

Transport and Parking Report

in support of the
**Camberwell Junction
Structure and Place Plan**





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1 Introduction

1.1 Purpose

This Transport and Parking Report supports the wider Camberwell Junction Structure and Place Plan (the Plan).

This document provides a background analysis of traffic and parking in Camberwell Junction. It has been informed by surveys and studies undertaken by external consultants and the internal project team. Further, it provides justification for the Plan's transport and parking related strategies, actions and proposals.

The Plan focuses on the following two aspects:

- Place Planning: public realm revitalisation and place enhancement projects and initiatives leading to economic development and uplifts in community and place activation.
- Structure Planning: land use and built form framework for development on private land within the Camberwell Junction Activity Centre.

1.2 Principles

One of the Plan's core strategies is to improve the accessibility of the Camberwell Junction activity centre (the centre) for the benefit of visitors, shoppers and workers. Improvements to public transport, walking and cycling infrastructure, wider footpaths, safer crossings and increased space for outdoor dining are all vital elements in supporting Camberwell Junction's future growth and success.

The Plan recognises the significance of public car parking to the centre's vitality. As a result, Council has commissioned specialist surveys to understand the centre's current parking capacity. The proposed changes to mobility and car parking arrangements outlined in the Plan will therefore be guided by this survey data in addition to the following key principles:

1. Continue providing parking to visitors for the centre

Replace or relocate existing car parking spaces that are impacted by projects (such as Burke Junction streetscape upgrades), where they are used by visitors and shoppers and cannot be accommodated through spare capacity in nearby car parks.

2. Better manage existing car parking

Making efficient use of valuable land and giving priority to users that benefit the economic performance of the centre. Short-term parking used by visitors and shoppers should be given highest priority. Parking for local workers is a medium priority to be provided at fringe locations. Longer-term public parking for train commuters is not a priority for public parking in the centre.

3. Ensure movement network is capable to absorb additional population growth

New developments will introduce additional movement and parking requirements to the network. Council will work with stakeholders and developers to ensure necessary street and network upgrades are delivered.

4. Improve accessibility to the centre

To enable the centre to grow and attract more visitors in future, improvements will be made to public transport, walking and cycling infrastructure. New private developments will provide additional car parking as required in the centre's future planning provisions.

1.3 Study area

The study area extends from the intersection of Burke Road and Victoria Road in the north to Inglesby Road and Camberwell Sports Ground in the south, Fritsch Holzer Park in the north west, and Fairholm Grove and Read Gardens in the east and north east.

The study area is largely consistent with the 2011 Structure Plan and includes the commercial core of the activity centre as well as residential land within and adjoining the commercial core.

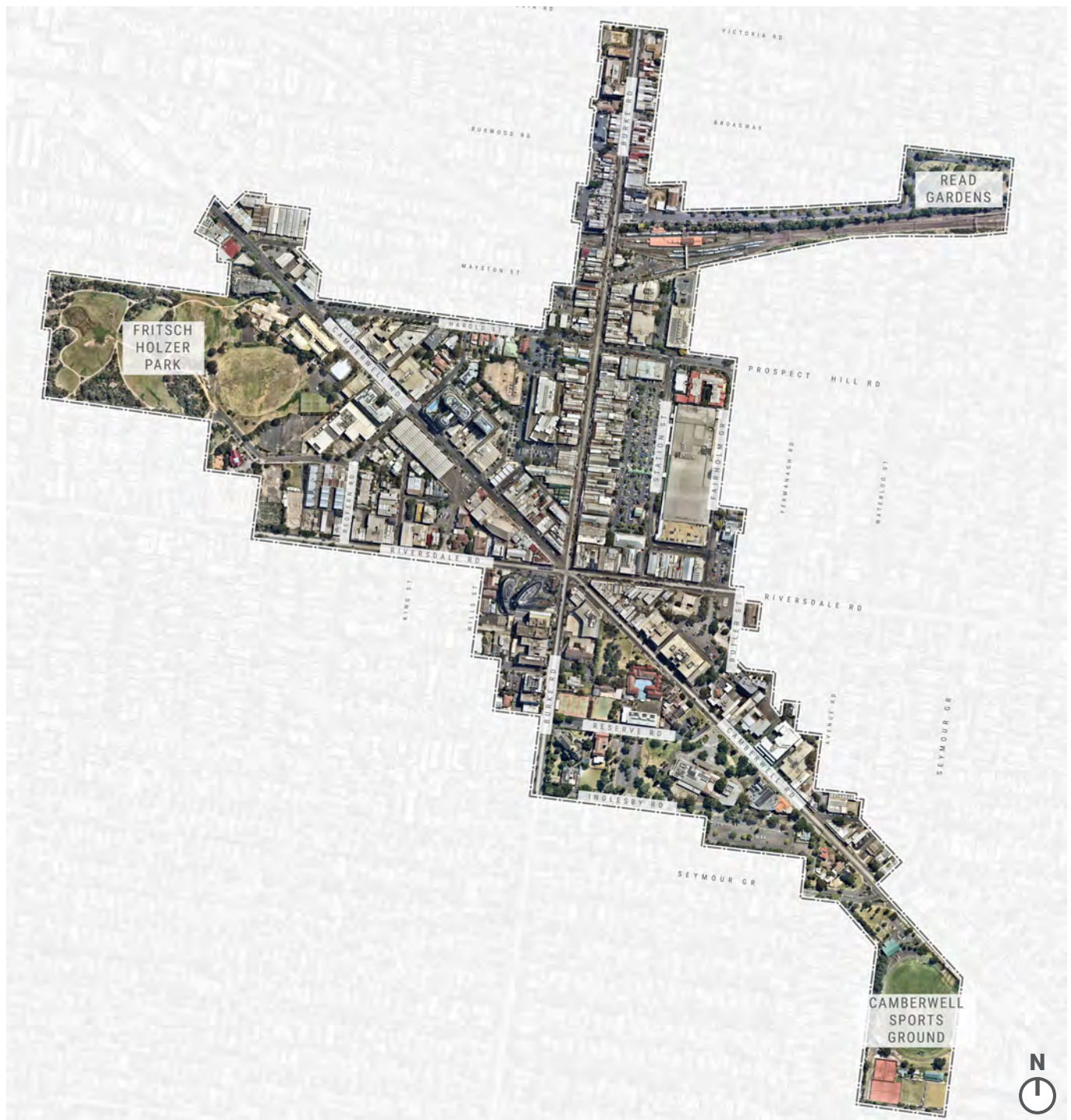


Figure 1 - Camberwell Junction Activity Centre boundary

1 Introduction

1.4 Opportunities

Public realm potential

This report considers the activity centre in its entirety, as well as each of its precincts. The overarching objective is to strike a balance between parking and public realm, trees and future-focused infrastructure. The different opportunities and proposals aim to capitalise on Council assets to achieve value for the community, and are grounded in best practice.

Many of the specific sites identified in the Structure and Place Plan allow for a shift in the use of public land, presenting opportunities to consolidate parking in certain strategic locations. This would enable the conversion of some public parking areas to high-quality public realm, creating new opportunities for expanding outdoor dining, additional greening and providing safe public places for gathering. Overall this can support the centre's transformation and ensure it remains an attractive place to visit, live and work.

Well balanced streets

Despite the function of streets as the primary pedestrian and commercial arteries across Camberwell Junction, most streets are dominated by cars and parking.

This restricts the capacity for outdoor dining, greening and public art, and limits the appeal of these streets as destinations in their own right. It also raises safety concerns for cyclists, restricts the ease of crossing the road and presents difficulties for people boarding and disembarking from trams.

Footpath buildouts that replace sections of parking with space for outdoor dining, vegetation, and street furniture will help boost amenity for pedestrians. It will also improve the aesthetic and destination appeal of the precinct. Good street design should help encourage 'staying' activities, increasing pedestrian activity in front of local retail businesses, improve accessibility to public transport services and support food and beverage establishments.

Improving footpaths offers great opportunities for implementing water and biodiversity sensitive urban design, increase tree canopy and other greenery for better environmental outcomes for the centre.

By shifting a number of carefully selected parking spaces into multi-deck off-street facilities, these valued public places can be dramatically improved.

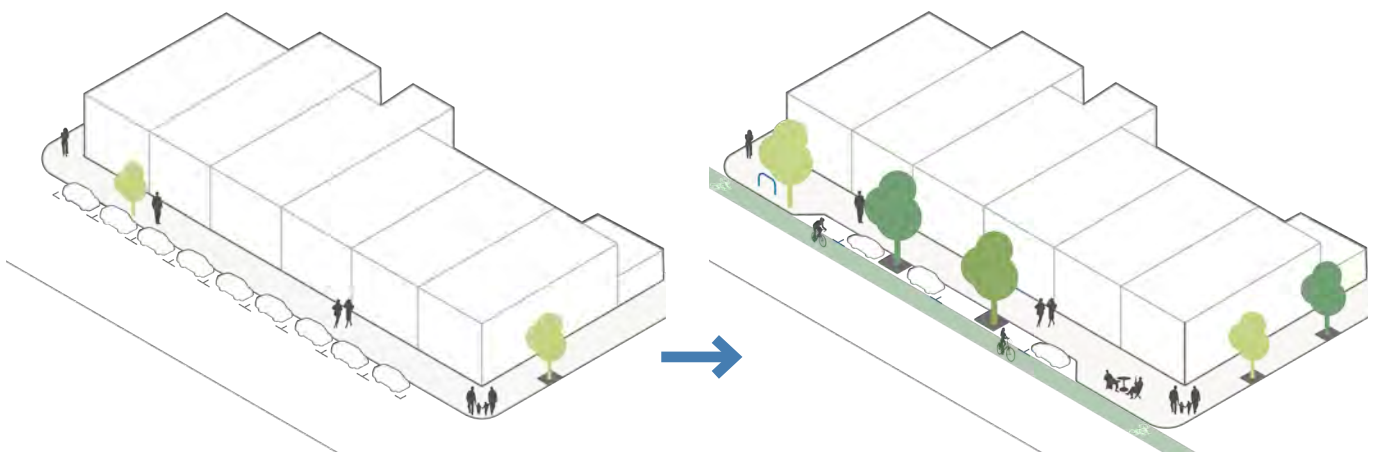


Figure 2 - Indicative diagrams showing typical street arrangement (left) and conceptual balanced streetscape (right) featuring expanded vegetation, adequate parking provision, widened footpaths, and cycling infrastructure.

Creating places for people

Great streets and public places are essential to creating a more inviting precinct where business can thrive.

Most streets in Camberwell Junction are currently dominated by cars and lack many of these elements associated with great, vibrant and liveable activity centres.

The Structure and Place Plan proposes a range of strategies and actions aimed to improving amenity of existing public places, creating new ones to support the growth projected for Camberwell Junction, and ensuring the resulting network of local public spaces is well-connected and accessible to all users.

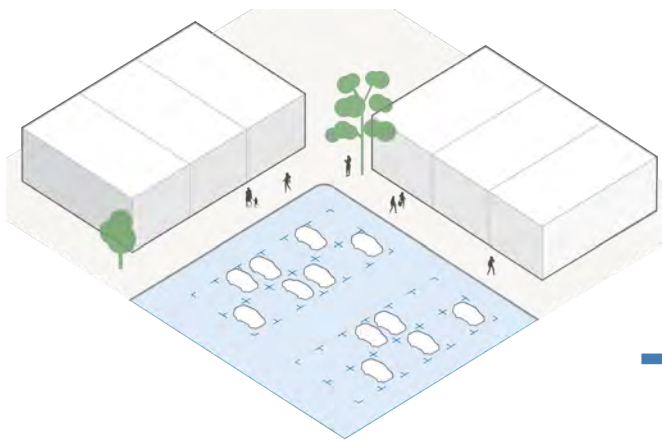


Figure 3 - Existing typical at-grade public parking limits public realms uses.

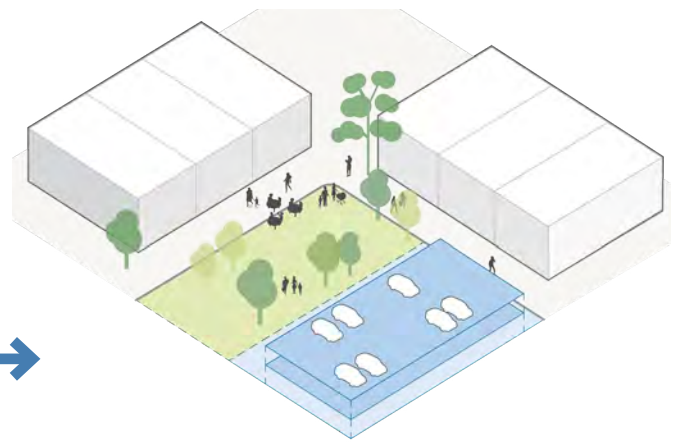


Figure 4 - Consolidated car parking and new public spaces offers a well-balanced use of public land.

Future opportunities

- Better cycling infrastructure and footpaths.
- Accessible tram stops and creating a transport hub with the station.
- Advocate for a new regional bus route that runs along Camberwell Road connecting Camberwell, Hawthorn, Kew and Northland Shopping Centre.
- Reviewing parking in the precinct to consolidate parking within some existing car parking areas.
- Pursue opportunities to relocate public car parking within major new developments to free up public space.
- Investigate opportunities to incorporate EV charging.
- Opportunity to improve the quality and accessibility of existing parking, including:
 - A guidance system (similar to Kew Junction) to improve parking experience and locate all available supply.
 - Improved pedestrian links between parking facilities and key destinations.
 - New safe and secure multi-deck facilities.

2 Centre-wide analysis

2.1 Existing public and active transport

Public transport network

Camberwell Junction centre is well connected through public transport, including:

- **Camberwell Station is a key train station** comprising both the Alamein and Belgrave/Lilydale lines. The Belgrave and Lilydale lines operate various types of express services that stop at different stations between Box Hill and Richmond. Most of these services stop at Camberwell, providing faster travel times other key stops along the line. These train services directly connect with tram services along Burke Road.
- **Main tram lines along Burke Road, Riversdale Road and Camberwell Road** (south of the Junction) pass directly through Camberwell Junction. Route 70 (along Riversdale Road), Route 72 (along Burke Road), and Route 75 (along Riversdale Road turns south-east at the junction into Camberwell Road).
- **Bus routes 285 and 612 connect to Camberwell Shopping Centre in the core of the Junction precinct.** These bus routes provide access to suburbs within the eastern half of the City of Boroondara, and also to metropolitan activity hubs of Box Hill and Chadstone.

Accessible tram stops upgrade

Council will work with the Department of Transport and Planning (DTP) as part of their upgrade program to provide accessible tram stops across the network.

In addition to wider accessibility to local precincts, the upgrades provide an opportunity for kerb extensions for greater pedestrian movement.

It is an opportunity to capitalise on placemaking opportunities associated with these upgrades which are expected to impact all main streets in the area.

Walking and cycling

Camberwell Activity Centre experiences high volumes of pedestrian movement due to the numerous points of interest within the centre. Many pedestrians use Railway Parade to access Station Street, Burke Road, and Camberwell Station. There are opportunities to improve wayfinding signage around Railway Parade to facilitate pedestrian movements from Camberwell Station to the remainder of the Junction precinct. New and improved pedestrian crossings on Prospect Hill Road should be considered to support safer journeys for pedestrians.

Currently there is limited cycling infrastructure throughout the centre leading to a disjointed unsafe network. Bicycle infrastructure improvements are critical to facilitate greater uptake of bicycle riding.





Figure 5 - Existing public transport network.

2 Centre-wide analysis

2.2 Walking and cycling opportunities

Ensuring accessibility to and around the precinct will be key to a successful centre. Redesigning congested and car-dominated streets to enable a wide range of mobility modes will result in a more attractive and accessible precinct for people of all ages and abilities.

Key improvements

- Advocate to State Government to upgrade tram stops and associated street infrastructure.
- Develop a Green Travel Plan and review parking policies to consider reduced parking rates for this highly accessible centre and explore potential to collect contributions from development towards public parking and green travel facilities.
- Deliver safe cycle lanes along Burke Rd and other key routes.
- Install parking sensors and electronic signage to guide visitors to available parking spaces.
- Pursue opportunities to relocate public car parking within major new developments to free up public space.
- Provide raised pedestrian crossings across low traffic volume roads at key locations.
- Provide signalised pedestrian crossings across busy roads in the Junction precinct.
- Upgrade Burke Road and Camberwell Road streetscapes to increase the footpath width and greenery.
- Consider opportunities to deliver connected and safe bike routes and end of trip facilities for cyclists.



Figure 6 - Artist impression of Burke Road streetscape looking towards the Junction intersection (indicative only).

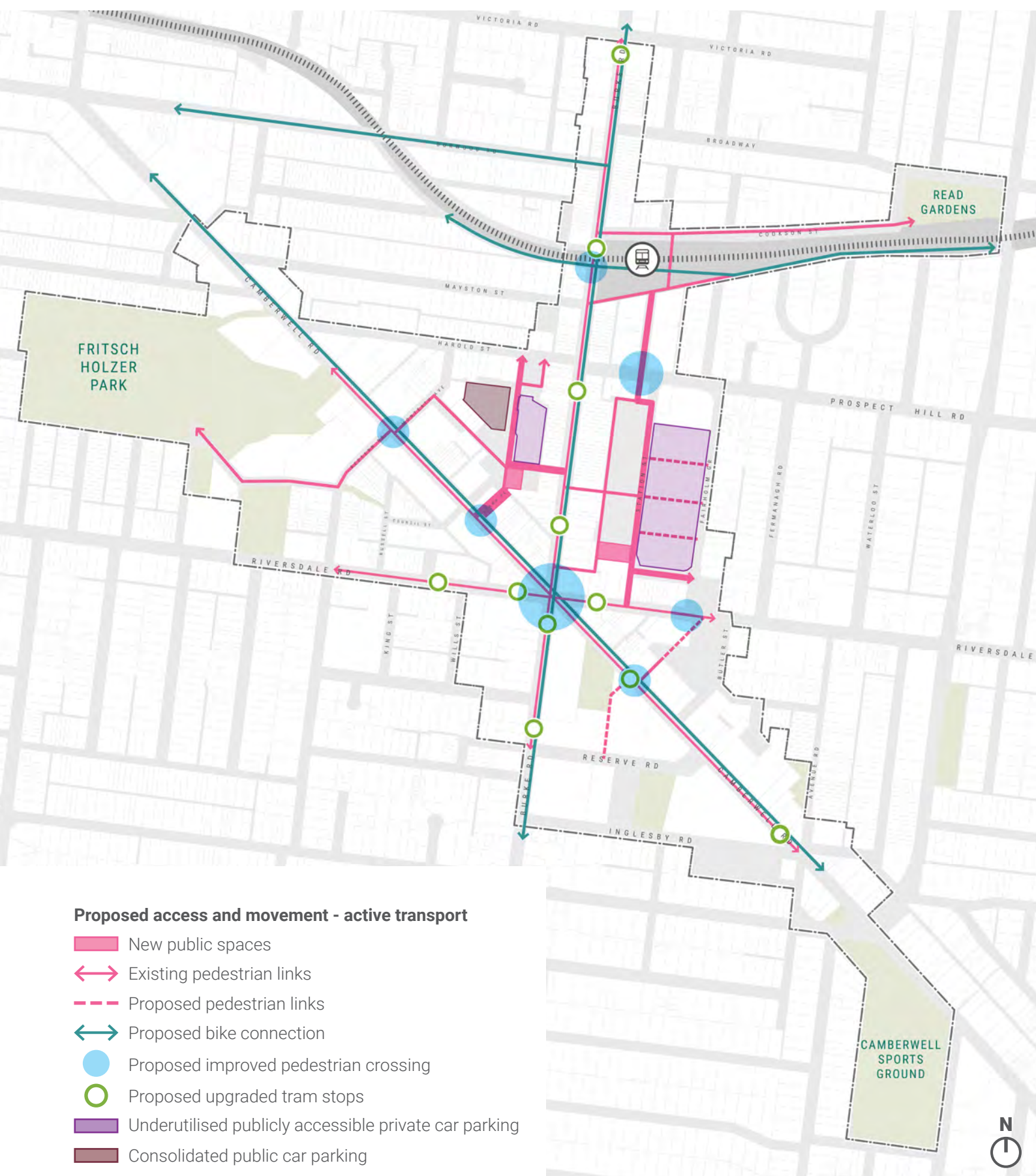


Figure 7 - Proposed pedestrian and cycling access and movement

2 Centre-wide analysis

2.3 Existing private vehicle network

Vehicle movement

The Camberwell Junction Activity Centre is well serviced by public transport, active transport links and over 3,400 public car park spaces, used by visitors, shoppers, university staff and students, rail commuters, local workers and residents.

Drivers are afforded relatively direct access into and through the centre. High volumes of vehicles travel along the centre's three main arterial roads which are also shared with tram infrastructure. This creates traffic congestion, particularly surrounding the complex six-leg intersection at Camberwell Junction.

Alternative routes for north-south moving vehicles include Auburn Road to the west, and Stanhope Grove and Trafalgar Road to the east.

The road network is managed by both Council and VicRoads, with the former responsible for local roads and the latter arterial roads (Figure 8).

Boroondara Traffic Management Policy and Procedures

The following descriptions of the different local road types are derived from the City of Boroondara Traffic Management Policy and Procedures 2018. Selected local road descriptions are provided below for reference:

1. **Local access streets:** Those streets not being arterial roads or collector roads and with the main function of providing access to abutting property. Local access streets are typically up to 7.5m wide and permit on-street parking on both sides of the road. These streets are longer than minor local access streets and can provide access to local shops, local parks, schools and community facilities. Footpaths are provided and bicycle movements are facilitated.
2. **Collector roads:** These roads distribute traffic between the arterial/major roads and the local street network. They provide local connection between arterial/major roads and provide access to abutting property. Collector roads are generally wider and longer than local access streets. They can provide access to several local access streets, local shops, local parks, schools and community facilities. Footpaths are provided and bicycle movements can be accommodated on these roads.
3. **Major roads:** These roads cater for significant traffic movements across suburbs and distribute traffic between the arterial roads and local street network. These roads are wider and longer than collector roads and tend to be signalised at intersections with arterial roads. The speed limit on these roads is typically 50-60km/h, and can be subject to time-based school and/or strip shopping centre speed zones. Footpaths are provided and bicycle movements can be accommodated on these roads.

Vehicle volumes

There is a large volume of vehicles traveling throughout the centre on the various arterial and collector roads. Vehicle volume considers both traffic signal volume data by Department of Transport and Planning and council collected traffic counts at various points in the centre.



Figure 8 - Existing road network.

2 Centre-wide analysis

2.4 Vehicle movement opportunities

Facilitating safe and efficient movements within Camberwell Junction will increase visitors to the centre's shops, businesses and open spaces, attracting a more diverse range of visitors and creating a safe and healthy centre for residents and workers.

Key improvements

- Upgrade Burke Road and Camberwell Road streetscapes to improve traffic management.
- Provide a reduced-speed environment on key selected streets.
- Provide better street links within existing large on surface parking areas.
- Advocate for a new regional bus route that runs along Camberwell Road connecting Camberwell, Hawthorn, Kew and Northland Shopping Centre.
- Improve wayfinding and electronic signage within car parking areas.



Artist impression of Burke Road streetscape looking towards the Junction intersection (indicative only).



Artist impression of the long term vision of Railway Parade.



Artist impression of Redfern Street upgrades (indicative only).



Figure 9 - Proposed vehicle access and movement

2 Centre-wide analysis

2.5 Existing parking capacity

Car parking is an important consideration that influences how we move around the centre.

A number of large, consolidated parking facilities are provided within the Junction precinct. This includes two multi-deck facilities (Camberwell Place and Camberwell Shopping Centre) that have a higher availability of free parking spaces. Other nearby at-grade car parking facilities also offer free parking, although are more highly occupied by visitors. On-street car parking spaces are priced and tightly time-managed due to high demands.

Extensive parking surveys have been undertaken for the Camberwell-Hawthorn East area to ensure the proposed changes to parking arrangements are evidence-based and will support the continued vitality of this Major Activity Centre. Car parks at the fringe of the centre, such as the Rose Street car park have available capacity at most times and tend to be occupied by longer term parking.

A parking occupancy survey shows that there are 3,349 spaces around the precinct in both off-street facilities and along all major streets.

Of the total 3,428 spaces:

- 1,350 spaces are within multi-deck facilities (the Well, Junction West, and Station Street).
- 2,078 spaces are at-grade car parking.

2,546
off-street spaces

2,184
off-street spaces
(on Sundays)

882
on-street spaces

3,428
total car parking
spaces
within the centre

2.6 Parking occupancy survey

An independent parking survey was conducted in August 2022 with the following findings below for off-street parking within the precinct.

Throughout the report, average occupancy refers to the overall average percentage across all times for all three surveyed days (4th, 6th and 7th of August 2022). On-street parking surveyed times: 7am to 8:30pm; off-street parking surveyed times: 8am - 5:30pm. Peak occupancy refers to the occupancy recorded during typical weekday peak hour between 1-2pm and between 10-11am on Sundays.

Centre-wide occupancy results show that:

**Weekday on-street
peak occupancy
(1-2pm)**
44%

**Weekday off-street
peak occupancy
(1-2pm)**
62%

**Sunday off-street
peak occupancy
(10-11am)**
40%



Figure 10 - Existing publicly accessible parking.

2 Centre-wide analysis

2.6 Parking occupancy survey

The parking survey provides detailed data for both on-street and off-street parking occupancy that can be read in the following tables and plan.

Table 1: Off-street parking (peak occupancy refers to the occupancy recorded during typical weekday peak hour between 1-2pm and between 10-11am on Sundays)

Location	Total Capacity	Peak occupancy Thursday (available spaces)	Peak occupancy Saturday (available spaces)	Peak occupancy Sunday** (available spaces)
Centre wide	2,546 / 2,184 (Sun)	62% (967)	59% (1,044)	69% (680)
Station North	125	90% (13)	78% (27)	73% (34)
Junction East	1,397 / 1,035 (Sun)	60% (562)	61% (546)	86% (146)
Junction West	888	64% (319)	59% (360)	59% (364)
Fritsch Holzer	136	24% (104)	6% (128)	0% (136)

Table 2: On-street parking (peak occupancy refers to the occupancy recorded during typical weekday peak hour between 1-2pm and between 10-11am on Sundays)

Location	Total capacity	Peak occupancy Thursday (available spaces)	Peak occupancy Saturday (available spaces)	Peak occupancy Sunday** (available spaces)
Centre wide	882	44% (494)	38% (546)	51% (405)
Camberwell Road	211	43% (121)	38% (131)	47% (111)
Riversdale Road	75	56% (33)	52% (36)	56% (33)
Burke Road	288	37% (181)	43% (192)	52% (171)
Reserve Road	84	38% (52)	24% (64)	52% (33)
Prospect Hill Road	17	18% (14)	41% (10)	88% (2)
Railway Parade	13	31% (8)	8% (12)	77% (3)
Cookson Street	103	58% (42)	44% (58)	54% (52)
Rose Street*	56	82% (10)*	77% (13)*	-
Redfern Road*	35	49% (18)*	43% (20)*	-

*Survey data taken from Saturday 4th August 2018 and Tuesday 7th August 2018 - as a result they are calculated separately from overall occupancy.

**Sunday peak is defined as 10am to 11am to better reflect occupancy during Sunday Market.

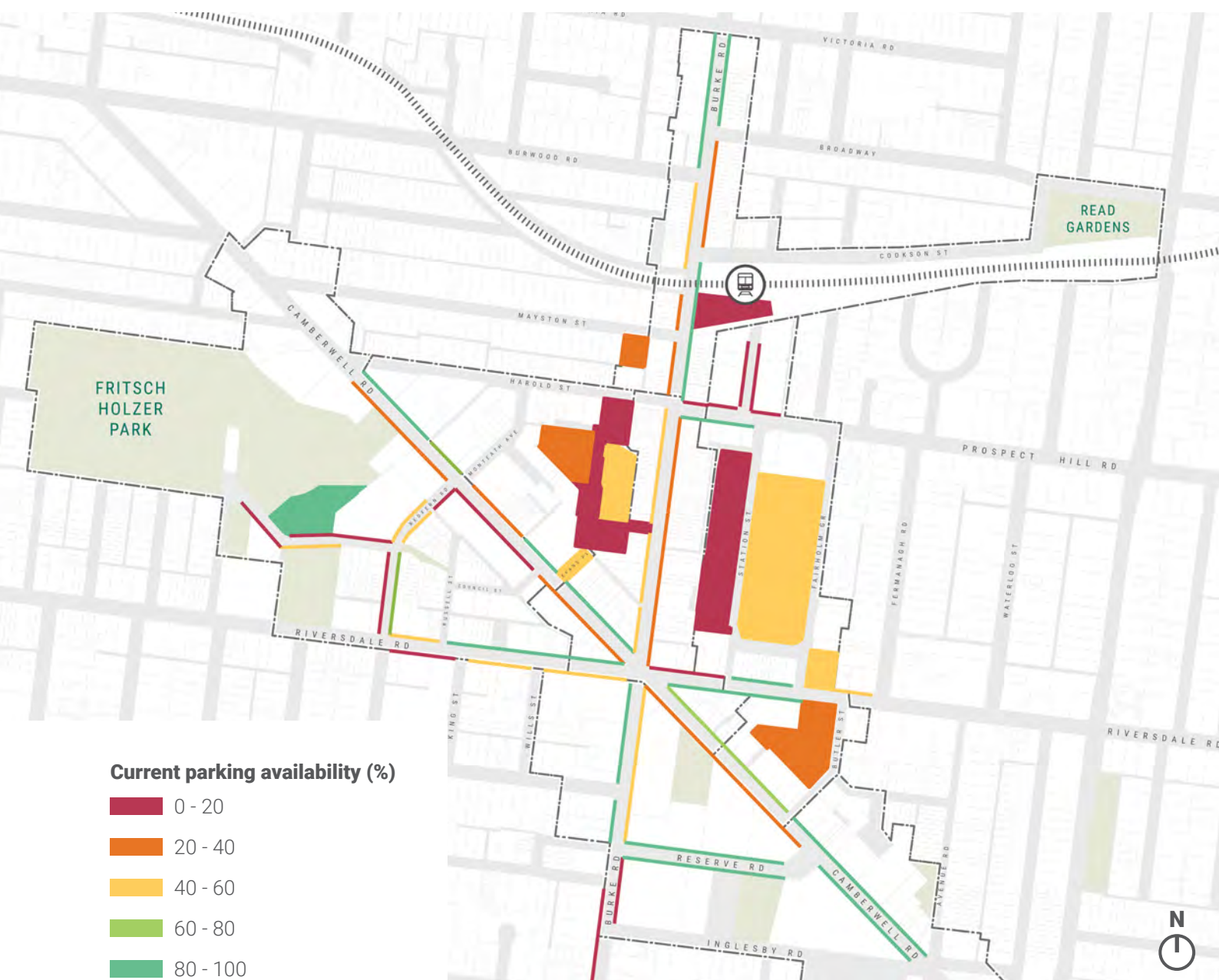


Figure 11 - Existing parking usage and availability on a weekday between 1-2pm.

Future opportunities

- Review parking in the centre to consolidate capacity within existing car parking areas.
- Improve the quality and accessibility of existing parking, including:
 - A guidance system to improve parking experience and locate all available supply.
 - Improved pedestrian links between parking facilities and key destinations.
 - New safe and secure multi-deck facilities.
- Explore the potential for introducing a Car Parking Overlay to the Planning Scheme to assist in collecting funds for infrastructure improvements where required.
- Pursue opportunities to relocate public car parking within major new developments.

3 Precinct opportunities

3.1 Place Precincts

The aim of the Precinct Plans is to provide more detailed urban design and planning initiatives and guidelines to supporting the Framework Plans. Six Place Precincts have been outlined for the centre as shown below.

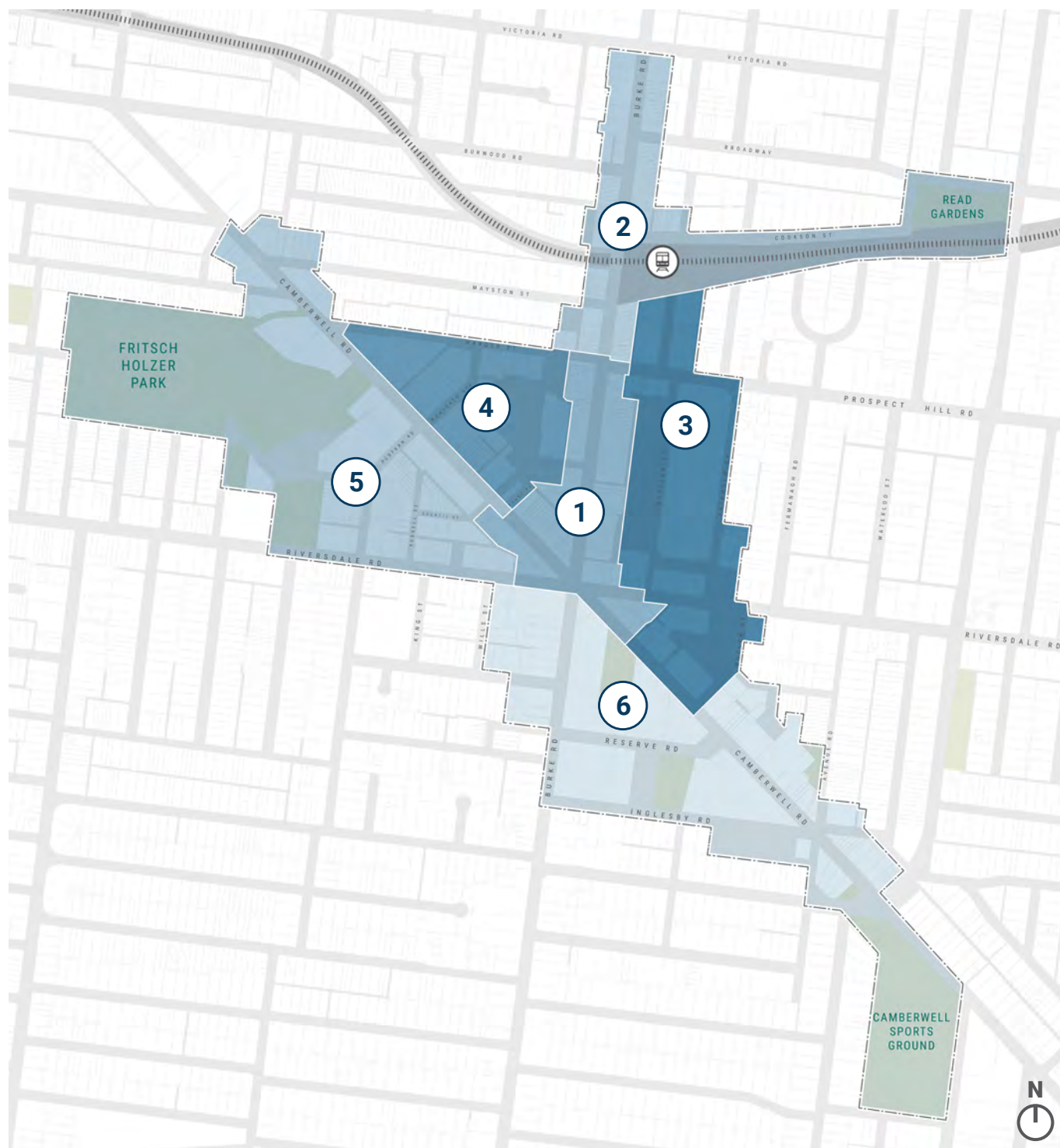


Figure 12 - Camberwell Junction Place Precincts

① Burke Junction



Located at the heart of the centre, Burke Junction precinct is known for its traditional fine grain main street feel.

② Station North



The Station North precinct is an important heritage precinct of the activity centre and provides the direct link to the centre at the train station.

③ Junction East



Junction East is a mixed-use precinct with a key focus on retail and presents opportunities for new public open spaces.

④ Junction West



Junction West is a dense mixed-use urban environment incorporating retail and mixed-use higher-rise along Camberwell Road.

⑤ Fritsch Holzer



The Fritsch Holzer precinct is an evolving precinct with diverse mixed-use buildings, workshops, offices, and cafés in a finer-grain wedge.

⑥ Civic



The Civic precinct is a community and employment focussed precinct that provides community services and public infrastructure, balanced by commercial uses.

3 Precinct opportunities

3.2 Burke Junction and Station North

Parking - existing conditions



- On-street parking
- Off-street parking
- Tram stop
- Camberwell station

Figure 13 - Burke Junction and Station North existing parking conditions

Parking capacity

	Car park	Type	Spaces
1	Burke Rd	On-street, public	160
2	Camberwell Rd	On-street, public	126
3	Riversdale Rd	On-street, public	75
4	Mayston St	Off-street, public (at grade)	50
5	Burke Road	Off-street, public (at grade)	75
Total			647

Parking occupancy

The parking survey showed the following occupancy for Burke Junction and Station North precincts:

	Car park	Peak Thurs	Peak Sat	Peak Sun
1	Burke Road	48%	54%	59%
2	Camberwell Road	48%	33%	43%
3	Riversdale Road	56%	59%	32%
4	Mayston St	76%	64%	88%
5	Burke Road (commuter parking)	99%	88%	63%

Peak occupancy predominantly occurs in off-street car parking areas, given that this type of parking has longer time limits.

Parking availability

At peak occupancy (Thursday 1pm), there are 200 free spaces across both precincts.

Parking - long-term opportunities



Artist impression of Burke Road upgrades (indicative only).



Artist impression of Burke Road upgrades (indicative only).

Proposed actions

- Deliver public realm upgrades to Burke Road and the junction intersection in stages.
- Advocate to the Department of Transport and Planning to provide accessible tram stops consistent with wider public realm upgrades for Burke Road.
- Deliver wayfinding signage referencing key destinations centre-wide.

Growth outlook

Burke Junction and Station North precincts are considered to have low development capacity. The existing main street character and heritage protected areas are to be preserved and enhanced.

The design of new developments will maintain the small-scale shop-front character at street level through façade articulation and design treatments. Improving integration with the rest of the centre is key to maintaining the vibrancy and uniqueness of the core retail precincts in Camberwell.

Public realm opportunities

Proposed streetscape improvements include footpath buildouts that replace parking with space for outdoor dining, trees and other planting. Street furniture and public art will help boost amenity for pedestrians, together with new bicycle infrastructure will increase the accessibility and destination appeal of this area.

Impact on parking

Short term

- The streetscape upgrade proposal involves a reduction of approximately 40 parking spaces in stage 1, 20 spaces in stage 2, and 25 spaces in stage 3.
- Proposed parking repurposing is consistent with current parking availability (200 spaces).
- Modest on-street parking reduction is also supported by the delivery of wayfinding signage, including nearby off-street public parking options (see pages 26-35 in this document for details on Junction East's and Junction West's parking capacity and availability)

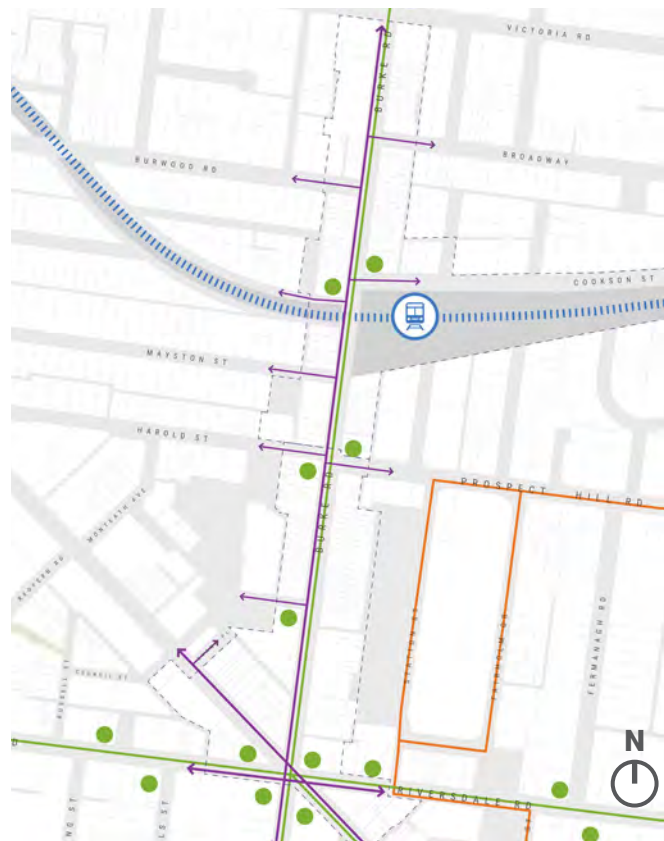
Long term

- Additional on-street car parking shifted for future tram stop upgrades (State Government delivery) will tie in with public realm streetscape upgrades.

3 Precinct opportunities

3.2 Burke Junction and Station North

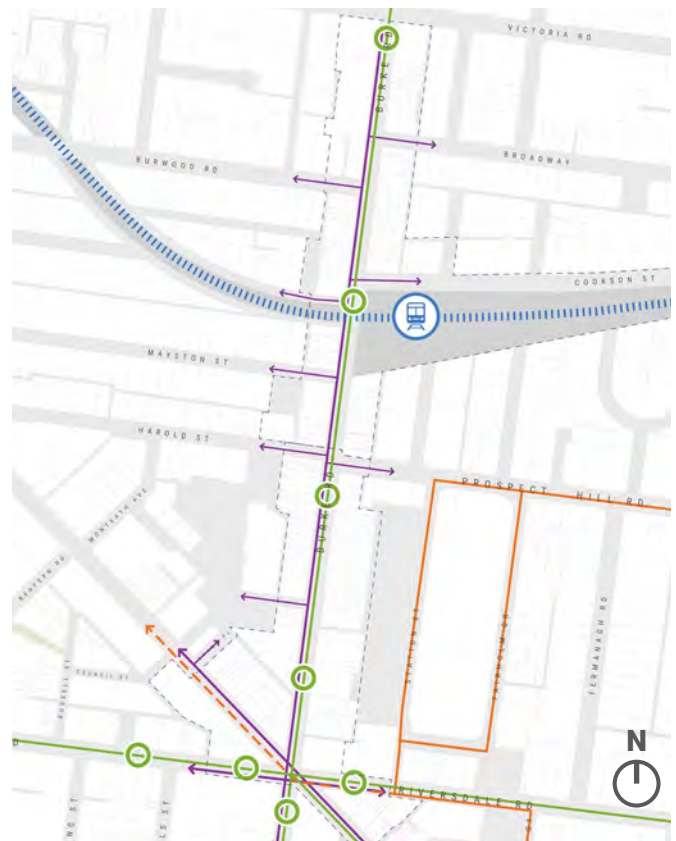
Public transport and private vehicles



- Train line and station
- Existing bus routes
- Vehicle movement
- Tram routes
- Existing tram stops

Existing access

- High numbers of private vehicles lead to regular congestion on Burke Road and the main intersections.
- Service vehicles play an important role with existing access for large trucks going to the Camberwell Place Shopping Centre and the rear service laneway for shops fronting Burke Road.
- Existing tram stops on main roads do not meet accessibility standards.
- There are currently no public transport options available on Camberwell Road, west of Burke Road.

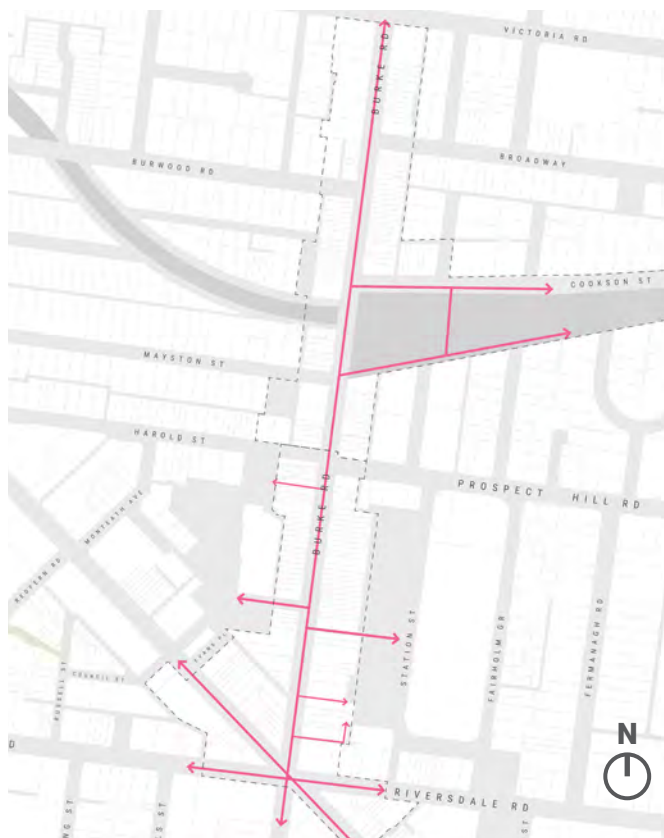


- Train line and station
- Existing bus routes
- Proposed bus route
- Vehicle movement
- Tram routes
- Potential DDA tram stops

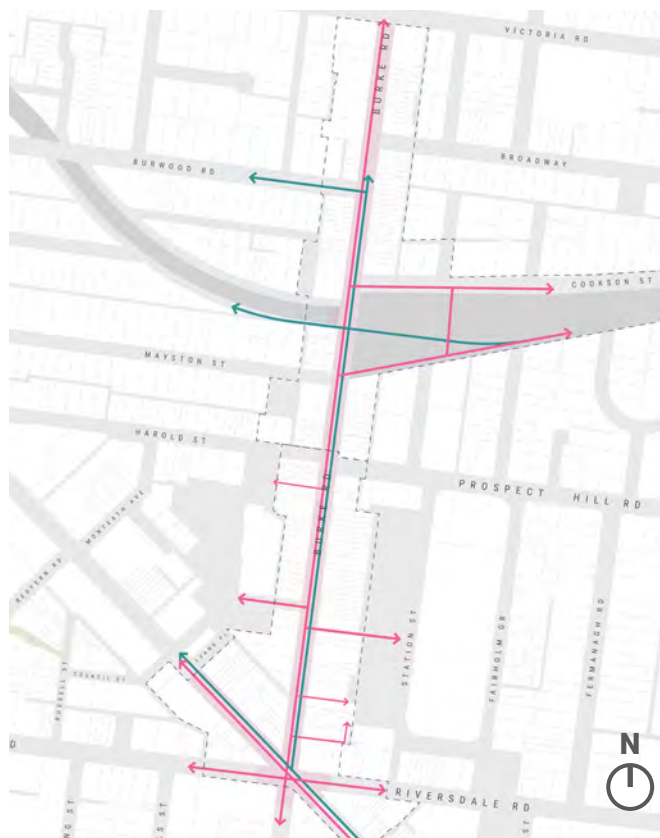
Improving access

- New accessible tram stops. Victorian State Government has a commitment to upgrade tram stops to comply with the Disability Discrimination Act 1992 (DDA). However there is currently no indication of when this may occur. A consolidation of the existing stops will be undertaken as part of this process. Council will work with State Government to ensure upgrades are consistent with proposed streetscape upgrades.
- Advocate to Victorian State Government to implement a new regional bus route on Camberwell Road connecting Camberwell, Hawthorn, Kew and Northland Shopping Centre.

Walking and cycling



↔ Existing pedestrian connections



↔ Existing pedestrian link

↔ Indicative pedestrian link

↔ Proposed bike connection

Existing amenity

- Main streets function as the primary pedestrian and commercial arteries of the centre.
- The majority of the main street space is currently allocated to vehicle movement and parking.
- Narrow footpaths restrict the capacity for street life, outdoor dining, greening opportunities, limiting the appeal and usability of these streets.
- Existing car-focused, high pedestrian movement street environment with no formal cycling infrastructure, results in safety concerns for all users.

Improving amenity

- Proposed footpath buildouts will replace parking with space at selected locations for outdoor dining, trees and other planting to improve street liveability and safety.
- Implementing safe bike lanes along Burke Road will be explored, with noise markers to help ensure vehicles stay in their lanes.
- The Box Hill to Hawthorn Trail forms part of the State Government's Strategic Cycling Corridor. The corridor presents a significant opportunity to deliver a high quality, low stress dedicated off-road (where possible) link. This new infrastructure will improve the centre's connectivity and make cycling and walking safer.

3 Precinct opportunities

3.3 Junction East (core activity area)

Parking - existing conditions



At-grade parking Off-street parking



View of Camberwell Central car park

Parking capacity

	Car park	Type	Spaces
1	Camberwell Central	Off-street (multi-deck) privately owned, public access	793
2	30 Station Street	Off-street, public (at grade)	362
3	557 Riversdale Road	Off-street, public (at grade)	84
Total			1,239

Parking occupancy

Camberwell Sunday Market takes place on Station Street car park, reducing parking capacity by 362 spaces on Sunday morning and early afternoon.

Peak occupancy refers to the occupancy recorded during typical weekday peak hour between 1-2pm and between 10-11am on Sundays to better reflect occupancy during Sunday Market.

The parking survey showed the following occupancy for the core activity area of Junction East precinct:




	Car park	Peak Thur	Peak Sat	Peak Sun
1	Camberwell Central	45%	52%	91%
2	30 Station Street	91%	91%	-
3	557 Riversdale Road	45%	58%	99%

Parking availability

- At Thursday peak occupancy, there are 512 free spaces.
- During Sunday peak occupancy, there are 76 spaces available.

Parking - long-term opportunities



-  At-grade parking
-  New public space
-  Off-street parking

Proposed actions

- Deliver Market Plaza and associated landscape and circulation improvements adjacent to Camberwell Fresh Food Market.
- Deliver a street closure to private vehicles between the Salvation Army store and Camberwell Fresh Food Market to improve pedestrian and cycling safety, whilst retaining delivery facilities.
- Improve access to available parking spaces through electronic signage to guide visitors to available parking within the precinct.

Growth outlook

This section of the precinct has opportunities for private development in the near future. In proximity of public transport and with no heritage overlays, this area has moderate to high development potential.

Public realm opportunities

The Station Street parking (Sunday market space) area could be redesigned in the future. A new public space with more trees and vegetation would create a friendlier and healthier environment for the community to enjoy. The first stage of this long-term vision would be the articulation of a public square linked to the Fresh Food Market.

The 'Market Plaza' proposal has great potential to create a new destination for Camberwell Junction, attracting new visitors and capitalising on the Sunday Market's ongoing success to attract people from Melbourne-wide.

Impact on parking

Short term

- The Market Plaza public space proposal involves a reduction of approximately 35 parking spaces directly north of the Fresh Food Market.
- Proposed parking reduction is consistent with current availability (512 spaces at weekday peaks), and supported by the delivery of an electronic signage parking guidance system. In addition, nearby Butler Street public parking provides additional capacity (158 spaces) within 250 meters of the proposed Market Plaza area (see pages 30-31 of this document).

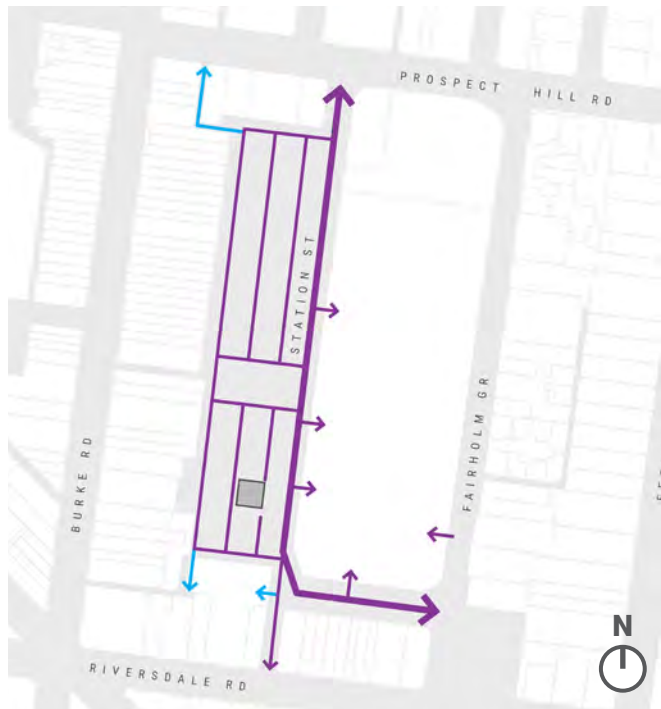
Long term

- Over time, Council will engage with landowners and developers of strategic sites to deliver enhanced public places, that will contribute to improving the precinct's liveability for all.
- Redevelopment of private land has the potential to relocate some public parking spaces, facilitating public realm upgrades in the future.

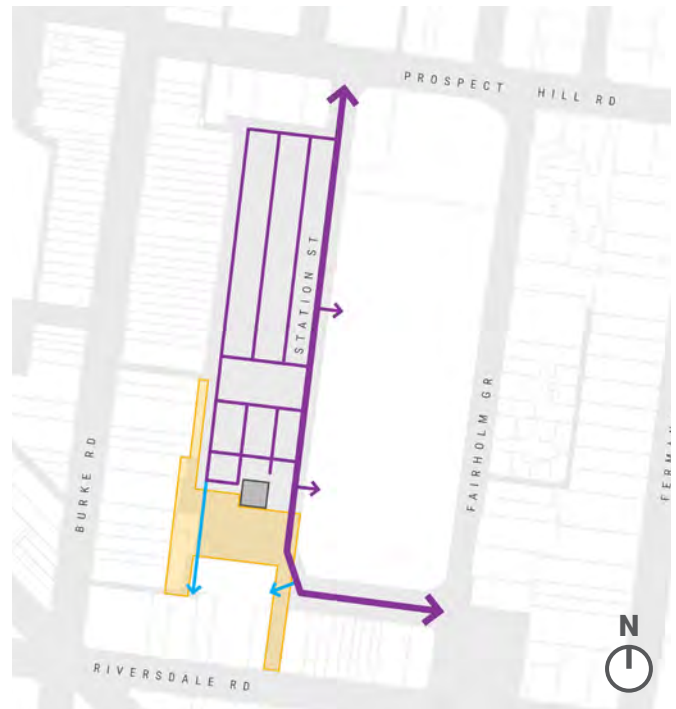
3 Precinct opportunities

3.3 Junction East (core activity area)

Vehicle movement



- ↔ Vehicle movement
- ↔ Service vehicle access



- ↔ Vehicle movement
- ↔ Service vehicle access
- New public spaces

Existing access

- Parts of the precinct are dominated by large at-grade car parks on Station Street, Fairholm Grove and Butler Street.
- Various vehicle and pedestrian conflict points due to multiple car park entry points.
- Bus route along Station Street.

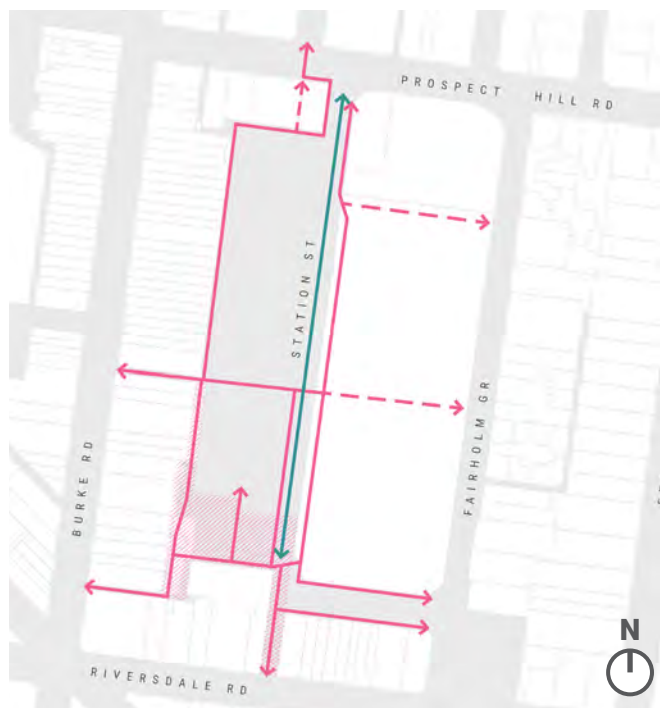
Improving access

- Potential speed limit reductions will contribute to better vehicle flows increasing safety for all users.
- Limiting vehicle access in strategic areas - such as street closure to private vehicles between the Salvation Army store and Camberwell Fresh Food Market - will improve pedestrian and cycling safety, whilst retaining service vehicle access to businesses in the area.

Walking and cycling



↔ Existing pedestrian connections



↔ Existing pedestrian link
 ↔ Indicative pedestrian link
 ↔ Proposed bike connection

Existing amenity

- Car dominated public space limits the available space for outdoor dining, pedestrian amenity, and vegetation.
- Limited east-west pedestrian connections due to large areas of surface car park.
- Disjointed pedestrian network, particularly along Station Street and lacking connections to Camberwell station.
- Unsafe pedestrian crossing point across Prospect Hill Road.

Improving amenity

- New slower speed limits on Station Street would make the precinct cycling safe and friendly, improving accessibility and local liveability, and expanding visitors reach.
- Improve general permeability within the centre and provide stronger east-west connectivity.
- Upgraded and extended public realm will improve overall pedestrian safety and gives more space to people instead of cars.
- Pedestrian friendly zones that still allow vehicle transit. Slowed traffic speed coupled with a level paved area will improve pedestrian safety and accessibility.
- Improved pedestrian crossing points across Prospect Hill Road, Station Street and Fairholm Grove would greatly improve connections to Railway Parade and Camberwell station.

3 Precinct opportunities

3.3 Junction East (Butler Street)

Butler Street - Existing conditions



Existing laneway Butler Street sub-precinct



View of Butler Street car park

Parking capacity

	Car park	Type	Spaces
1	Butler Street	Off-street, public (at grade)	158

Parking occupancy

The parking survey showed the following occupancy for the Butler Street sub-precinct:

	Car park	Peak Thurs	Peak Sat	Peak Sun
1	Butler Street	68%	37%	28%

The Butler Street car park is a key parking location currently providing 158 car spaces in both ticketed and non-ticketed options.

This car park is centrally located within 250 metres from the Fresh food Market and Burke Road, making it an excellent option for visitors and shoppers.

It is part of a north-south pedestrian route to bypass the junction, connecting the train station in the north with Camberwell Primary School, Camberwell Library and Council offices.





Currently, children use the link extensively to and from school and utilise signalised crossings on both Camberwell Road and Riversdale Road.

Parking availability

- At Thursday peak occupancy, there are 50 free spaces at the Butler Street car park.
- At Sunday peak occupancy, there are 113 free spaces at the Butler Street car park.

Butler Street - Long-term opportunities



-  Laneway closure
-  Existing pedestrian link
-  Indicative pedestrian link
-  Butler Street sub-precinct

Growth outlook

The area around the Butler Street car park is a key strategic site that has the potential to be redesigned in the future.

Given its central location and the growth projections in the centre, it is appropriate for higher density development to occur, providing a mix of uses and contributing positively to the public realm.

Public realm opportunities

This strategic site could contribute to resolving the missing pedestrian link between the Civic precinct and Camberwell station.

New developments could deliver green space and pedestrian amenity across the area whilst maintaining parking supply within the precinct.

Impact on parking

Long term

- Options to maintain public car park in this area include on-street parking, publicly accessible basement parking, and multi-deck facilities.
- Any future redevelopment of the site will provide public accessible car parking that at minimum matches the current supply, or provide additional spaces.

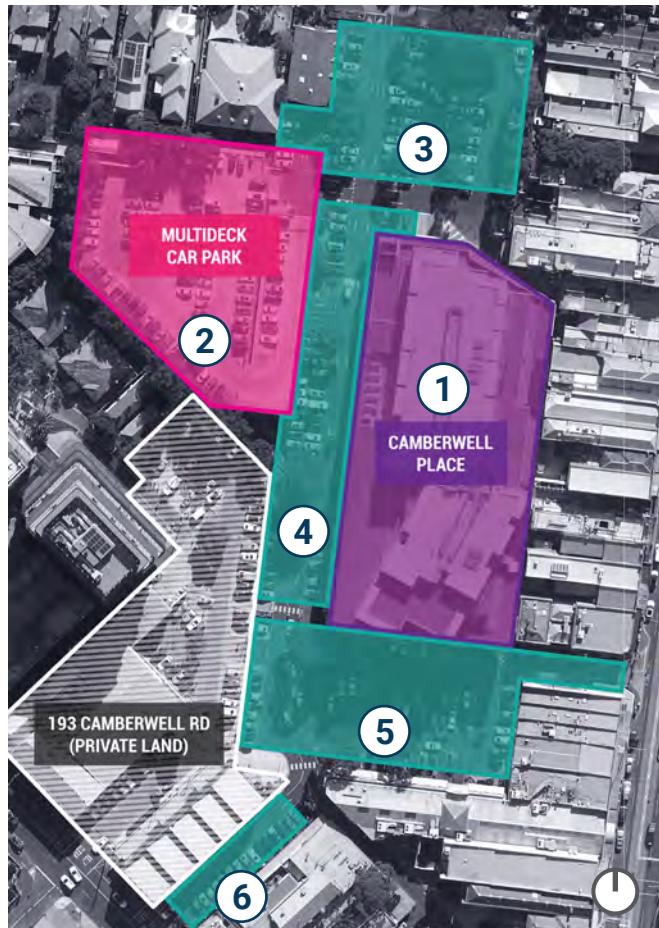


Artist impression of potential Butler St car park area redevelopment (indicative only).

3 Precinct opportunities

3.4 Junction West

Parking - Existing conditions



- At-grade parking
- Multi-deck parking
- Privately-owned publicly accessible parking



View of Harold Street car park

Parking capacity

	Car park	Type	Spaces
1	Camberwell Place	Off-street (multi-deck) privately owned, public access	350
2	Multi-deck	Off-street, public (multi-deck)	269
3	Harold Street	Off-street, public (at-grade)	91
4	Camberwell Grove	On-street, public	81
5	Burke Avenue	Off-street, public (at-grade)	80
6	Evans Place	On-street, public	17
Total			888

Parking occupancy

	Car park	Peak Thur	Peak Sat	Peak Sun
1	Camberwell Pl.	45%	56%	47%
2	Multi-deck	63%	33%	48%
3	Harold Street	92%	91%	88%
4	Camberwell Gr.	88%	93%	96%
5	Burke Avenue	96%	96%	95%
6	Evans Place	53%	53%	53%

Parking availability

- At Thursday peak occupancy, there are 319 free spaces across Junction West precinct.
- At Sunday peak occupancy, there are 361 free spaces across Junction West precinct.

Parking - Long-term opportunities



- | | |
|---|---|
| At-grade car park | New public space |
| Multi-deck parking | Development opportunity |
| Privately-owned publicly accessible parking | |

Proposed actions

- Explore future development opportunity at Harold Street site.
- Deliver new street connections and public realm improvements in stages and in coordination with private development of major sites.
- Deliver upgrade to Evans Place to improve public realm and business opportunities.
- Explore improving precinct navigation via improved wayfinding and electronic signage.

Growth outlook

The Junction West precinct has significant capacity to accommodate future growth in housing and employment land uses, therefore reducing pressure on surrounding residential and heritage areas.

This plan will help shape that development over time to create a highly activated and liveable precinct at the heart of Camberwell Junction.

Public realm opportunities

Council-owned land and assets are currently dedicated to car parking provision, with car spaces taking up the majority of the public space.

There is a great opportunity to create a new north-south streetscape to connect Camberwell Road with Harold Street in the long term, improve the accessibility, functionality and attractiveness of the precinct. This new pedestrian-oriented streetscape can provide a high quality retail and business environment that also offers public space for residents and workers in the area.

Given the range of land holdings involved, delivery of new streets and public spaces will be coordinated with adjoining private developments.

Impact on parking

Short term

- Installation of parking sensors and electronic signage to improve utilisation of nearly 300 parking spaces currently available at peak time precinct-wide.

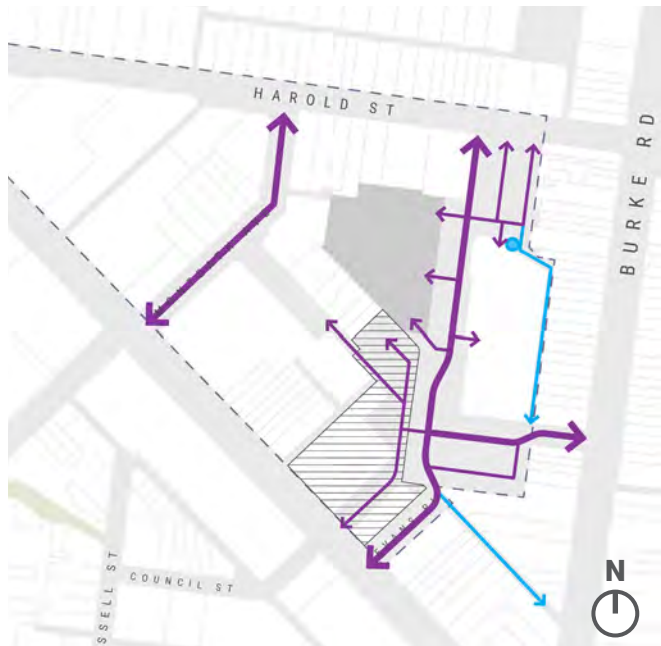
Long term

- Council will guide future development of key sites to contribute positively to the centre with relocation of parking into basement levels and safer pedestrian connections across the precinct.
- Council will explore the opportunity, potential benefit, and feasibility of adding an additional level on the multideck public car park.

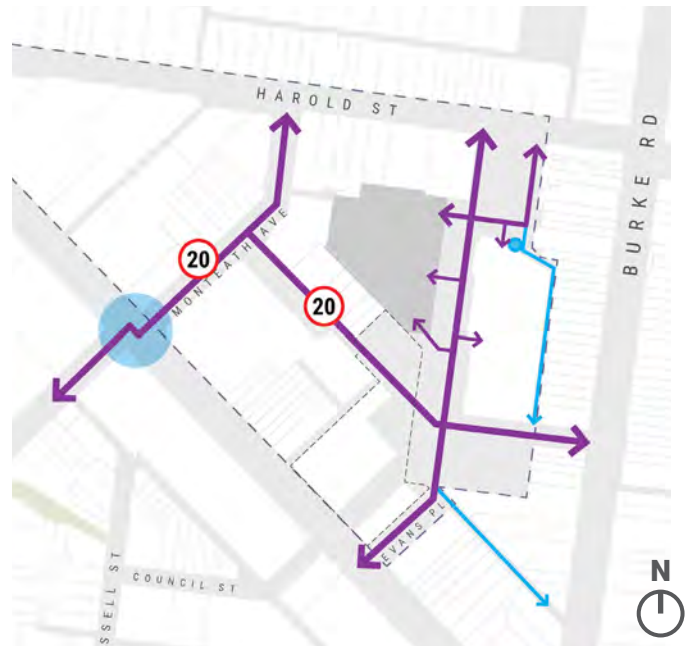
3 Precinct opportunities

3.4 Junction West

Vehicle movement



- ↔ Vehicle movement
- ↔ Service vehicle access



- ↔ Vehicle movement
- ↔ Service vehicle access
- 20 Reduced speed limit
- Upgraded intersection
- New public spaces

Existing network

- North-south connection between Harold Street and Camberwell Road exhibits poor access and visibility for someone looking for a car park can cause road congestion around the area. The area is characterised by unclear priority and multiple pedestrian conflict points, which can make navigating the precinct a frustrating experience.
- East-West connection between Burke Road and Porter Street is currently not well resolved with unnecessary turns and relies on private land.
- Existing service access should be noted and maintained in any proposed upgrades to the precinct. In particular allowing enough access for large trucks going to the Camberwell Place Shopping Centre from Harold Street and the rear service laneway for shops fronting Burke Road.
- High vehicle speeds along Harold Street.

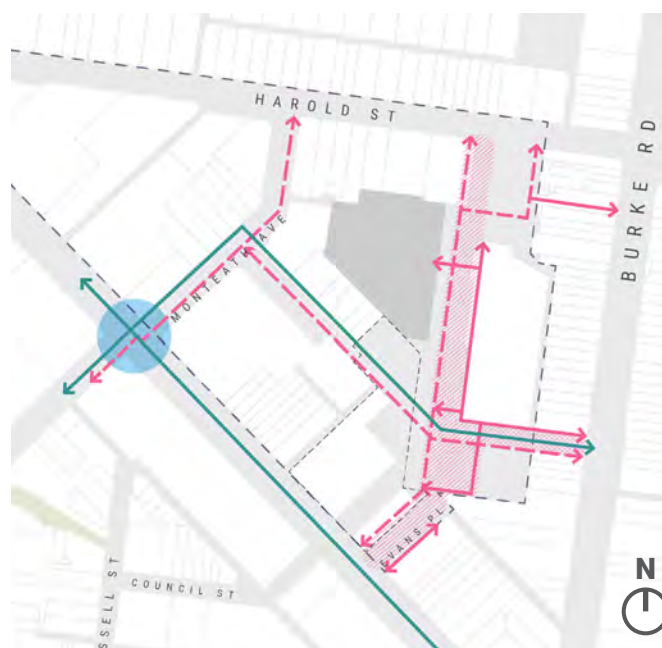
Network improvements

- Rationalise and improve movement efficiency and safety through an improved new north-south street. Consolidated vehicle circulation combined with a slower speed limits for the area will improve safety for all.
- Articulate a new east-west street link connecting Burke Avenue and Porter Street to contribute to integrating Burke Road shopping centre with the broader Junction West precinct.
- Maintain service vehicle access and consolidate private vehicle circulation.
- Reduce vehicle speeds will ensure a safer environment.

Walking and cycling



↔ Existing pedestrian connections



↔ Existing pedestrian link
 - - - Indicative pedestrian link
 ↔ Proposed bike connection
 [Red hatched box] Upgraded public space
 [Blue circle] Upgraded intersection

Existing amenity

- Pedestrian amenity in the precinct is currently discontinuous and not accessible.
- With vehicles prioritised and limited pedestrian space, there is a high presence of pedestrian conflict points within the precinct.
- Pedestrian crossings and intersections are scattered throughout the area, making it difficult for pedestrians to navigate safely and efficiently.
- Pedestrians are required to cross at unexpected locations given the lack of appropriate amenity.

Improving amenity

- Articulate well interconnected, accessible footpaths and improved crossings is a priority.
- Establish an east-west safe cycling route with reduced vehicle speed limit between Burke Road and Monteath Avenue to facilitate and promote movement within the Camberwell Junction centre.
- Given the existing parking availability in the precinct (almost 300 spaces at the busiest time), there is an opportunity to convert some existing surface parking into new public spaces to support new visitors and locals.
- Opportunity to upgrade Evans Place into a pedestrian focused street to improve liveability and support businesses and the local economy.
- Signalise intersection of Redfern Road, Camberwell Rd and Monteath Avenue to improve access and safety of vehicles and pedestrians.

3 Precinct opportunities

3.5 Fritsch Holzer

Parking - existing conditions



At-grade parking On-street parking



View of Butler Street car park

Parking capacity

	Car park	Type	Spaces
1	Camberwell Road	On-street, public	115
2	Redfern Road	On-street, public	35
3	Rose Street	On-street, public	56
4	Rose Street	Off-street, public (at grade)	136
Total			342

Parking occupancy

The parking survey showed the following occupancy for the Fritsch Holzer precinct:

	Car park	Peak Thur	Peak Sat	Peak Sun
1	Camberwell Road	50%	46%	48%
2	Redfern Road*	49%	43%	-
3	Rose Street*	82%	77%	-
4	Rose Street car park	24%	6%	0%

*Rose Street and Redfern Road parking survey was conducted on Saturday 4th August 2018 and Tuesday 7th August 2018.

Parking availability

- At Thursday peak occupancy, there are 153 free spaces across Fritsch Holzer precinct.
- At Saturday peak occupancy, there are 119 free spaces across Fritsch Holzer precinct.

Parking - long-term opportunities



-  New public space
-  On-street parking
-  Investigation area

Proposed actions

- Deliver new Green Link from Fritsch Holzer Reserve through Rose Street and Redfern Road and improve integration of Skate Park, community garden and Fritsch Holzer Reserve.
- Install a signalised crossing on Camberwell Road at Monteath/Redfern Streets.
- Investigate redeveloping the Reserve and oval for community sporting use.
- Advocate to Department of Transport and Planning (DTP) to:
 - Deliver cycling infrastructure upgrades along Camberwell Road.
 - Implement a 30km/h area and explore opportunities for additional greening along Redfern Road and Monteath Avenue.

Growth outlook

The Fritsch Holzer precinct has medium to high development potential. This area fronts two main roads, and has a number of large sites.

In addition there are several Council-owned assets abutting Fritsch Holzer Park, including Rose Street off-street car park which will require further investigation in the future to understand and assess potential redevelopment opportunities.

Public realm opportunities

The precinct has great potential to establish a better connection with Fritsch Holzer Park. Modest street upgrades including speed limit reductions could deliver substantial improvements to the centre's mobility and connectivity.

There is an opportunity to reconfigure existing public land in the Rose Street investigation area to:

- Increase the amount of open space available, provide upgraded recreational facilities,
- Improve safety and accessibility,
- Rationalise land occupied by roads and parking, and
- Improve the interface between the parklands and surrounding residential and employment land uses.

Impact on parking

Short term

- Minor parking loss from potential Rose Street upgrade to improve pedestrian and cyclist safety and access to Fritsch Holzer Park to better integrate the parklands into the precinct.

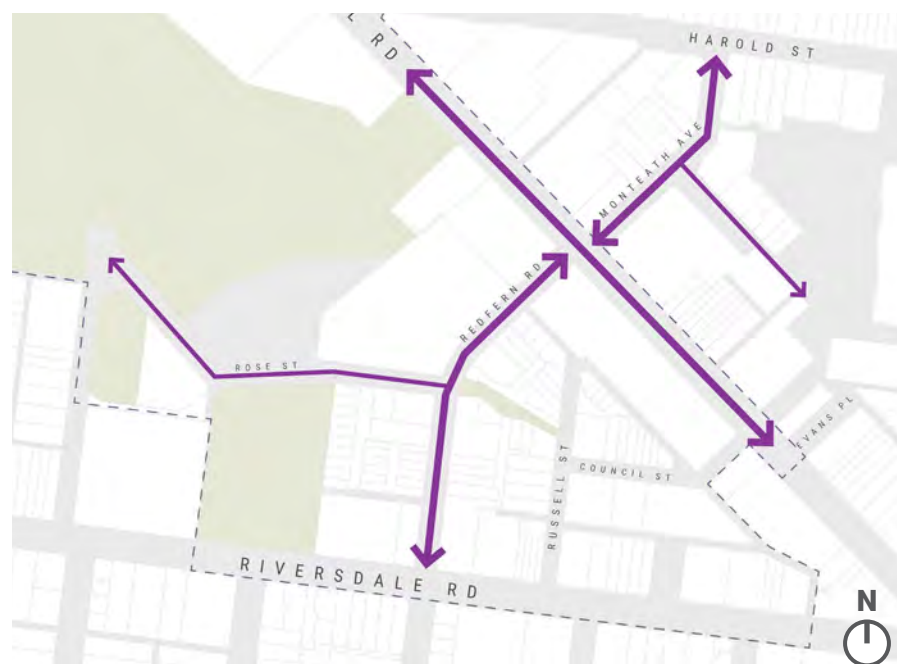
Long term

- Any future developments will be required to provide sufficient parking to existing and new users.

3 Precinct opportunities

3.5 Fritsch Holzer

Vehicle movement



↔ Vehicle movement

Existing access

- Narrow streets servicing a variety of land uses and building typologies.
- Congested intersection of Monteath/Redfern Streets and Camberwell Road due to vehicles turning right without the aid of traffic lights.



↔ Vehicle movement
● Upgraded intersection
30 Reduced speed limit

Improving access

- Lowering speed limits can result in substantial safety improvements for pedestrians and cyclists, making it easier and more appealing for locals, workers and visitors to explore and access Camberwell Junction's high quality open spaces.
- A signalised crossing at Monteath/ Redfern Streets and Camberwell Road to connect the northern side of Camberwell Road, including significant new residential development, to Fritsch Holzer Park and the mixed-use precinct to the south.

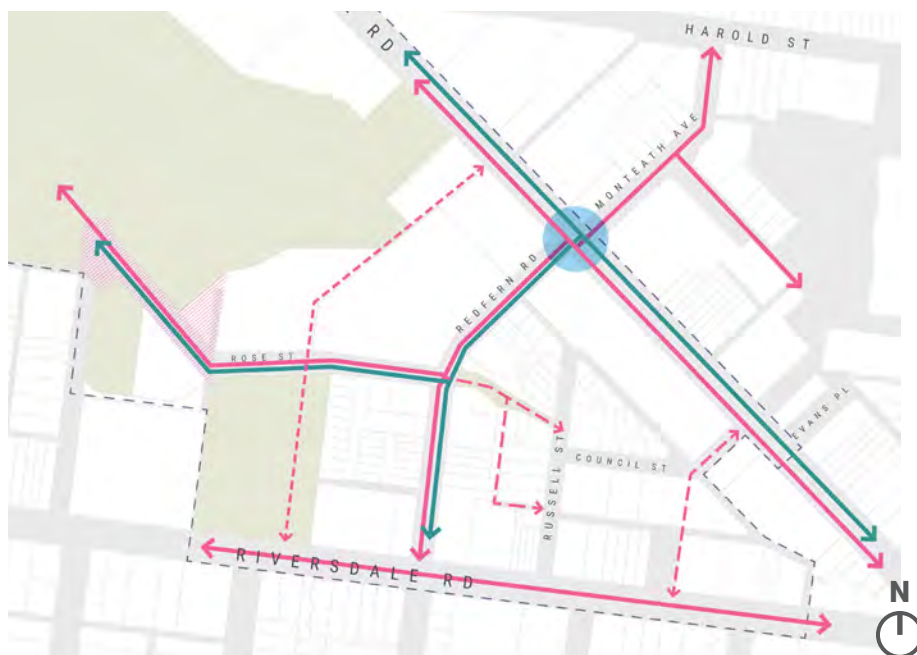
Walking and cycling



Existing pedestrian connections

Existing amenity

- Fragmented and disconnected pedestrian amenity.
- Lack of formal cycling infrastructure
- Limited visibility, signage, and access to Fritsch Holzer Park from the broader Camberwell Junction centre and surrounding areas.



- Existing pedestrian link
- Indicative pedestrian link
- Proposed bike connection
- Upgraded public space
- Upgraded intersection

Improving amenity

- Better connect the centre with Fritsch Holzer Park through signage, street upgrades, and vehicle speed limit reductions on selected streets.
- Consider undertaking public realm upgrades including widening footpaths, planting new trees and vegetation, and improving pedestrian crossings where appropriate.
- Develop a cycling-friendly network through a range of actions to improve overall liveability and accessibility to Fritsch Holzer Park from medium distances such as Burke Road.

3 Precinct opportunities

3.6 Civic

Parking - existing conditions



 On-street parking



View of Burke Road looking north towards the intersection with Camberwell and Riversdale Roads

Parking capacity

Car park			Spaces
1	Burke Road	On-street, public	64
2	Camberwell Road	On-street, public	42
3	Reserve Road	On-street, public	84
Total			190

Parking occupancy

The parking survey showed Civic precinct with the following occupancy.

Car park		Peak Thur	Peak Sat	Peak Sun
1	Burke Road	61%	25%	36%
2	Camberwell Road	38%	62%	57%
3	Reserve Road	37%	24%	30%

Parking availability

- At Thursday peak occupancy, there are 104 free spaces across the areas highlighted in this page's plan.
- At Sunday peak occupancy, there are 118 free spaces across the areas highlighted in this page's plan.

Parking - long-term opportunities



On-street parking

Proposed actions

- Advocate to DTP to deliver cycling infrastructure upgrades along Camberwell Road - in line with Boroondara's 'Bicycle Strategy 2022'.
- Advocate to DTP to deliver accessible tram stops upgrades on Camberwell Road.
- Explore opportunities to improve pedestrian safety and amenity on Reserve Road.
- Activate public open space next to Camberwell Library and Council offices.
- Carry out public open space improvements to the Boroondara Civic Centre.
- Explore future opportunities for municipal buildings within the Camberwell Civic Precinct to enhance the quality of life for community.

Growth outlook

The precinct presents future development opportunities with larger, underutilised sites that could accommodate more intensive commercial activity. It also has some sensitive interfaces with adjoining, low-rise residential areas to the north.

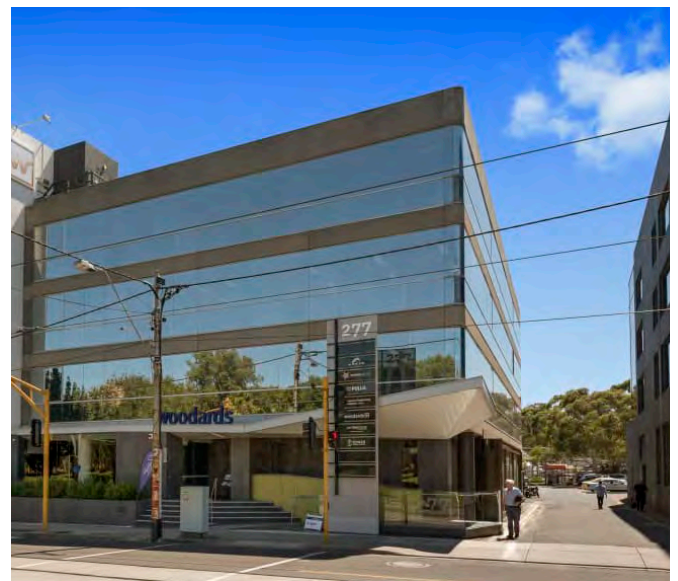
Public realm opportunities

- Maximise the activation of Camberwell Library and Civic Centre by carrying out improvements to adjoining public open space.
- Improve wayfinding and access to Camberwell Sports Ground.
- Improve pedestrian access between Camberwell Road and Reserve Road.

Impact on parking

Long term

- Any future developments will be required to provide sufficient parking to existing and new users.



View of Camberwell Road looking towards Butler St car park

3 Precinct opportunities

3.6 Civic

Vehicle movement



- ↔ Tram routes
- ↔ Vehicle movement



- ↔ Tram routes
- Potential DDA tram stops

Existing access

- Current network is largely oriented towards vehicle and tram movements.
- Reserve Road is mostly a one way street, with a two way traffic segment closer to Camberwell Road.
- Sufficient signalised intersections at intervals on main roads to facilitate safe crossing.

Improving access

- Lowering speed limits can result in substantial safety improvements for pedestrians and cyclists, making it easier and more appealing for locals, workers and visitors to explore and access Camberwell Junction's high quality civic services and open spaces.

Walking and cycling



↔ Existing pedestrian link



↔ Existing pedestrian link

↔ Indicative pedestrian link

↔ Proposed bike connection

Existing amenity

- Distances to key public infrastructure feel too large with no cycling infrastructure to promote active transport connectivity.
- Camberwell Sports Ground is on the periphery of the precinct and is a key recreation asset.
- Boroondara Civic Centre contributes to an active civic environment together with Camberwell Primary School and churches.
- Potential to improve the quality and activation of existing pedestrian amenity around Camberwell Library and Council Offices.

Improving amenity

- Advocate to the Department of Transport and Planning and Transport to establish a safe cycling route along Camberwell Road between Camberwell Junction and Camberwell Sports Ground.
- Explore the opportunity to expand the Library into the open space to the west of the Library with new community infrastructure to support the growing community.
- Increase tree canopy on parks and along the main roads.
- Improve signage, connectivity and accessibility to key open spaces.

