customer access points to taxis and rideshare providers. Although a taxi is classified as a private vehicle, the establishment of taxi/rideshare zones will only be considered within activity centres and around major trip generators, not in residential areas.

Taxi/rideshare zones should be integrated with public transport zones to provide the most convenient interchange for users.

Council officers will follow the prioritisation hierarchies when determining the provision of taxi and rideshare zones, as provided under section 3.3 of this *Policy*.

### 5.2.17 Major trip generator

A facility or area which generates significant volumes of passenger, visitor and/or customer trips. Examples include:

- > Train stations.
- > Major recreational facilities (such as Glen Eira Sports and Aquatic Centre).
- > Hospitals.

### 5.2.18 Work zone

A work zone is a temporary parking zone outside a construction site dedicated to construction vehicles. Work zones will only be installed along the property boundaries of the construction site for a maximum of four standard work zone parking bays (26m in total — 4 x 6.5m long bays).

However, the applicant can use the frontage of the neighbouring property with the written consent of the affected owner/occupier if the work zone cannot accommodate four standard bays in front of the construction site. Additional information can be found on Council's website under 'work zone permits'.

### 5.3 SIGNAGE AND LINE MARKING

All signage and line marking will be consistent with the requirements of Australian Standards, AustRoads and VicRoads/Department of Transport guidelines. The signage and line marking provided in this section is considered as 'special purpose' line markings to direct vehicles.

#### 5.3.1 Bicycle lane line marking

Installing bicycle/car parking lane assists in creating improved conditions for cyclists where on-street parking occurs. The primary purpose is to allow

cyclists to ride with adequate clearance adjacent to ongoing traffic and to avoid conflict with an opening door of a parked car.

Bicycle/car parking lanes are suitable for wider roads, higher car parking occupancy and where road space and capacity requirements allow parking throughout the day. It is not a standard practice to install bicycle/car parking lanes in low car parking demand areas or areas subject to 'no standing' restrictions.

Recommended dimensions of a bicycle/car parking lane and its layout are represented in Table 19 and Figure 3, which are based on AustRoads guidelines.

Table 19 — Recommended dimensions

Speed limit (km/h)	Overall facility width (m)
	Up to 60
Desirable	4.2
Acceptable range	3.7 - 4.5

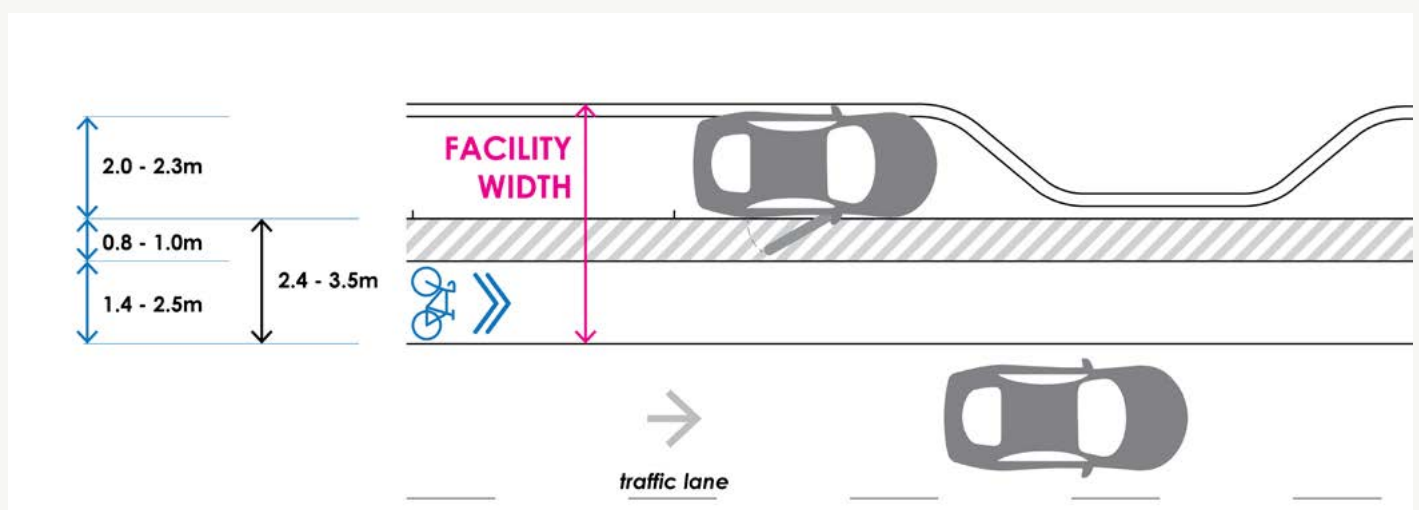


Figure 3 — Recommended dimensions



## 5.0 ON-STREET PARKING

Depending on the road width, the safety strip can be narrowed, including being reduced to zero. The dividing line marking still can guide motorists to park within the boundary.

Council will consider marking the bicycle/car parking lane where there is sufficient width to provide a standard-width bike lane adjacent to a car parking bay.

### 5.3.2 ‘Hockey stick’ line marking

‘Hockey stick’ line marking will only be installed where there is a recurring problem with vehicles obstructing private driveways, such as parking in such a manner that vehicles cannot get in or out of a driveway.

Hockey stick marking will not be provided by Council on Department of Transport-declared main roads.

There is no requirement for motorists to obey hockey stick markings. If motorists chose to ignore the line marking and park closer to the crossover, hockey stick marking cannot be enforced.

Rule 198 (2) of the Road Safety Road Rule 2017 requires that:

*A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent*

*land unless —*

*(a) the driver —*

- (i) is dropping off, or picking up, passengers; and*
- (ii) does not leave the vehicle unattended; and*
- (iii) completes the dropping off, or picking up, of the passengers, and drives on, as soon as possible and, in any case, within 2 minutes after stopping; or*

*(b) the driver stops in a parking bay and the driver is permitted to stop in the parking bay under these Rules.*

Figure 4 clearly indicates both a legally and illegally parked vehicle near crossover. The vehicle marked with an “X” is stopped in contravention of subrule (2).

Some crossovers are of an older design and/or have a narrow width that affects vehicle access. Residents may be able to significantly improve their access by reconstructing their crossover to Council’s current standard vehicle crossover design. This includes splayed edges (rather than a circular kerb return) that clearly defines the extent of the crossover and encourages motorists to park clear of it. It also improves vehicle maneuverability to/from the property.

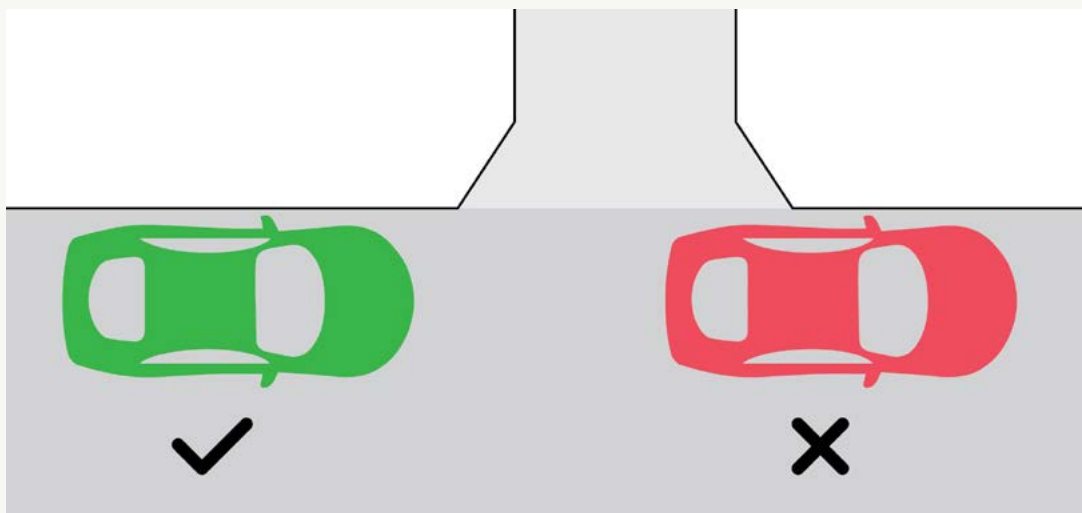


Figure 4 - Parking near a crossover.

### 5.3.3 Parents with prams parking

'Parents with pram' parking bays will be offered in the most convenient parking spaces as a courtesy to parents who require additional room to access their children and easily manage their prams.

Pram parking in activity centres is either located near to main entrances or near the entrances of most major retailers. To be easily identifiable these bays will be marked in red, with a symbol and text to identify 'parents with pram' parking, as shown (Figure 5).



Figure 5 — Parents with prams sign

### 5.3.4 Seniors parking

Senior parking bays will be offered in the most convenient spaces as a courtesy to people aged over 60 to be easily accessible to retail spaces. As such, senior parking in activity centres will be located near to main entrances or major retailers. To be easily identifiable these bays will be marked in green, with a symbol to identify senior parking, as shown (Figure 6).



Figure 6 — Seniors sign



## 6.0 OFF-STREET PARKING (PUBLICLY ACCESSIBLE)



## 6.0 OFF-STREET PARKING (PUBLICLY ACCESSIBLE)

### 6.1 POLICY AIM

To define the suite of parking types and associated requirements for Council’s owned and maintained off-street car parks.

### 6.2 PARKING TYPES AND REQUIREMENTS

#### 6.2.1 Accessible and empathetic parking

Accessible parking not only encompasses disability parking, as recognised by the *Disability Discrimination Act 1992* but includes empathetic parking needs to help people in our community who are generally regarded as less mobile, such as seniors and parents with prams.

The number of disability parking spaces for various land uses should be provided in accordance with the mandatory rates in the *Building Code of Australia*. These rates are a minimum only. Needs and particular uses may require disability parking spaces to be provided in excess of the rates in the *Building Code of Australia*.

Table 20 sets out the recommended rates for ‘senior’ and ‘parents with prams’ parking. Needs and particular uses may necessitate the provision of spaces in excess of the rates provided below.

The following principles will guide the provision of off-street accessible parking spaces:

- > In off-street car parks managed by Council, accessible parking spaces will be provided in accordance with Australian Standard AS2890.6:2009 (Part 6: Off-street parking for people with disabilities) or its successor.
- > ‘Senior’ and ‘parents with prams’ only parking should be provided at 3m wide parking spaces where viable. The number of ‘senior’ and ‘parents with prams’ only parking should comply with the rates set out within this section (6.2.1) of this *Policy*.
- > The number of ‘senior’ and ‘parents with prams’ only parking should comply with the rates set out within this section (6.2.1) of this *Policy*.
- > Commercial developments should comply with the rates set out within this section (6.2.1) of this *Policy*.
- > Disability spaces should be provided at a minimum of 1.5 space for every 50 car parking spaces or part thereof.

**Table 20 — Empathetic parking rates in off-street car parks**

	Public	Commercial development
Seniors	One space for every 50 car parking spaces or part thereof.	One space for every 50 car parking spaces or part thereof.
Parents with prams	One space for every 50 car parking spaces or part thereof.	One space for every 50 car parking spaces or part thereof.



### 6.2.2 Loading zone

Loading zones are short-term parking associated with servicing of businesses within the area. The use and size of the loading zone will generally be established in accordance with the requirements of VicRoads/Department of Transport guidelines.

Off-street loading zones should be located to ensure user convenience taking into account vehicle turning requirements.

Loading and unloading of goods is encouraged before 7am (Monday to Friday). This will reduce the demand for establishing loading bays and allowing more general parking for consumers.

Loading zones will revert to short-term parking on weekends and after 4pm (Monday to Friday).

Council officers will follow the prioritisation hierarchies when determining the provision of loading zones, as provided under section 3.4 of this *Policy*.

### 6.2.3 Long-term parking

Long-term parking is parking for four hours and over. Long-term parking will be provided to cater for longer-term business and retail needs, including customers, employees and contractors.

Council officers will follow the prioritisation hierarchies when determining the provision of long-term parking, as provided under section 3.4 of this *Policy*.

### 6.2.4 Medium-term parking

Medium-term parking is parking for one to two hours. Medium-term parking will be provided to cater for business and retail needs.

Council officers will follow the prioritisation hierarchies when determining the provision of medium-term parking, as provided under section 3.4 of this *Policy*.

### 6.2.5 'No parking' restrictions

'No parking' restrictions are provided for loading and unloading vehicles in particular locations. Generally 'no parking' restrictions installed as a drop-off/pick-up at locations such as stations and schools.

It is Council's responsibility to ensure public safety and access for emergency vehicles on all roads.

### 6.2.6 Short-term parking

Short-term parking can be up to an hour but is usually for between five and 15 minutes.

Council officers will follow the prioritisation hierarchies when determining the provision of short-stay parking, as provided under section 2.2 and 3.4 of this *Policy*.

## 6.0 OFF-STREET PARKING (PUBLICLY ACCESSIBLE)

### 6.3 SIGNAGE AND LINE MARKING

All signage and line marking will be consistent with the requirements of Australian Standards, AustRoads and VicRoads/Department of Transport guidelines. The signage and line making provided below is considered as ‘special purpose’ line markings to direct vehicles.

#### 6.3.3 Parents with prams parking

Parents with prams parking bays will be offered in the most convenient parking spaces as a courtesy to parents who require additional room to access their children and easily manage their prams. Pram parking in activity centres is either located near to main entrances or near the entrances of most major retailers. To be easily identifiable these bays will be marked in red, with a symbol and text to identify ‘parents with pram’ parking, as shown (Figure 5).



Figure 5 — Parents with prams sign

#### 6.3.4 Seniors parking

Senior parking bays will be offered in the most convenient spaces as a courtesy to people aged over 60 to be easily accessible to retail spaces. As such, senior parking in activity centres will be located near to main entrances or major retailers. To be easily identifiable these bays will be marked in green, with a symbol to identify senior parking, as shown (Figure 6).



Figure 6 — Seniors sign

#### **6.4 PARKING CONTRIBUTIONS OVERLAY**

Parking Contribution Overlays are a mechanism available to Council to levy new development for contributions to planned infrastructure needed by the future community. The Parking Overlay is used to provide alternative parking rates and possible financial contributions for the provision of any shared parking spaces, in lieu of those found in section 52.06 of the *Victoria Planning Provisions*. It may be accompanied by a schedule that provides alternate car parking requirements for a given site.

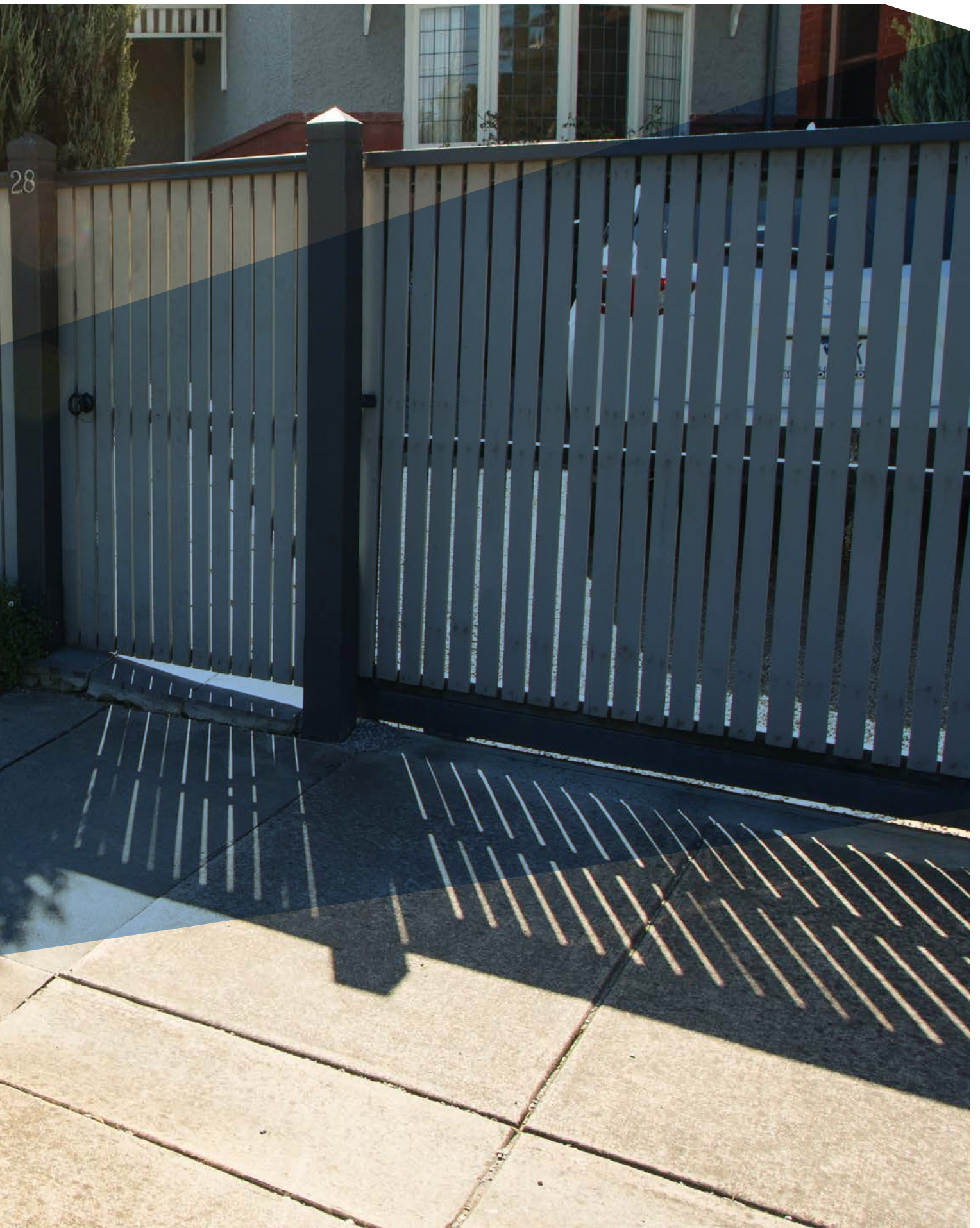
Council will consider the introduction of a Parking Contribution Overlay in its major activity centres.





# 7.0 OFF-STREET PARKING (PRIVATE)







## 7.0 OFF-STREET PARKING (PRIVATE)

### 7.1 POLICY AIM

To define the suite of parking types and associated requirements for parking in new residential or commercial developments.

### 7.2 RESIDENTIAL DEVELOPMENTS

Parking provision requirements for off-street private developments are described in Clause 52.06 of the *Victoria Planning Provisions*.

Residential car parking should not be provided below the residential rates described within Clause 52.06 of the *Victoria Planning Provisions*. For any development application that seeks a reduction in the visitor car parking rates described in Clause 52.06 of the *Victoria Planning Provisions*, the principles under section 7.5 of this *Policy* should be applied.

### 7.3 ACCESSIBLE PARKING

The number of disability parking spaces for various land uses should be provided in accordance with the mandatory rates in the *Building Code of Australia*. These rates serve as a minimum only. Needs and particular uses may necessitate the provision of disability parking spaces in excess of the rates in the *Building Code of Australia*.

#### 7.3.1 Consolidation of driveways

Where on-street parking is added to the street due to removal of a vehicle crossover, a reduction of visitor parking equal to that of the parking gained will be considered as a waiver to the development application.

#### 7.3.2 Bicycle parking

Clause 52.34 of the *Victoria Planning Provisions* provides specifications for the provision of bicycle facilities, showers, and change facilities for new developments. The purpose of the provision is to

encourage cycling as a mode of transport through the availability of end-of-trip facilities.

Recent developments in bicycle use, such as uptake in e-bikes, heavier bikes with front baskets and cargo bicycles are not considered by the *Victoria Planning Provisions* and the Clause should be updated to reflect changing preferences.

Each of these types are difficult or impossible to park within vertical storage (such as Bicycle Network's Ned Kelly rack), and generally require the bicycle to remain horizontal. More importantly, the rate of one bicycle parking spot for every five dwellings is insufficient to meet current bicycle ownership levels and Council's aim to achieve a 50:50 mode share split.

To remedy this shortfall, for all new residential developments the following rates should apply:

- > Bike parking to be provided at the rate of one space per dwelling.
- > Visitor bicycle parking to be provided at the rate of one space for every four dwellings.
- > Charging spots for e-bikes and floor-mounted racks to accommodate all types of bicycles are to be provided at the rate of one bicycle parking space for every four dwellings.

#### 7.3.3 Unbundled parking

Unbundling parking is where parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial property. For example, rather than renting an apartment for \$1,000 per month with two parking spaces at no extra cost, each apartment can be rented for \$850 per month, plus \$75 per month for each parking space.

Occupants only pay for the parking spaces they actually need, while the owners have the opportunity to repurpose unused car parking or rent it out privately.

Council will consider unbundled parking proposals in new developments on a case-by-case basis, where the applicant has provided expert traffic analysis and advice, taking into consideration the principles under section 7.5 of this *Policy*.

## 7.4 NON-RESIDENTIAL DEVELOPMENTS

Parking provision requirements for off-street private developments are described in Clause 52.06 of the *Victoria Planning Provisions*.

For any development application that seeks a reduction in the commercial or visitor car parking rates described in Clause 52.06, the principles under section 7.5 of this *Policy* should be applied.

### 7.4.1 Accessible parking

The number of disability parking spaces for various land uses should be provided in accordance with the mandatory rates in the Building Code of Australia. These rates serve as a minimum only. Needs and particular uses may necessitate the provision of disability parking spaces in excess of the rates in the Building Code of Australia.

### 7.4.2 Bicycle parking

Clause 52.34 of the *Victoria Planning Provisions* provides specifications for the provision of bicycle facilities, showers, and change facilities for new developments. The purpose of the provision is to encourage cycling as a mode of transport through the availability of end of trip facilities.

For all non-residential developments, bicycle parking should be provided at this rate or 10 per cent of expected building occupants (whichever is greater).

Office buildings and other workplaces should provide showers and lockers at the rate described in Table 2 of Clause 52.34–5 of the *Victoria Planning Provisions*.

### 7.4.3 Consolidation of driveways

Where on-street parking is added to the street due to removal of a vehicle crossover, a reduction of visitor parking equal to that of the parking gained will be considered as a waiver to the development application.

### 7.4.4 Student housing

Student housing is the use or development of land for:

- > accommodation (dormitory, hostel or apartment) purpose built to accommodate students while studying at tertiary institutions; or
- > accommodation modified or converted to accommodate students while studying at tertiary institutions. This includes accommodation previously used as a dwelling.

Rates for student housing are set out in the *Glen Eira Planning Scheme* — Schedule 2 to the Parking Overlay, where applicable.

### 7.4.5 Other diverse housing

Other diverse housing includes serviced apartments and affordable housing.

### 7.4.6 Shared parking

Shared parking is a land use/development strategy that optimises parking capacity by allowing complementary land uses to share spaces, rather than producing separate spaces for separate uses.

Like other transport demand patterns, parking demand is determined by a peak and off-peak schedule depending on related land use. Distinct but complementary patterns — such as office parking that is generally empty in the evening and on weekends, and residential parking that is generally fuller in the evening — represent an opportunity to better satisfy residents and commuters without increasing supply.

## 7.0 OFF-STREET PARKING (PRIVATE)

For any development application that seeks to implement shared parking, the conditions described under section 8.2 of this *Policy* should be applied.

### 7.4.6.1 Permit condition

Reductions to the *Victoria Planning Provisions* car parking provisions may be granted between two or more adjacent land uses (whether on the same site or on adjacent sites) proving the following conditions are met:

- > The applicant has provided expert traffic analysis and advice, taking into consideration the principles described under section 7.5 of this *Policy*.
- > A demonstrated difference in peak parking demand. A demonstration that the two or more land uses have differing peak-hours (or days or seasons) of parking demand, or that the total parking demand at any one time would be adequately served by the total number of parking spaces.
- > A demonstrated level of parking efficiently greater than 20 per cent gained because of shared parking.
- > A Section 173 agreement. An agreement between sharing property owners and Council is necessary to ensure the proper functioning of the shared parking arrangement.

### 7.4.7 Development abutting an identified active frontage or active laneway

Where the *Glen Eira Planning Scheme* or an adopted *Structure Plan* identifies an active frontage or active laneway with no reasonable alternative access, a reduction in the parking rate may be considered on consolidated sites.

The applicant will need to provide expert traffic analysis and advice, taking into consideration the principles described under section 7.5 of this *Policy*.

## 7.5 INTEGRATED TRANSPORT AND ACCESS PLAN

All development applications in the City of Glen Eira are required to provide car parking in accordance with the rates described within Clause 52.06 of the *Victoria Planning Provisions*.

Residential car parking should not be provided below the residential rates described within Clause 52.06 of the *Victoria Planning Provisions*. However, for any for any development application that seeks a reduction in commercial or visitor car parking rates described within Clause 52.06 of the *Victoria Planning Provisions*, the following section outlines principles that should be followed.

### 7.5.1 All developments

Residential car parking should not be provided below the residential rates described within Clause 52.06 of the *Victoria Planning Provisions*.

Any reduction in commercial or visitor car parking the rates described in Clause 52.06 of the *Victoria Planning Provisions* should be reasonably offset by the following:

- > Provision of additional bicycle parking facilities, including appropriate parking for e-bikes as described in section 7.3.2 of this *Policy*.
- > Provision of a car share vehicle (or similar ride share incentive) in the development as described in section 5.2.5 and Council's adopted *Car Share Policy 2016–2019* or its successor.

### 7.5.2 Large developments

In addition to the provisions outlined in section 7.5.1 of this *Policy*, for larger developments (typically 10 dwellings or more) a traffic engineer should prepare a parking and traffic report outlining the nearby public transport infrastructure, the adequacy of existing parking provisions, alternate active transport facilities (such as additional bike parking), and the likely impacts of additional traffic on the existing street network.

### 7.5.3 Major Developments

For major developments, in addition to the provisions outlined in section 7.5.1 of this *Policy*, an Integrated Transport and Access Plan should be prepared to the satisfaction of Council officers. In addition to including a parking and traffic report as outlined above (section 7.5.2), an Integrated Transport and Access Plan should make an assessment, generally including:

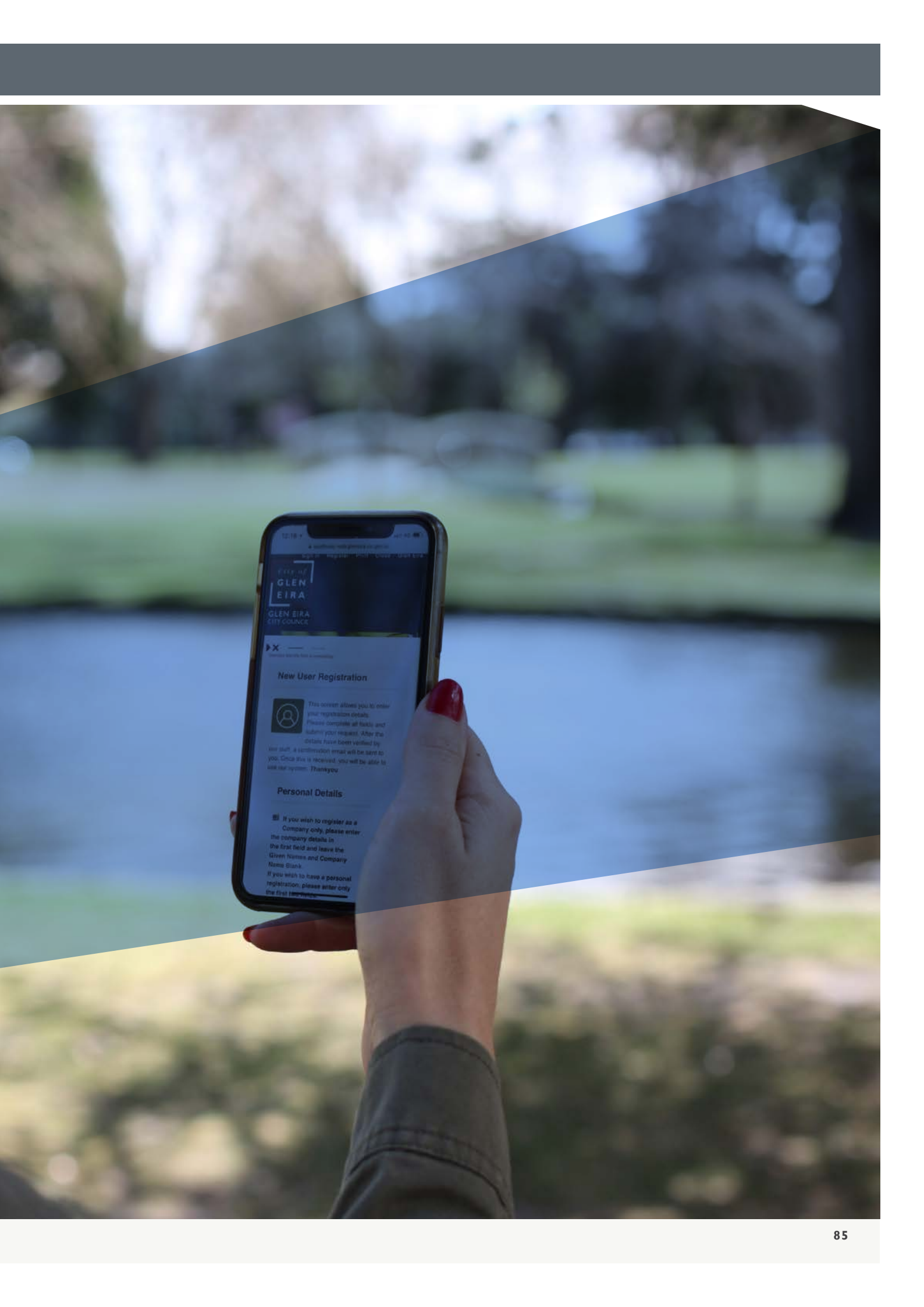
- > A broad overview of transport and access solutions, including discussion of issues outside the control or responsibility of the developer, but which can be addressed or improved by the development and its proposed projects to assist with wider integration with the transport network.
- > A solution to how the development will limit on-street car parking spill-over.
- > Creation of an environment that supports the use of sustainable and active transport modes, through a range of on-site infrastructure, links to external networks and provision of high amenity, pedestrian and bicycle priority public realm in the development.
- > A focus on user needs to inform the design, placement and execution of key sustainable transport elements to ensure they are well considered from a user perspective.
- > Creation of a safe and vibrant public realm, where walking and cycling will be the modes of choice. This approach should be informed by the *Integrated Transport Strategy* philosophy (outlined in section 1.3), and the central aim to reduce car use into the future to a mode share from 65:35 to 50:50 by 2031.
- > Mitigation of transport network impacts caused by the development under an all modes approach, that seeks to balance network priorities and needs at key surrounding intersections, rather than just traffic flow.

Measures such as unbundled parking (7.3.3), shared parking (7.4.6) and additional bicycle parking provisions (7.3.2 and 7.4.2) should all be considered.





# 8.0 FUTURE NEEDS AND TECHNOLOGY



## 8.0 FUTURE NEEDS AND TECHNOLOGY

The future of parking management includes mechanisms that aim to manage parking more efficiently and provide optimal parking supply.

This provides a contrast to the previous ‘predict and provide’ approach, where Council would determine what the future demand for the given year would be and provide sufficient infrastructure to cater for this need. The new parking approach in this *Policy* focuses on the management of car parking as an ecosystem to help maintain an equitable balance between parking supply and demand.

### 8.1 POLICY AIM

To identify new and innovative parking management procedures, technologies and trends that will help implement this *Policy*.

### 8.2 NEW AND INNOVATIVE PARKING MANAGEMENT PROCEDURES

Innovative parking management strategies help reduce land consumption, providing more space for an attractive urban form that promotes economic development and social interaction.

#### 8.2.1 Shared parking

Shared parking is a land use/development strategy that optimises parking capacity by allowing complementary land uses to share spaces, rather than producing separate spaces for separate uses.

Like other transport demand patterns, parking demand is determined by a peak and off-peak schedule depending on related land use. Distinct but complementary patterns — such as office parking that is generally empty in the evening and on weekends, and residential parking that is generally fuller in the evening — represent an opportunity to better satisfy residents and commuters without increasing supply.

#### 8.2.1.1 Conditions

Council will consider shared parking proposals in new developments between two or more adjacent land uses (whether on the same site or on adjacent sites) on a case by case basis, where the following has been provided:

- > The applicant has provided expert traffic analysis and advice, taking into consideration relevant data such as car ownership rates and typical traffic generation rates.
- > A demonstrated difference in peak parking demand. A demonstration that the two or more land uses have differing peak hours (or days or seasons) of parking demand, or that the total parking demand at any one time would be adequately served by the total number of parking spaces.
- > Levels of efficiency gained as a result of shared parking can be demonstrated at above 20 per cent.
- > A contractual agreement. An agreement between sharing property owners is necessary to ensure the proper functioning of the shared parking arrangement.

### 8.2.2 Parking Contribution Overlays

Parking Contribution Overlays are a mechanism available to Council to levy new development for contributions to planned infrastructure needed by the future community.

The Parking Overlay is used to provide alternative parking rates and possible financial contributions for the provision of any shared parking spaces, in lieu of those found in section 52.06 of the *Victoria Planning Provisions*. It may be accompanied by a schedule that provides alternate car parking requirements for a given site.

Council will consider the introduction of a Parking Contribution Overlay in its major activity centres to facilitate shared parking.

### 8.2.3 Unbundled parking

Unbundling parking is where parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial property.

For example, rather than renting an apartment for \$1,000 per month with two parking spaces at no extra cost, each apartment can be rented for \$850 per month, plus \$75 per month for each parking space. Occupants only pay for the parking spaces they actually need, while the owners have the opportunity to repurpose unused car parking or rent it out privately.

Council will consider unbundled parking proposals in new developments on a case-by-case basis, where the applicant has provided expert traffic analysis and advice, taking into consideration relevant data such as car ownership rates and access to alternative modes of transport.

## 8.3 TECHNOLOGY AND SMART CITIES

There is an emerging movement in urban planning regarding the application of information and communication technology to improve the functionality of the urban environment. This approach is part of the smart cities concept, where technology and data are used to improve the user experience and efficiencies of the transport network.

### 8.3.1 Parking sensors and guidance systems

Currently, almost all on-street and off-street parking operations are managed separately. Even if both on-street and off-street parking opportunities are managed by Council in the same area (such as an activity centre) there is no interaction between the on-street and off-street systems to highlight excessive or underutilised demand.

In the last five years, the use of vehicle sensors for parking guidance has grown exponentially, particularly in private or commercial car parks. These systems allow drivers in an area or car parking facility to know where parking is available, either via digital signage or more recently, on drivers' mobile phones using an integrated application.

This technology can significantly decrease traffic congestion, considering research shows that up to 30 per cent of congestion in urban areas is caused by motorists looking for a parking space.

Additionally, the data gathered by this technology provides valuable information regarding occupancy, compliance and turnover. This is valuable for planning purposes by helping identify any parking problems and managing parking in a more holistic way.



## 8.0 FUTURE NEEDS AND TECHNOLOGY

To maximise usage rates of existing and proposed car parking, Council will:

- > Trial parking sensors within one Council car park across 100 bays. The trial will align with Council's routine car park resurfacing maintenance program.
- > Include parking sensors and guidance systems as part of any new multi-deck car park development.
- > Request that all new private/commercial parking available for public use require a parking management guidance system.

### 8.3.2 Open data source

Parking usage data can be used for other Council purposes such as waste collection schedules in recreation facilities and activity centres, and street sweeping schedules.

Importantly, data collected for the purpose of parking management can be shared with businesses and residents subject to the appropriate filters for privacy. Parking data can also be integrated into other open data sources such as wayfinding apps and parking availability information for surrounding areas, and privately owned locations.

To help enable an open data system Council will:

- > Develop a Transport Data Implementation Plan to include a strategic, comprehensive and coordinated approach towards parking management and data collection.
- > Request all new private/commercial parking available for public use share their parking data in an open source format.

### 8.3.3 Future technologies

It is also recognised that with the advancements in technology, the arrival of autonomous vehicles and expansion of rideshare programs into the future will have a significant impact on the demand for parking resources.

Therefore, Council must be mindful in its future planning for the provision of parking, to consider increasing demand in the short to medium-term resulting from population growth, replaced by a possible decline in demand within the next 10 to 20 years. This change will be monitored through the use of smart data analytics to inform future transport and parking related demand.

## 8.4 ELECTRIC VEHICLE CHARGING

Electric vehicles create less air and noise pollution, and when powered by renewable energy, produce less climate altering greenhouse gases. As the proportion of Victoria's electricity generation from renewable sources increases, driving electric vehicles will mean households and businesses can contribute to a cleaner, greener City.

### 8.4.1 Public electric vehicle charging stations — off-street (public)

Council will support the use of electric vehicles through the installation of public charging stations in appropriate off-street locations such as Council-owned multi-deck car parks or at key Council facilities.

### 8.4.2 Electric vehicle charging stations — off-street (private)

Council will support the use of electric vehicles through investigation planning controls requiring charging infrastructure in new developments.





# 9.0 PARKING ENFORCEMENT





## 9.0 PARKING ENFORCEMENT

Parking enforcement is the key management tool for encouraging parking compliance. Parking restrictions alone have been found not to be sufficient in influencing parking demand and maximising the use of parking spaces. Enforcement is a necessity.

### 9.1 POLICY AIM

To help maintain an equitable balance between parking supply and demand, enforcement of this policy will aim to:

- > Enhance safety of pedestrians and drivers.
- > Ensure the equitable use of limited parking spaces.
- > Ensure effective traffic flow.

### 9.2 ENFORCEMENT FOUNDATIONS

The following foundations influence the balance of occupancy rates and compliance levels:

- > Enforcement resources — the level of resources available for enforcement will have a significant impact on the likelihood of motorist's level of compliance.
- > Infringement penalties — infringement penalties are set by the State Government.

### 9.3 ROLE OF PARKING SAFETY OFFICERS

Parking safety officers enforce time restrictions, signage requirements, permit conditions and other activities in relation to responsible road use, to achieve compliance with the Road Rules under the *Road Safety Act 1986*. They perform these activities on roads and public areas within the municipality to promote safety, compliance and a response to community parking needs.

### 9.4 ENFORCEMENT AREAS

Council's enforcement is primarily conducted through the activities of its parking safety officers who operate in accordance with the provisions of the *Road Safety Act 1986*. Council will enforce parking compliance on all public roads and car parks managed and maintained by Council throughout the municipality.

In support of this *Policy*, the following parking enforcement measures will provide direction as to why enforcement is conducted and how it will be done. The procedures will provide direction to officers involved in managing and performing parking services in the field. Importantly, it will provide advice to residents as to the purpose and processes involved in parking enforcement.

#### 9.4.1 Residential permit parking

Residential permits are available to residents of Glen Eira. Residential permits exempt the permit holder from parking restrictions in timed parking areas or allow them to park in residential permit zones.

Permits allow residents greater opportunity to park near their property but do not guarantee a parking space nearby. Residential parking permits allow a vehicle to park:

- > Within the street the resident lives in, or the nearest nominated adjacent street if you live in a recognised commercial area with restrictions or a road with no existing on-street parking or existing clearways (the 'permit street') and;
- > The nearest streets that intersect the permit

street from the eligible household (refer to the *Residential Parking Permit System Policy*).

Parking will be enforced to ensure compliance with the residential permit system as contained in the *Residential Parking Permit System Policy*.

#### 9.4.2 Accessible parking

Accessible parking not only encompasses disability parking, as recognised by the *Disability Discrimination Act 1992*, but includes empathetic parking needs to assist those in our community who are generally regarded as less mobile, such as seniors and parents with prams.

While disability parking is enforced under the provisions of the *Road Safety Act 1986*, empathetic parking spaces, such as ‘seniors’ and ‘parents with prams’ will be provided as a courtesy, with no provision within Victorian law available to allow for their enforcement.

#### 9.4.3 Safe school neighbourhoods

Safe school zones have a strong focus on accessibility and safety for all users. These zones should provide an environment that encourages active and independent travel, while not impacting on the amenity of nearby residents.

Within these areas, education and deterrence of parking transgression is the priority. Parking enforcement officers will be visible to the community to act as a deterrent to inappropriate parking behaviour within safe school zones.

#### 9.4.4 Transit corridors

The following four premium transit corridors have been developed to prioritise each transport mode within each corridor:

- > Efficient driving routes.
- > Express public transport routes.
- > Safe cycling streets.
- > Great walking and shopping streets.

To achieve any of the corridor improvements within the Council’s *Integrated Transport Strategy*, the allocation of road space within the corridor will need to reflect the intended priority use. This is likely to result in the removal of on-street parking.

To protect each of the corridors’ intended priority use, Council will seek powers and may tow and impound any vehicle that is parked in a designated clearway or no-stopping area, causing an unlawful obstruction or that is unlawfully parked.

#### 9.4.5 Railway station parking

Railway station parking is provided by the State Government on State-owned land. Council is not the responsible authority for management or enforcement of this land.

In the instance of parking in local streets nearby to railway stations, a mix of restricted and unrestricted parking is applied in a balanced way to cater for residents, customers, and commuter parking needs.

The impact of commuter parking on residential areas around stations is recognised and reflected by additional restrictions installed around stations, as described within section 2.2.2 of this *Policy*.

Enforcement of these areas will be undertaken.





# 10.0 POLICY REVIEW







## 10.0 POLICY REVIEW

---

The review of this *Policy* and its implementation will be conducted by a senior Council officer not responsible for day-to-day management of parking and delegated by Glen Eira City Council's CEO.

A review of this *Policy* will be completed two years after its implementation and every four years thereafter.

This timeframe assumes that it often takes 12 to 18 months to implement many of the *Policy* settings and some additional time to understand how any changes are impacting on the community.

Council will review the public transport incentive (Section 3.3.5 of the *Residential Parking Permit System Policy*) each year from the year of implementation (2022) and reserves the right to amend or withdraw the public transport incentive scheme at any time.



## CONTACT

**Glen Eira City Council**  
City Futures Department  
Phone: 9524 3333  
[cityfutures@gleneira.vic.gov.au](mailto:cityfutures@gleneira.vic.gov.au)  
City Futures  
PO Box 42  
Caulfield South VIC 3162