



Manningham Parking Management Policy

October 2018



Interpreter service

9840 9355

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PURPOSE

Our Parking Management Policy guides on-street parking and traffic movement around Manningham. It guides the selection of on-street and public parking restrictions and aims to ensure a transparent, consistent, equitable and balanced approach to the management of on-street public parking facilities.

POLICY STATEMENT

Our Parking Management Policy provides a framework to effectively manage kerbside parking in Manningham. This supports our strategic objectives for integrated land use, transport planning, amenity, social inclusion and economic prosperity.

The Policy is intended to guide our assessment and implementation of new parking restrictions. Existing parking restrictions may differ from the restrictions proposed in this policy. We may choose to review the existing restrictions if an issue arises or request for change is made.

Given increasing demand for on-street parking facilities, we aim to ensure safe parking conditions that balance the competing priorities of all road users.

(A) GUIDING PRINCIPLES

The principles underpinning on-street public parking management in priority order are:

1. Promoting a safe, accessible and sustainable road environment for all road users. In general, two way traffic will be facilitated in residential streets but reasonable delays to through traffic movement are acceptable;
2. Maintaining safety along our roads. Where roads are wide enough and two way traffic is safely accommodated, unrestricted parking will be provided. Conversely, parking restrictions may be considered where road geometry and safety considerations support restrictions;
3. Managing parking restrictions to support car parking near public transport;
4. Managing parking so that on-street parking is available within a reasonable distance of one's destination;
5. Implementing parking restrictions only where there is a demonstrated long term need;
6. Minimising parking restrictions, where possible; and
7. Giving due consideration to the needs of all users, including, people with special needs and/or people with a disability, motorcyclists, traders, customers, school communities, residents, commuters and deliveries.

(B) PARKING RESTRICTION GUIDE

These parking management principles are applied to the following land use categories:

- 1. Schools**
 - a. Preschools
 - b. Primary and Secondary Schools
- 2. Activity Centres**
 - a. Major and Neighbourhood
 - b. Local
- 3. Council and Community Facilities/Reserves/Sporting Facilities**
 - a. Low Density Residential Zone (LDRZ)
 - b. General Residential Zone – Schedule 1 and Neighbourhood Residential Zone (Residential 1 and 3)
 - c. General Residential Zone – Schedule 2 (Design and Development Overlay 8 (DDO8))
- 4. Residential Areas**
- 5. Loading Zones**
- 6. Work Zones**
- 7. Major Public Transport Routes**
- 8. Private Parking Agreements**

Our Policy also aims to provide guidance on disabled public parking facilities for on-street and off-street parking situations to meet community needs – refer to Section E, Page 12.

To support and reinforce the established parking priorities which reflect the primary activities in a street, the following parking restrictions can be applied. These restrictions mainly apply to roads within the urban environment.

In determining the appropriateness of implementing parking restrictions, reference to a wide road means a road 6.8 metres wide (invert to invert) or greater and a narrow road (road width is restrictive) refers to a road less than 6.8 metres wide (invert to invert), as diagrammatically shown in Figure 1. Parking restrictions for streets less than 5 metres in width will be reviewed on a case by case basis to ensure 3 metres clear access width where parking is an issue.

Simplifying and standardising parking restrictions improves clarity, consistency, legibility and compliance. Variations in new restrictions within a precinct are to be minimised where feasible.

LOCATION	PROPOSED RESTRICTION		COMMENTS
1. Schools			
Preschool	Parking restrictions are generally not required unless traffic flow is impeded or safety compromised.		'Drop off' times can vary considerably for pre-schools and there is no defined peak parking demand.
Primary and Secondary Schools (Refer Plan 1)	<p>'No Parking, SCHOOL DAYS' Time limits for 'No Parking' to apply for one hour duration in the AM and PM school peak (on school side of road).</p> <p>'No Stopping' restrictions to apply on other side of road with days and hours matching the restrictions on the other side of the road.</p> <p>Prohibit parking in court bowls adjacent to the school in peak school periods, where required. Parking may be considered along the straight section of a court subject to safety and engineering considerations.</p> <p>Streets less than 5 metres in width will be reviewed on a case by case basis to maintain 3 metres clear access width where parking is an issue.</p>		<p>The proposed times may vary to reflect the residential character and school operating hours. The operation times will be set following consultation with the school. Property owners will be advised of the operation times.</p> <p>'No Parking' restriction near gate access points. Parking areas to be provided beyond the 'No Parking' zone(s).</p> <p>Where warranted, install linemarking to achieve adequate clearances around driveways for vehicles to access properties.</p> <p>Council supports the provision of Park and Walk facilities to improve community health and reduce road congestion abutting schools. Where warranted, the installation of parking restrictions will be considered in consultation with relevant stakeholders.</p>
2. Activity Centres			
Principal Activity Centre (Westfield Doncaster) and parts of Doncaster Hill (Refer Plan 2)	Within the centre	Specific hours of operation for parking controls will generally be guided by centre trading hours, subject to consultation with traders.	Parking restrictions may vary from site to site, shop trading hours and specific requirements of adjacent business/shops.

LOCATION	PROPOSED RESTRICTION		COMMENTS
	<p>Streets surrounding major activity centre</p>	<p>'2P, 8am-8pm', one side of the road and 'Permit Zone 8am-8pm' on the other side</p> <p>OR</p> <p>'2P, 8am-8pm, Resident Permit Area' on one side of the road and 'No Stopping' on the other side of road if road width is restrictive.</p> <p>Streets less than 5 metres in width will be reviewed on a case by case basis to maintain 3 metres clear access width where parking is an issue.</p>	<p>Generally applicable to residential streets within 100 to 200 metres radius (approx) of the activity centre.</p> <p>Consideration may be given to alternative hours of operation and restriction durations where there is a demonstrated need, the Policy principles can be achieved and community consultation supports the change.</p> <p>On longer street, staggering parking controls will be considered to provide parking opportunities for residents on both sides of the street and reduce traffic speeds. In general, staggering of restrictions will only be considered in streets exceeding 500 metres in length and only if there is majority stakeholder support. At minimum, restrictions will be applied over a length of 250m on a given side of the road – refer Plan 6.</p>
<p>Major, Neighbourhood and Local Activity Centre (Refer Plan 3)</p>	<p>Within the centre</p>	<p>Specific hours of operation for parking controls will generally be guided by the centre trading hours and be subject to consultation with traders and adjacent residents, if applicable.</p>	<p>Parking restrictions may vary from site to site, depending on shop trading hours, the mix of businesses and stakeholder consultation.</p>
	<p>Streets surrounding Major, Neighbourhood and Local Activity</p>	<p>'2P, 8am-8pm' Resident Permit Area (on one side of the</p>	<p>Generally applicable to residential streets within 100 metre radius (approx) of activity</p>

LOCATION	PROPOSED RESTRICTION		COMMENTS
	Centre	<p>road).</p> <p>Unrestricted on other side of road, if safe.</p> <p>'No Stopping' on the other side of road, if road width is restrictive.</p> <p>Where development is proposed in a court, consideration is to be given to the introduction of No Parking restrictions in the court bowl between 7am and 3pm on weekdays, for the period of the development works.</p> <p>Streets less than 5 metres in width will be reviewed on a case by case basis to maintain 3 metres clear access width where parking is an issue.</p>	<p>centre.</p> <p>Consideration may be given to alternative hours of operation and restriction durations where there is a demonstrated need, the Policy principles can be achieved and community consultation supports the change.</p> <p>The signs shall stipulate 'Including Public Holidays'.</p> <p>On longer streets, staggering parking controls will be considered to provide parking opportunities for residents on both sides of the street and reduce traffic speeds. In general, staggering of restrictions will only be considered in streets exceeding 500 metres in length and only if there is majority stakeholder support. At minimum, restrictions will be applied over a length of 250m on a given side of the road – refer Plan 6.</p>
<p>3. Local Access Streets Adjoining Major Public Transport Routes</p> <p><i>(Refer to Manningham Planning Scheme for definition of Access Street)</i></p> <p>(Refer Plan 4)</p>	<p>'2P, 8am-8pm Mon-Fri' Resident Permit Area (on one side of the road).</p> <p>Unrestricted on other side of road, if safe.</p> <p>'No Stopping' on the other side of road if road width is restrictive.</p> <p>Streets less than 5 metres in width will be reviewed on a case by case basis to maintain 3 metres clear access width where parking is an issue.</p>		<p>The Resident Permit Parking restriction shall be implemented on the side of the local street that commuters enter from the main road.</p> <p>On longer streets, staggering parking controls will be considered to provide parking opportunities for residents on both sides of the street and reduce</p>

LOCATION	PROPOSED RESTRICTION	COMMENTS
	<p>Where development is proposed in a court, consideration is to be given to the introduction of No Parking restrictions in the court bowl between 7am and 3pm on weekdays, for the period of the development works.</p>	<p>traffic speeds. In general, staggering of restrictions will only be considered in streets exceeding 500 metres in length and only if there is majority stakeholder support. At minimum, restrictions will be applied over a length of 250m on a given side of the road – refer Plan 6.</p>
<p>4. Local Access Streets Adjoining Council and Community Facilities/Reserves/Sporting Facilities</p>	<p>Specific hours of operation for parking controls will be subject to consultation with club representatives and adjacent residents, if applicable.</p> <p>Where development is proposed in a court, consideration is to be given to the introduction of No Parking restrictions in the court bowl between 7am and 3pm on weekdays, for the period of the development works.</p>	<p>Parking restrictions and operating hours may vary from site to site.</p> <p>Where feasible, investigate opportunities to facilitate commuter parking in reserve carparks along major public transport routes.</p> <p>On longer streets, staggering parking controls will be considered to provide parking opportunities for residents on both sides of the street and reduce traffic speeds. In general, staggering of restrictions will only be considered in streets exceeding 500 metres in length and only if there is majority stakeholder support. At minimum, restrictions will be applied over a length of 250m on a given side of the road – refer Plan 6.</p>
<p>5. Loading Zones</p>	<p>Parking restrictions to be applied in consultation with traders.</p>	
<p>6. Residential Areas (Refer to Manningham Planning Scheme for Residential Zones)</p>		
<p>Low Density Residential Zone (LDRZ)</p>	<p>Generally, no parking restrictions.</p>	<p>Parking restrictions may be considered if the road geometry, such as road bends or hills, and safety considerations do not permit parking on both</p>

LOCATION	PROPOSED RESTRICTION	COMMENTS
<p>General Residential Zone – Schedule 1 (<i>Res 1 and 3</i>)</p> <p>Neighbourhood Residential Zone</p>	<p>Generally, no parking restrictions.</p>	<p>sides of the road.</p> <p>Parking restrictions may be considered if the road geometry, such as road bends or hills, and safety considerations do not permit parking on both sides of the road.</p>
<p>General Residential Zone – Schedule 2 (<i>Design and Development Overlay 8 (DDO8)</i>)</p> <p>(Refer Plan 5)</p>	<p>‘2P, 8am-8pm,’ Resident Permit Area (on one side of the road).</p> <p>‘2P, 8am-8pm’ on other side of road, if safe.</p> <p>‘No Stopping’ on the other side of road if road width is restrictive, otherwise, leave as unrestricted.</p> <p>Streets less than 5 metres in width will be reviewed on a case by case basis to maintain 3 metres clear access width where parking is an issue.</p> <p>Where development is proposed in a court, consideration is to be given to the introduction of No Parking restrictions in the court bowl between 7am and 3pm on weekdays, for the period of the development works.</p>	<p>Kerbside waste collection service requirements will be considered when setting parking restriction time limits.</p> <p>On longer streets, staggering parking controls will be considered to provide parking opportunities for residents on both sides of the street and reduce traffic speeds. In general, staggering of restrictions will only be considered in streets exceeding 500 metres in length and only if there is majority stakeholder support. At minimum, restrictions will be applied over a length of 250m on a given side of the road.</p>
<p>7. Work Zones</p>	<p>Parking restrictions to be applied in accordance with the approved Construction Management Plans (CMP) for the proposed development or where required.</p> <p>Where development is proposed in a court, consideration is to be given to the introduction of No Parking restrictions in the court bowl between 7am and 3pm on weekdays, for the period of the development works.</p>	<p>Parking restrictions will only apply to the streets abutting the construction/building site to the road reserve and for the duration of the construction only. A fee to create a Work Zone will apply.</p>
<p>8. Private Parking Agreements</p>	<p>Parking restrictions to be applied in accordance with Agreement between the property owner and Council.</p>	<p>Private parking Agreements may be entered into with other parties, but for commercial developments only and</p>

LOCATION	PROPOSED RESTRICTION	COMMENTS
		where it is deemed the community will generally benefit from the arrangement.
9 Reserve Off Street Carparking Areas	Proposed restrictions in Council Reserve off-street car parking areas are to be determined on a case by case basis.	Priority is to be given to the needs of reserve user groups but where feasible, provide opportunities for other purposes including commuter parking to facilitate access to public transport.

Definitions and Applicable Road Safety Road Rules:

The following information is based on the Road Safety Road Rules 2009 and was current at the time of Policy adoption. This information is subject to change.

1. **No Stopping** – Road Rule 167

A driver must not stop on a length of road or in an area to which a no stopping sign applies.

2. **No Parking** – Road Rule 168

- (1) The driver of a vehicle must not stop on a length of road or in an area to which a no parking sign applies, unless the driver
 - (a) is dropping off, picking up, passengers or goods; and
 - (b) does not leave the vehicle unattended; and
 - (c) completes the dropping off, pick up, of the passengers or goods, and drives on, as soon as possible and, in any case, within the required time after stopping.
- (2) For this rule, a driver leaves a vehicle **unattended** if the driver leaves the vehicle so the driver is over 3 metres from the closest point of the vehicle.
- (3) In this rule, **required time** means
 - (a) If information on or with the sign indicates a time – the indicated time; or
 - (b) If there is no indicated time – 2 minutes; or
 - (c) If there is no indicated time, or the indicated time is less than 5 minutes, and rule 206 applies to the driver – 5 minutes.

3. **Loading Zone** – Road Rule 179

- (1) A driver must not stop in a loading zone unless the driver is driving
 - (a) a bus, or commercial passenger vehicle licensed under the Transport Act 1983 that is dropping off, picking up, passengers; or
 - (b) a truck that is dropping off, or picking up, goods; or
 - (c) a courier vehicle displaying a courier vehicle sign; or
 - (d) a delivery vehicle displaying a delivery vehicle sign; or
 - (e) a vehicle that is dropping off, picking up, goods which
 - (i) is constructed principally for carrying loads, and is not a sedan, station wagon or motor bike; and
 - (ii) has displayed on it a registration label or other identifying label or mark issued or approved by the Corporation indicating that in the opinion of the

*(iii) Corporation the vehicle is constructed principally for carrying loads; or
a taxi that is dropping off or picking up passengers or goods.*

- (2) A driver who is permitted to stop in a loading zone must not stay continuously in the zone for longer than*
- (a) 30 minutes; or*
 - (b) If information on or with the loading zone sign applying to the loading zone indicates another time – the indicated time.*

(3) A Loading Zone is a length of road to which a loading zone sign applies.

4. Works Zone – Road Rule 181

A driver must not stop in a works zone unless the driver is driving a vehicle that is engaged in construction work in or near the zone. A Works Zone is a length of road to which a works zone sign applies.

5. Resident Permit Area – is a parking control that applies to a designated area where a particular group of vehicles (eg. those belonging to local residents) is excepted from time limit restrictions on a parking control panel.

6. What is a Vehicle – Road Rule 15

- (1) A vehicle is a conveyance that is designed to be propelled or drawn by any means, whether or not capable of being so propelled or drawn, and includes*
- (a) a motor vehicle, trailer and tram; and*
 - (b) a bicycle; and*
 - (c) an air-cushion vehicle – but does not include a train.*
- (2) However, a reference in these Rules (except in this Division) to a vehicle*
- (a) includes a reference to*
 - (i) an animal that is being ridden or is drawing a vehicle; and*
 - (ii) a combination; but*
 - (b) does not include a reference to*
 - (i) a wheelchair other than a motorised wheelchair capable of a speed of 10 kilometres per hour or more; or*
 - (ii) a wheeled recreational device; or*
 - (iii) a wheeled toy.*

(C) VEHICLE PARKING PERMITS IN RESIDENTIAL AREAS

Parking permits are available to residents in some areas of Manningham. Introducing vehicle parking permits will generally only be considered in residential areas with high parking occupancy and competing demands from other road users. Residential vehicle parking permits allow permit holders to park unrestricted in timed parking areas.

Permits allow residents greater opportunity to park near their property. They are not designed to guarantee a parking space directly in front of your property. Visitor parking permits are transferable between vehicles, but are tied to the street the resident lives on and only valid when specified on the signs. Vehicle specific permits may only be used by that vehicle.

For information on the duration of validity, cost and the number of residential parking permits available per property, please refer to Manningham's Parking Permit Policy 2017.

Implementing permit parking in residential areas may be considered when there is greater than 60% parking occupancy on both sides of a length of road for a continuous period exceeding 4 hours or where identified in this Policy. The extent/length of road under consideration for which a parking restriction may be warranted will be assessed by the Traffic Engineer.

(D) VEHICLE PARKING PERMITS FOR TRADERS

Vehicle parking permits for traders are designed to provide parking opportunities for business owners and employees in an activity centre. Vehicle parking permits for traders will be considered in Council controlled off-street car parks if requested by traders. We will assess the area to understand parking needs.

The vehicle parking permit area for traders will be determined in consultation with Council's Business and Events unit, Approvals and Compliance unit and the Traders Association. Vehicle parking permits for traders are transferable between vehicles to allow various staff members to use them – a fee applies. However, Council may in the future move to vehicle specific trader permits.

(E) VEHICLE PARKING BAYS FOR PEOPLE WITH DISABILITIES

We will provide vehicle parking bays for people with disabilities in convenient locations in commercial areas and near community facilities in accordance with the provisions below and taking into account the key objectives of Council's Disability Access and Inclusion Plan 2013-2017 Action Plan. In particular, Council's Objective in Priority Area 2 of the Action Plan is to improve access and inclusion to the built environment, transport, events and services.

All requests will be considered on their individual merits.

On-street and off-street vehicle parking bays for people with disabilities, will be assessed based on:

- the nature of the facilities and the user groups requiring access;
- the requirements of the Australian Standards; and
- occupancy surveys where there is a request for additional bays.

Where the occupancy survey shows that existing vehicle parking bays for people with disabilities are occupied over 80 percent of the time of operation of the facility, the provision of a new parking bay may be considered within the vicinity, subject to space availability, engineering considerations and impacts on overall parking demand and availability. However, should the assessed occupancy rate be lower than 80%, the site will not be eligible for reassessment for a period of 12 months.

Prior to installing a vehicle parking bay for people with a disability, we will consider the availability of safe pedestrian access to the bay(s), impacts on pedestrian facilities, traffic safety, topography and other factors.

Vehicle parking bay geometry, line marking and signage will be constructed in accordance with Disability and Discrimination Act (DDA) guidelines and Australian Standards AS2890 Part 6. Other appropriate infrastructure such as pram ramps will also be installed. The rate of provision of parking bays in commercial areas will generally be in accordance with the provisions of Australian Standards AS2890 Part 6, except in exceptional circumstances.

To access these bays, the relevant disabled parking permit must be displayed at all times.

Vehicle parking bays for people with a disability operate on a first-come first served basis and a permit does not guarantee the availability of a space.

(a) Residential Areas

Generally, provision of new on-street parking bays for people with disabilities in residential areas will not be supported.

(b) Commercial Areas

In commercial areas or near community facilities, off-street parking bays for people with a disability should be conveniently located, within close proximity to the destination or entrance of the facility. Parallel parking bays are not particularly suitable in these areas as they place the driver with a disability in the path of traffic when accessing the vehicle and are to be avoided.

(c) Schools

Disabled parking bays for use by parents should be located within the school premises.

Requests from schools to install parking bays for people with a disability outside the school premises will only be supported, in exceptional circumstances, on a cost shared basis.

(d) Parking Bay Time Restrictions

When assessing whether any time restriction should be placed on a parking bay for people with disabilities, the following factors will be considered:

- purpose of the visit to the facilities to be accessed and parking duration required; and
- level of utilisation, occupancy and turnover at various times throughout the day and week.

(F) LOADING ZONES

Allocation of Loading Zones

A loading zone is a section of on-street or off-street space that can be used for the loading and unloading of goods and materials. Loading zones can be subject to time and day specific restrictions. The location and size of the loading zone will be established in consultation with relevant parties.

Parking in loading zones is permitted only temporarily and while engaged in loading and unloading activity. The loading zone may be used by any business or individual and is to be available to the general public.

A request for a loading zone may be denied due to:

- potential effects on traffic flow;
- non-compliance with VicRoads regulatory guidelines;
- objections raised by affected traders and persons;
- lack of available off-street parking space or lack of availability of rear access to the property; and/or
- competing demands for space.

Any on-street loading zones should be spread out rather than centralised to ensure appropriate

usage and convenience. Locations will take account of the mix of businesses and differing demands.

Subject to the operation of clearways, the loading of goods is encouraged before 9:00am, Mon to Friday. This will reduce the required hours of operation of loading zones, therefore allowing more general parking for customers. Unless specifically required and there is a demonstrated need, loading zones will not operate on weekends.

The number and location of loading zones should be assessed in consultation with relevant officers from Council's Business and Events Unit, Approvals and Compliance unit and local business representatives.

Requests for on-street loading zones will be assessed taking account of available off-street loading opportunities, the ability for these facilities to be shared and competing demands for kerbside space.

Loading Zones will generally be restricted to 30 minutes. In some circumstances, it may be appropriate to vary time controls according to business needs.

No requests for Loading Zones to serve residential properties will be supported.

(G) WORK ZONES

A work zone is a temporary parking zone abutting a building site or development. It is commonly used when building works are occurring in a congested area to provide dedicated space for construction vehicles.

The location and extent of a work zone will be assessed by Council's Traffic Engineers and approval will be subject to assessment of the surrounding road and traffic conditions.

An application to implement a Work Zone will need to be made to Council for approval. Fees will apply in accordance with the permit issued for use of road space abutting the construction/building site, in addition to the cost of administering the process and installing and removing signage.

(H) PARKING SENSORS

In-ground parking sensors – Vehicle Detection Units (VDU)

The introduction of in-ground parking sensors may be considered to encourage timely parking turnover and facilitate improved compliance with restrictions.

(I) PRIVATE PARKING AGREEMENTS

Where there is a benefit to the general community, Manningham Council may enter into Agreements with private property owners for the management and enforcement of parking restrictions for specified commercial parking areas located on private property. Manningham Council will not take over maintenance and management responsibilities of the parking signs within private property until the following steps have been undertaken:

- (a) an Agreement has been executed and entered into between Manningham Council and the private property owner;
- (b) the first round of parking signs within the designated parking area as specified within the Agreement has been installed at the expense of the commercial property land owner.

All existing signs are to be upgraded to current standards prior to Manningham Council taking over maintenance responsibilities at the expense of the land owner.

Depending on the context of the agreement, Manningham Council or the owner will replace as soon as practicable, any damaged, defaced, illegible or missing parking sign at its costs and replace at an appropriate time any parking signs made redundant by any legislative change.

(J) DECISION MAKING FOR PARKING MANAGEMENT CHANGES

When a parking issue is reported or a request for change is made, we will investigate. This may include assessing the location at different times and days of the week to clarify the problem, identify causes and assess potential for changes.

We will consider the following:

- (a) road safety and road geometry;
- (b) sight distance;
- (c) traffic volume;
- (d) level of congestion;
- (e) private property access;
- (f) previous complaints to determine if the issue has been an ongoing problem, been assessed or resolved previously or is in conflict with other requests;
- (g) current restrictions in the immediate vicinity;
- (h) land uses adjacent to and along the street;
- (i) building activity;
- (j) parking enforcement observations and trends in infringement notices in the street;
- (k) specific uses, such as schools, childcare centres, hospitals, aged care centres, cyclists and pedestrians;
- (l) assessment of current use;
- (m) neighbouring car parks, their capacity and use;
- (n) proximity to public transport – bus stops and facilities;
- (o) major parking generators, such as restaurants/sports facilities/reception centres);
- (p) precinct basis or individual street treatment;
- (q) parking sign locations;
- (r) street lighting.

(K) CONSULTATION

In line with our Community Engagement Framework, we consider community consultation and engagement an essential part of good governance and leadership.

We will inform and/or consult with community members and, where appropriate, provide opportunity for community feedback.

Community consultation is not required in cases where the nature / impacts of any proposed parking management actions are limited to the following.

- changes are solely required to improve safety,
- where changes simply reinforce requirements under the Road Rules, or
- where proposed changes do not affect the number of available bays or the hours of parking space availability.

For all other proposed changes to parking restrictions, consultation will be undertaken in line

with our Community Engagement Framework.

Feedback received from any consultation process will help inform our assessment and decision on the proposed changes. This decision would be made under delegation by the relevant Directors of Council.

(L) RETROSPECTIVE CHANGES TO EXISTING PARKING RESTRICTIONS

Review of existing parking restrictions may be supported for the following reasons:

- A changing environment resulting from increased building activity, development or other external imperatives.
- An opportunity to optimise the availability of on-street parking facilities in areas where on-street parking is under utilised.

Proposed changes to existing parking restrictions should be considered in accordance with the principles and parking controls set out within the policy. Stakeholder consultation must be undertaken prior to making changes to existing parking restrictions.

(M) APPEALS

Any person may lodge an appeal against a decision made by an Authorised Officer in writing within 14 days of full notification of the decision being made. Appeals must be forwarded to:

Manager Infrastructure Services
Manningham City Council
P O Box 1
DONCASTER VIC 3108

- When notifying the person(s) of Council's decision, the person(s) must be advised of any right to have the decision internally reviewed.
- The response must outline how the application for review can be made.
- Once the internal review process has been completed, the findings of the review must be communicated to the applicant in writing within 28 days.

SCOPE OF POLICY

Our Policy will guide officers, Council, Manningham businesses and the community.

RESPONSIBILITY

Manager, Infrastructure Services
Coordinator Traffic and Development

RELATED POLICIES

- Council Plan 2017-2021
- Parking Permit Policy 2017
- Manningham Planning Scheme
- Inclusive Manningham Strategy 2018-2021 (*to replace Disability Access and Inclusion Plan 2013-2017*)
- Manningham Integrated Transport Strategy 2009 (*to be reviewed*)
- Healthy City Plan

GUIDELINES

- Australian Standards AS 1742 and AS 2890
- VicRoads Traffic Engineering Manual

RELATED LEGISLATION

- Local Government Act 1989
- Road Safety (Traffic Management) Regulations 2009
- Road Safety Road Rules

SUPPORTING RESEARCH AND ANALYSIS

Our Policy has been prepared following consultation with and feedback from the community, councillors, and officers. The Policy takes into account the issues and concerns of stakeholders and provides a balanced guide to support an open and transparent decision making process.

DOCUMENT HISTORY

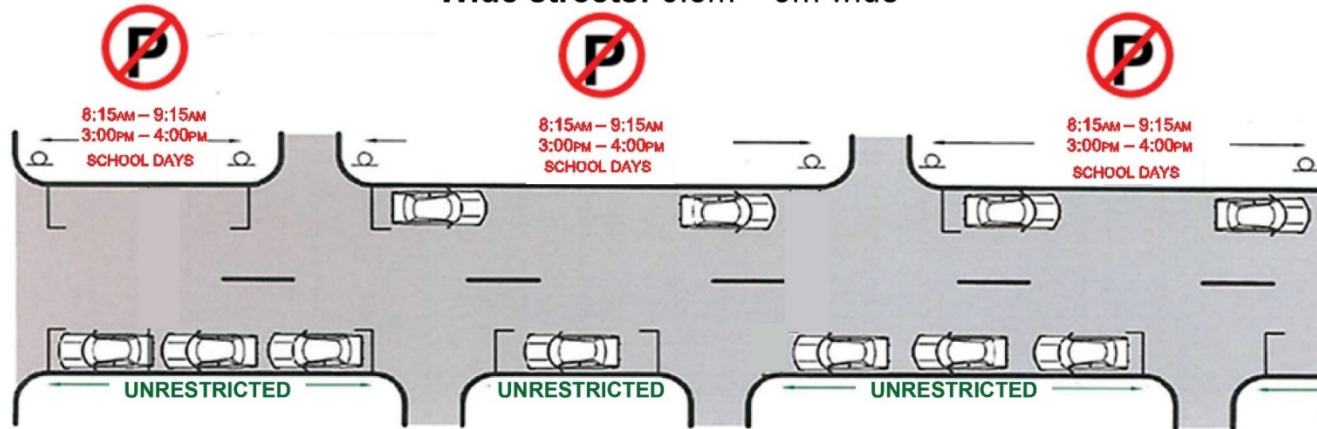
Policy Title:	Manningham Parking Management Policy 2018
Responsible Officer:	TBD
Responsible Officer Position:	Manager Infrastructure Services
Next Review Date:	October 2022
To be included on website?	Yes

Last Updated	Meeting Type (Council or EMT)	Meeting Date	Item Number
	Council	23 October 2018	11.1

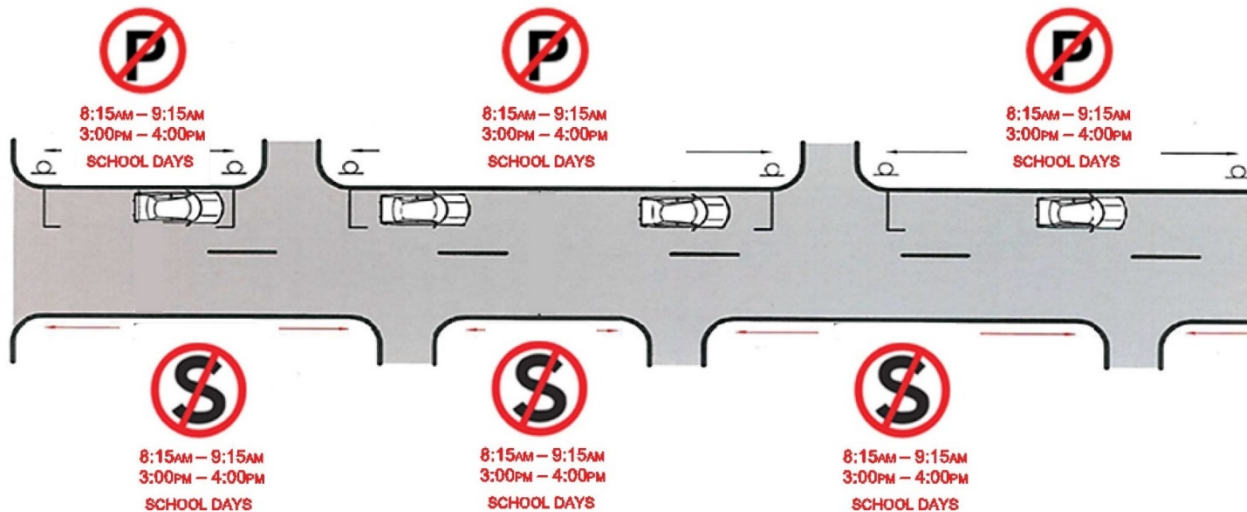
Plan 1 – Streets Surrounding Schools

(proposed times may vary to reflect residential character and school operating hours)

Wide streets: 6.8m – 9m wide

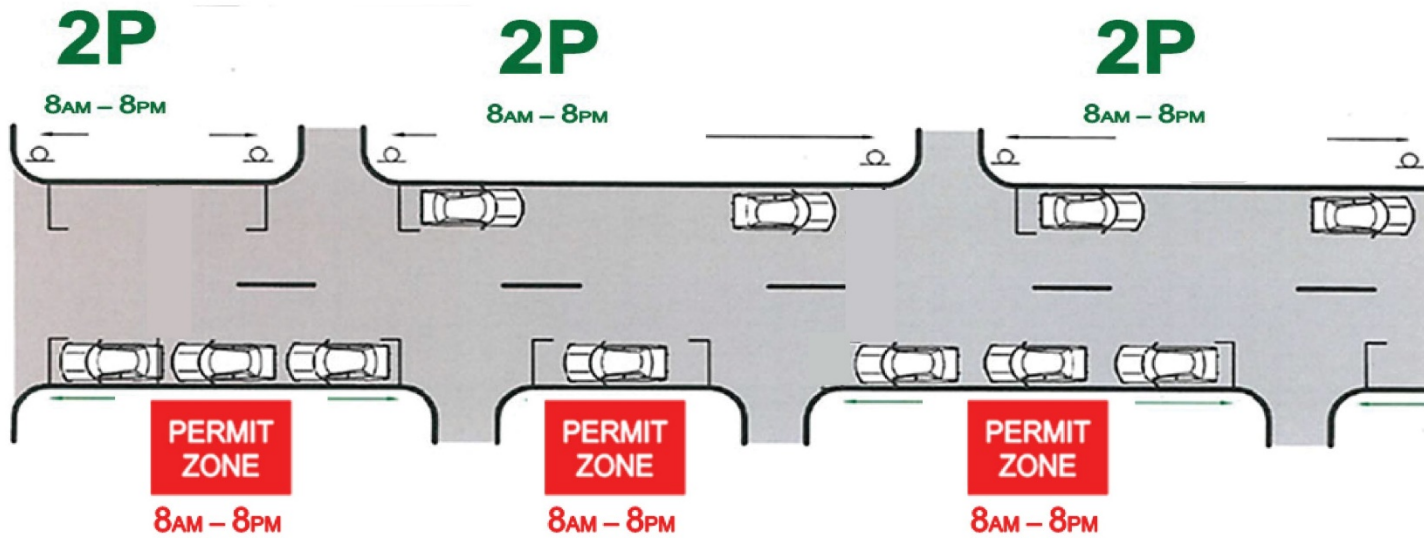


Narrow streets: Less than 6.8m wide

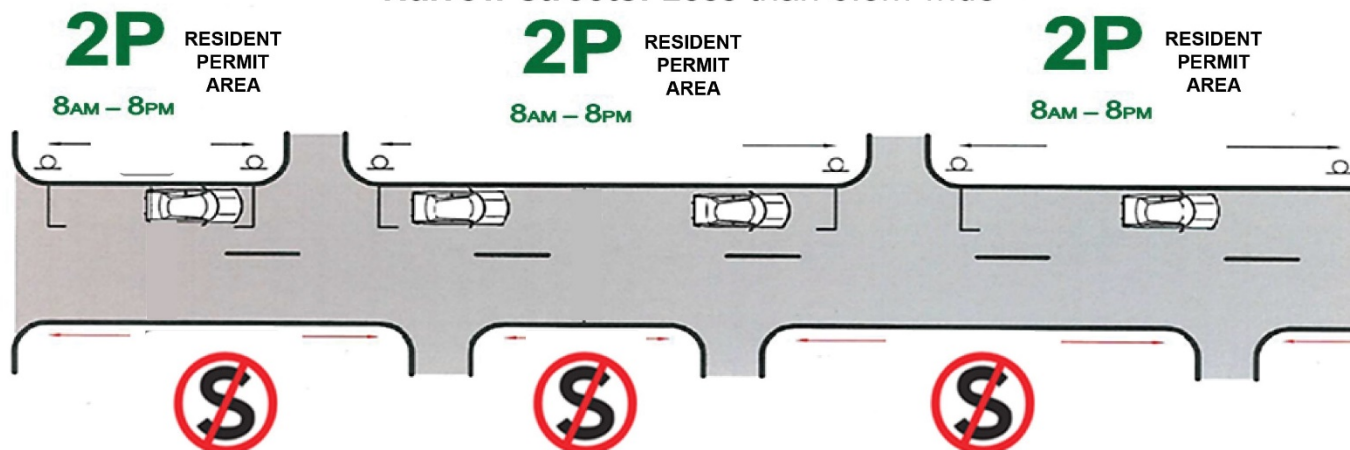


Plan 2 – Principal Activity Centre – Westfield Doncaster

Wide streets: 6.8m – 9m wide

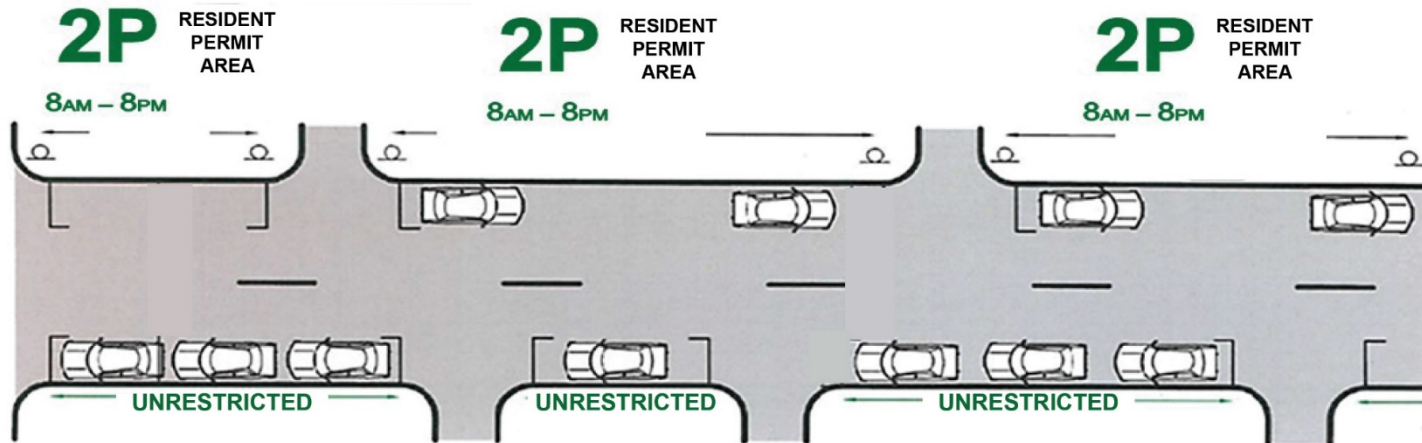


Narrow streets: Less than 6.8m wide

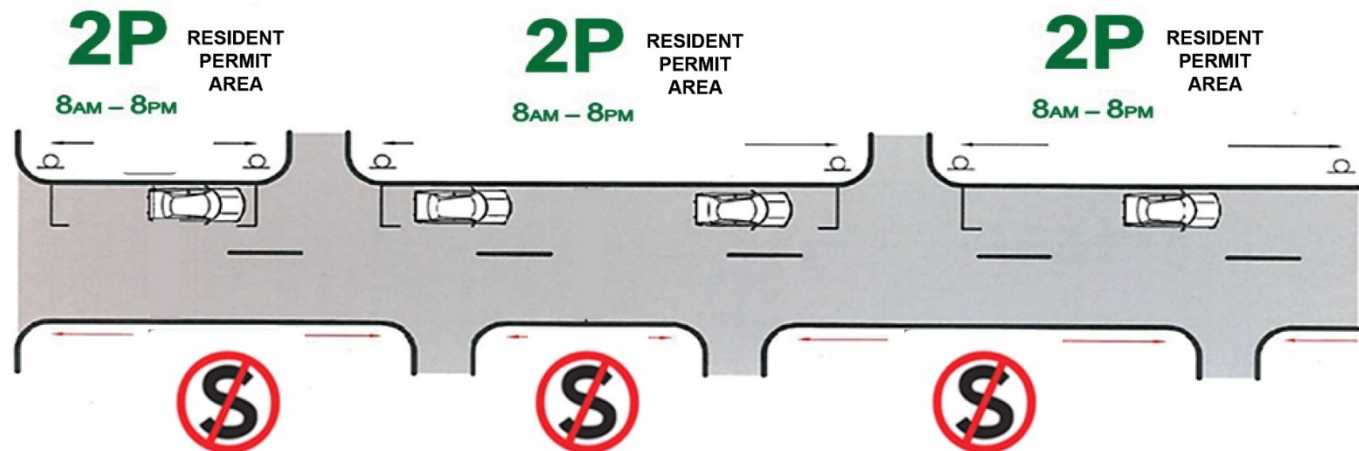


Plan 3 – Major Neighbourhood and Local Activity Centres

Wide streets: 6.8m – 9m wide

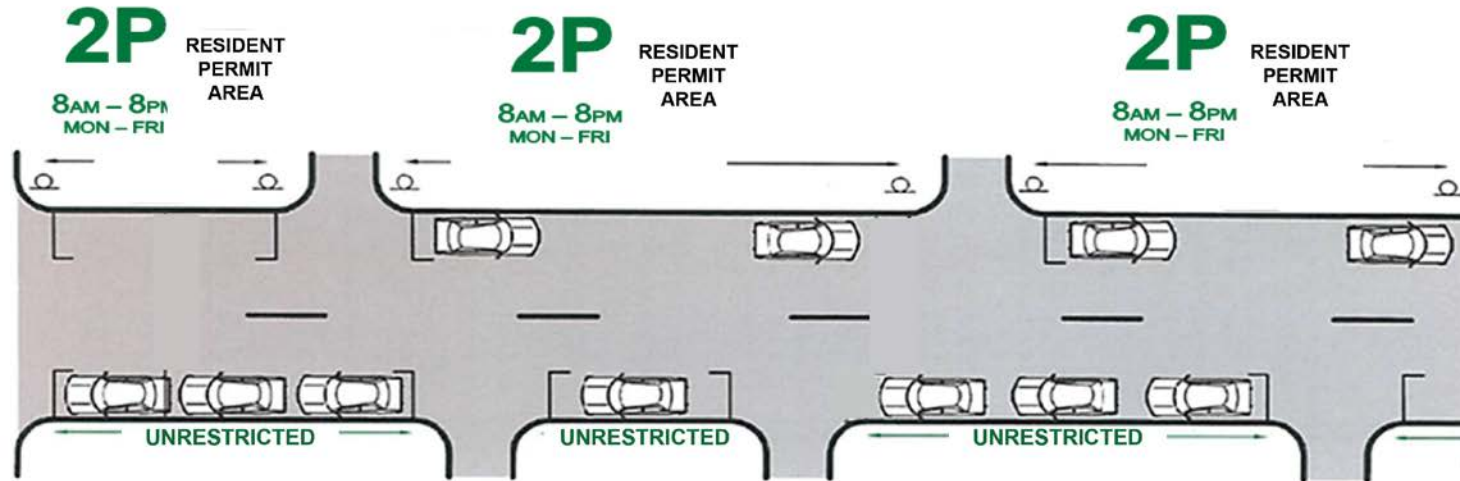


Narrow streets: Less than 6.8m wide

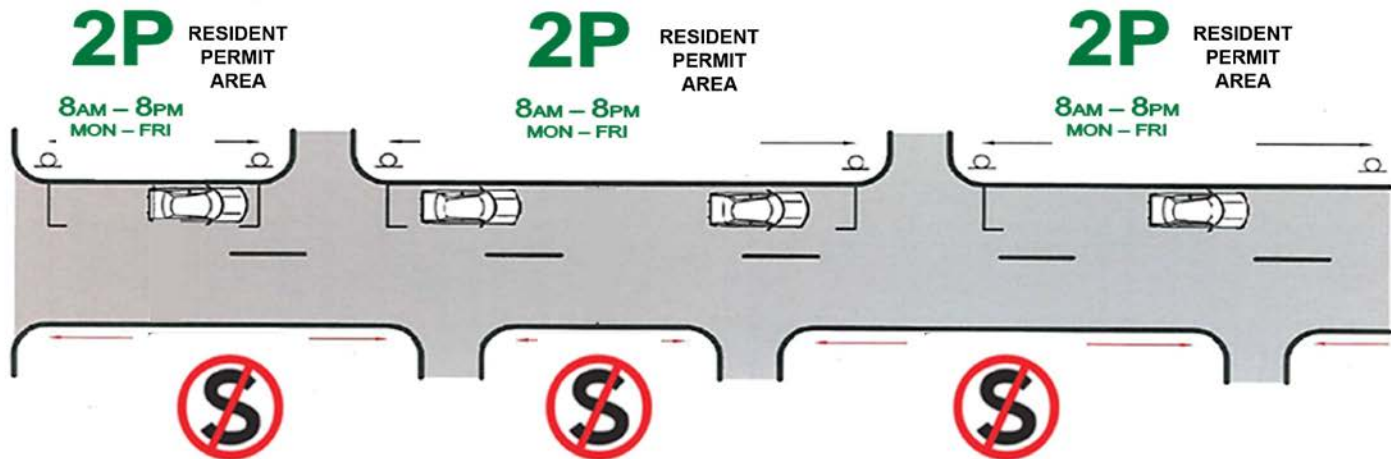


Plan 4 – Local Access Streets Adjoining Major Public Transport Routes

Wide streets: 6.8m – 9m wide

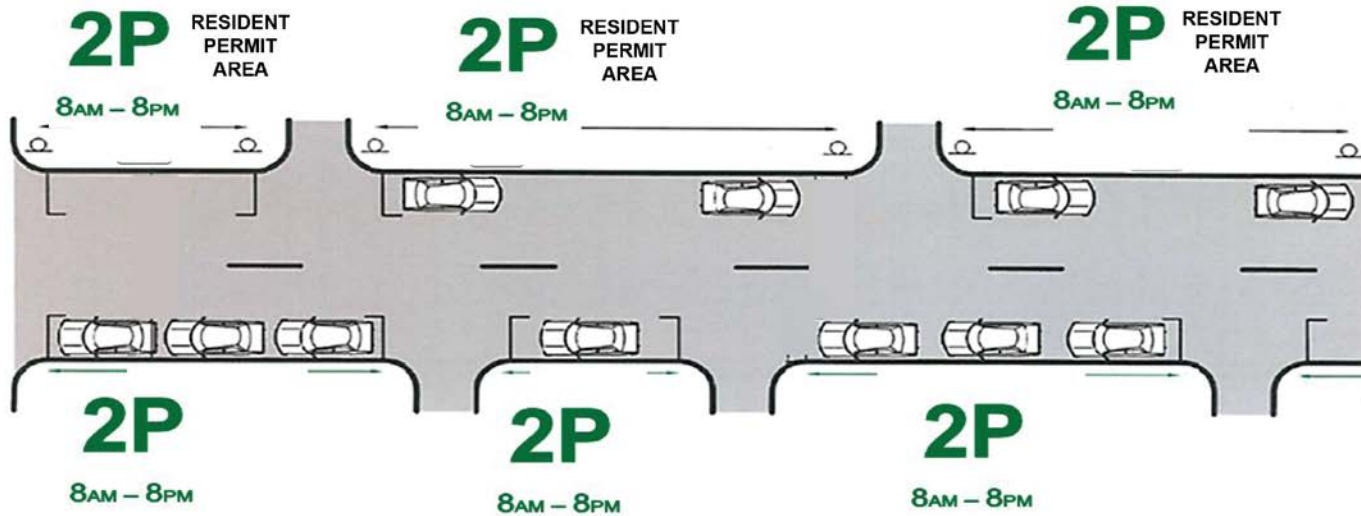


Narrow streets: Less than 6.8m wide

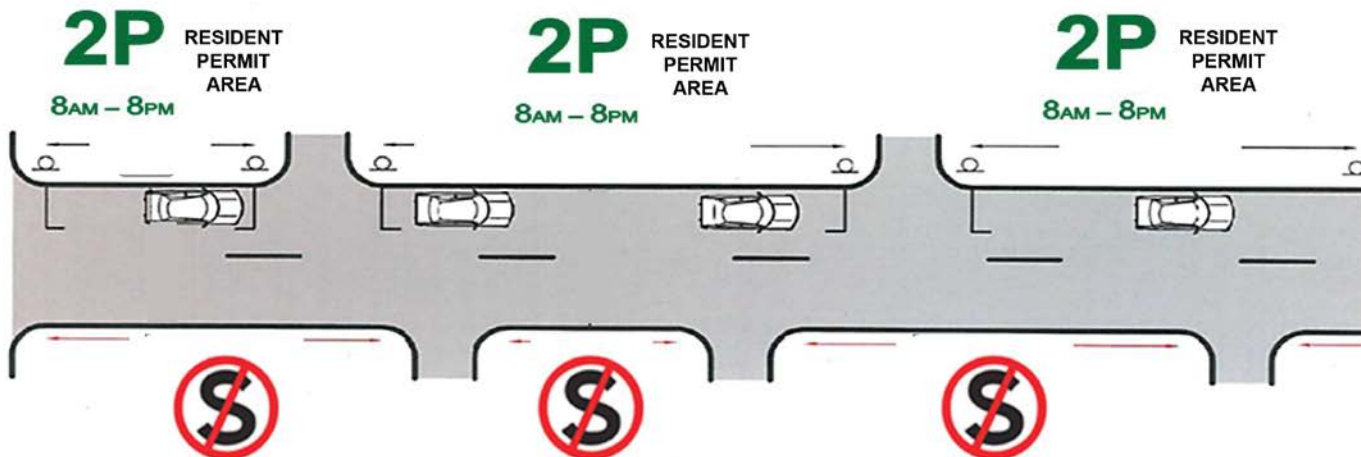


Plan 5 – General Residential Zone (Schedule 2)

Wide streets: 6.8m – 9m wide



Narrow streets: Less than 6.8m wide



Plan 6 – Schematic Staggered Parking Arrangement

(Minimum 250 metres length for staggered restrictions on each side of the street)

Wide streets: 6.8m – 9m wide

