



CoPP Disabled Parking Review SUMMARY

Prepared by
Visionary Design Development Pty Ltd
for City of Port Phillip
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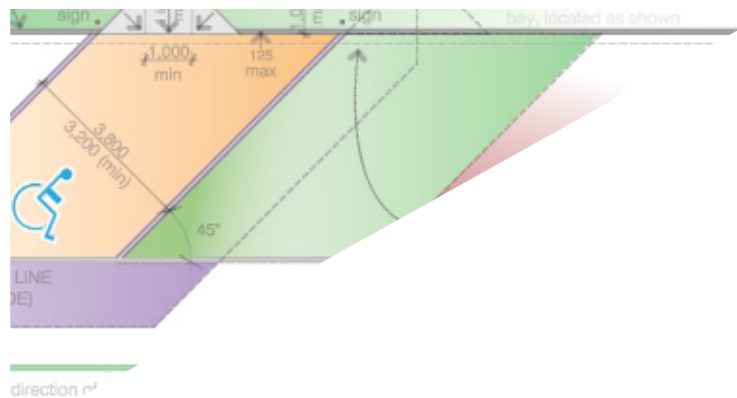
This document accompanies and summarises
CoPP Disabled Parking Review 2014.



CoPP

DISABLED PARKING REVIEW:

SUMMARY



Introduction – Background

Increasingly people with disabilities (PwDs) are demanding an end to discrimination across a broad range of goods and services, leisure activities, employment opportunities and their associated institutions, authorities and governments. In response local government authorities have developed Access and Inclusion Policies and Action Plans, often in consultation with Disability Advisory Councils. While these actions are to be commended, there remains a lack of mainstream understanding of access requirements amongst local government officers responsible for the form of the built environment.

A key component of equity is social inclusion at the neighbourhood level. People of all abilities must have the opportunity to visit neighbourhood shops to buy a newspaper, pick up a loaf of bread and have a coffee. An accessible built environment without physical or wayfinding barriers is an important facilitator of wellbeing and directly related, through core concepts of choice and autonomy, to theoretical concepts of quality of life. Accessible parking (this term is preferred to Disabled Parking) is an important component in delivering equity of access for people of all abilities.

The City of Port Phillip encompasses an area of 21 square km. The estimated 2013 resident population within the local government boundaries was 102,500. A total of 4,069 people (5%) were 75 years of age or older in the 2011 census. The total number of persons receiving the disability support pension in 2011 was 3,319. CoPP puts a high priority on the provision of accessible parking. Council's Sustainable Transport Strategy (2011) places accessible parking for shopping strips fourth in a hierarchy of 14 different parking needs.

Literature Review

A literature review was completed involving a search of peer-reviewed, grey literature and anglosphere traffic authority websites for theoretical or policy articles. Very little academic literature exists on the theme of accessible parking. Consideration of accessible parking when it appears in traffic management policy and theory is often only as a reminder to provide some accessible spaces. A minor number of articles regarding the economics of accessible parking suggest that social benefits exceed the costs. To address the remaining gaps the authors investigated accessible parking using the lens of the Social Model of Disability. A scheme for reserved, suitably located, appropriately specified parking was shown to be justifiable from both a Rights Based and a Universalism perspective.

A review of specifications found significant variations to design and specifications across anglophile countries. Almost all standards and guidelines refer to off-street rather than on-street accessible parking. The recommended percentage of (off-street) accessible spaces varied from 4% to 8% depending on site and jurisdiction but averaged 6%.

The Brief

The project involves the “review of all disabled on-street bays in all commercial and strip shopping centres in the City of Port Phillip, to determine works required to ensure all bays comply with the Disability Discrimination Act 1992 (DDA) by 2020”. While the DDA does not give guidance on how ‘not to discriminate’ on parking provision, prohibition of Disability Discrimination regarding employment, education, goods & services, accommodation, sport etc have direct implications for the provision of accessible parking which can be considered from a policy standpoint.

One hundred and fifty accessible parking locations were specified across 10 suburbs with some having multiple spaces constituting a total of 200 accessible bays in all. There was significant clustering of spaces around the activity centres of South Melbourne, St Kilda, St Kilda East, and Bay Street Port Melbourne.

Site audits were required to identify compliance issues, the appropriate ratios of accessible parking, and where necessary the relocation of bays. Consultation required identification of and engagement with stakeholders. Deliverables included a priority list of bays to be identified and required works.

Stakeholder Consultation

Stakeholder identification was developed in consultation with CoPP Traffic and Metro Access. Regarding user groups the COPP Access Network (CoPPAN) and the Older Persons Consultative Committee were ideally placed to provide user feedback. Further User input was secured through a e-mail survey of Disable Parking Permit holders. All groups were invited to attend a Focus Group held on 11-10-14. Traders were engaged via a different e-mail survey through their local traders associations which included:

The St Kilda Village Traders Group Inc.

Fitzroy Street Business Association

Port Melbourne Business Association

Elwood Traders Association

Middle Park Traders Group

This was followed up with telephone interviews with the Trader Groups and with CoPP Economic Development/ Business Unit.

Summarising the qualitative and quantitative Stakeholder Consultation analysis reveals:

1. Traders appreciate the need for accessible parking
2. The greatest user complaint is insufficient numbers of permit parks forcing permit holders to frequently park in regular bays which are often too distant for their ambulant capabilities
3. Competition for parking is particularly high around Clarendon St and Acland St activity centres.
4. The location of bays is satisfactory
5. Current bays are not wide enough
6. Safety – passing vehicles and bicycles – is a concern
7. Agreement that kerb indentation and ramp provision (see AS 2890.5) should not compromise footpath width.
8. Resistance to reducing the number of bays to meet best practice (i.e. two adjacent permit bays being converted to one larger bay)

Results and Findings

CoPP Geographic Information Systems (G.I.S.) advised the number of on-street parks allowing percentages of accessible parking to be calculated as shown in Figure 1.1. Note that for the postcode zones shown all but St Kilda Road Precinct and Elwood – South Melbourne remaining unknown - meet or exceed the 4-6% (albeit off-road) recommended minimum.

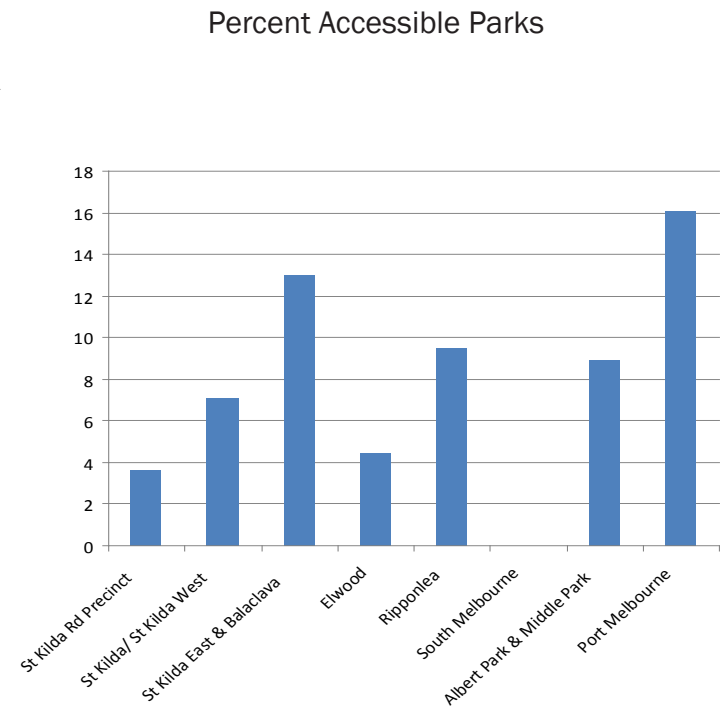


Figure 1.1 Accessible On Street Car Parks as a Percentage of Total On-Street Parking (Data for on-street parking in South Melbourne not available)

Accessible On-Street Parking: Best Practice

Best Practice Diagrams are presented for the various scenarios – parallel, angle, single and multiple bays (see Chapter 10 figures 10.1 to 10.7 for best practice). None of the 150 locations/200 bays met the assessment criteria. Almost all (144, 96%) locations were of insufficient size. Many locations (49, 33% of 150) can be adjusted in-situ to meet 'Best Practice'. However, a very large majority of the locations (101, 67% of 150) will require either streetscape redesign or relocation. The Best Practice Diagrams presented in this report are a slight modification of Australian Standards, AS 2890.5-1993 and AS1428.1-2009, in regard to:

- Ramps
- Dimensions
- Footpath width minimum
- Guidelines for angle parking
- Provision of Tactile Ground Surface Indicators (TGSIs)

These differences accommodate feedback received from Users and CoPP Traffic Engineering. CoPP should adopt and use these Best Practice Diagrams to create working drawings to upgrade accessible parking space locations

Location Reports

A total of one hundred and fifty location reports are presented, one for each location (see Chapter 12). Each report page provides basic spatial information, adjacent land uses, parking space dimensions, features, surrounds, ramps, kerbside features, roadside characteristics and advice on modifications/relocation for the total 200 bays. Complexity Categories are devised and assigned to sites. Prioritisation for works is given both overall – of the 150 sites – and priority within the local postcode area.

Locations Performance:

Comparison to Best Practice

The dimensions of bays at sites is inadequate. Width of bays – identified as a major complaint during stakeholder engagement – and length were generally insufficient. Kerb ramps were present at 23 (15%) of locations, tactiles at only 1 location. Line marking was inadequate at 96 (64%) of locations. Enlargement is complicated by 92 (61%) of locations requiring enlargement were adjacent features precluding kerb indentation. Sixteen of these 92 can be relocated nearby whilst the remaining 76 will require relocation elsewhere.

No locations were awarded a Complexity Category Cat 1 rating, meaning that no locations currently achieve Best Practice. Seven locations were awarded Complexity Category Cat 2, 22 locations were given Complexity Category Cat 3, and 20 locations received Complexity Category Cat 4. At the remaining 101 locations (67% of 150 locations in total) the combination of: required bay dimensions (according to type of parking), existing footpath width, kerbside features and potential difficulties in relocating nearby, has resulted in the awarding of Complexity Category Cat 5.

Prioritisation

Sites were prioritised for capital works by use of a prioritisation matrix. Criteria (and weightings) are Complexity (5), User Feedback (5), Percentage of accessible parks by postcode (1), Number of bays per site (2) and Number of known permit holders per accessible park by postcode.

Prioritisation results are given in overall (priority out of 150 sites) and also priority by postcode. There were significant differences in prioritisation outcomes with the highest priority site scoring over five times higher than the lowest priority site. The higher weighting of Complexity and User Feedback has, as could be expected resulted in a prioritisation of less complex sites in St Kilda + West and South Melbourne where the two most criticised commercial activity centres – Acland St and Clarendon St - are located. Postcode Priorities are first South Melbourne and St Kilda + West then Albert & Middle Park, followed by Elwood, Port Melbourne, St Kilda East + Balaclava and finally Ripponlea.

Scheduling of Works

The prioritisation results represent a robust, analytically derived starting point for scheduling of work by CoPP. This foundation provides a basis on which further council policies and considerations can be layered to plan capital works programs. This could be approached in two ways:

1. Given the six years for implementation of this strategy 25 sites could be allocated to each of the six years 2015-20 in the prioritisation order determined by this report.
2. Capital works could be planned by suburb. Priority as determined above.

Conclusion

This CoPP Disabled Parking Review Project has investigated the role and specifications of accessible parking as a means of inclusion of people with disabilities from participation in social and economic activities centred on and around local shops and businesses.

Feedback from CoPP Permit Holders via the User Survey and the Focus Group from residents with a range of impairments affecting mobility confirms their reliance of car transport to visit business activity centres as alternatives are either unavailable, inaccessible and/or unable to cart shopping and other goods. In doing so many frequently face significant barriers to parking.

A very large majority of complaints regarding, and reasons for avoidance of certain activity centres, were the lack of sufficient numbers of spaces. Users were most critical of the Acland St, St Kilda and Clarendon St, South Melbourne commercial activity centres. This is despite the percentage of accessible parks in five of the eight CoPP postcode regions being greater than the 4-6% (off-street) average used internationally as an appropriate guide. It is recommended to increase the number of accessible parks across CoPP with a target of 10-12% accessible parking in St Kilda + West and South Melbourne.

None of the 150 locations/200 bays met Best Practice. Almost all (144, 96%) locations were of insufficient size. Many locations (49, 33% of 150) can be adjusted in-situ to meet 'Best Practice'. However, a very large majority of the locations (101, 67% of 150) will require either streetscape redesign or relocation. The Best Practice Diagrams presented in this report are a slight modification of Australian Standards, AS 2890.5-1993 and AS1428.1-2009, based on user and CoPP traffic engineering feedback. CoPP should adopt and use these Best Practice Diagrams to create working drawings to upgrade accessible parking space locations. A schedule should be developed based on one of the alternatives shown above in Scheduling of Works.

Recommendations

Recommendation 1:

CoPP adopt and use the Best Practice Diagrams provided in this Report to create working drawings to upgrade accessible parking space locations.

Recommendation 2:

Planning and scheduling of upgrade works to be guided by the Report's Prioritisation Analysis.

Recommendation 3:

CoPP provide additional accessible spaces across the council jurisdiction with initial priority given to Acland St and Clarendon Street Activity Centres being increased to 10-12% accessible park ratios.

Recommendation 4:

CoPP establish a Disability Advisory Group to supersede COPPAN which is sufficiently resourced and integrated within council to liaise with social inclusion and built environment sections.