

On Street Parking Management Framework

Final Version July 2024



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1 Introduction

1.1 Purpose

The purpose of this Framework is to provide a transparent mechanism that ensures a consistent, equitable and balanced approach to the management of on-street public car parking facilities throughout the municipality. It describes the process in which Council manages on-street parking across the municipality for the benefit of the whole community and road users.

This Framework provides guidance for the introduction of new parking restrictions or the modification of existing conditions where a road safety hazard has been identified, or where parking spaces are in high demand.

1.2 Scope

This Framework is designed to outline the methodology and options for managing parking demand in on-street public car parking facilities.

The Framework applies to all on-street parking within the City of Banyule. This parking management framework applies to on-street parking only, not off-street carparks.

1.3 Related Legislation, Policies and Strategies

This Framework refers to the following Victorian legislation and local laws:

- Local Government Act 2020
- Road Management Act 2004
- Road Safety Road Rules 2017
- General Local Law No.1 (2015)

This Framework refers to the following Council plans and strategies:

- Banyule Council Plan (2021-2025)
- Banyule Integrated Transport Plan (2015-2035)
- Banyule Activity Centre Car Parking Policy and Strategies, including:
 - Heidelberg Central and Bell Street Mall Parking Plan
 - Ivanhoe Parking Plan
 - Greensborough Parking Plan
- Banyule Residential Parking Permit Policy (2023)
- Banyule Community Climate Action Plan (2020)
- Draft Banyule Car Share Policy (2024)

2 Background

2.1 Rationale

As Melbourne's population continues to increase, Banyule will change and expand to accommodate a growing number of residents, jobs and opportunities. This means increased density in some areas which can lead to more cars and more traffic in the municipality.

There is increasing demand for parking around our activity centres, schools and railway stations. Banyule residents consistently rate traffic and car parking concerns as some of the key issues in their local areas. Providing enough parking to satisfy demand is one of the greatest challenges faced by Council. While parking is a valid use of our streets, there is insufficient room in some areas to accommodate traffic flow as well as provide everyone with on-street parking.

Given these limitations, Council needs to ensure that parking is managed in an equitable manner and that the limited spaces we have are available to those who need it – our visitors, customers and employees in our Activity Centres, and our residents and their visitors in residential areas.

2.2 Framework Context

The Council Plan 2021-2025 outlines a key direction that is relevant to parking: *A well planned, sustainable and liveable place that caters for all our current and emerging communities;* which is supported by the key strategy: *Lead on the use of sustainable modes of transport, and encourage walking, cycling and use of public transport.*

Updating the On-street parking management framework responds to a key initiative from the Council Plan and is consistent with Council's commitment to providing fair and equitable management of road space as a resource.

The **Community Climate Action Plan (CCAP)** adopted in 2020, outlines how Council will achieve its goal of a carbon neutral municipality by 2040, without offsets. Zero emissions transport is a key priority area of the plan. Transitioning to zero emissions transport will require a major shift to active and public transport use. The On-Street Parking Management Framework will assist in achieving this outcome.

The **Banyule Integrated Transport Plan 2015-2035 (BITP)** provides long-term direction in transport and land use decisions in the municipality. The Plan's vision is:

“Banyule is a city with accessible, sustainable and active communities, with good access to jobs, education, shopping and community opportunities within a safe transport network.”

The Plan considers the whole transport system, which includes infrastructure and services (including parking) for the public and private sectors to meet the full range of transport trips demanded in the municipality. The main thrust of the Plan is to develop a more sustainable urban form by better integrating transport and land use planning, reducing the need for private automobile use and increasing the take up of sustainable transport. The Plan also provides a framework of objectives so Council can facilitate better coordination with State Government and transport providers.

The Plan identifies six themes and objectives that reflect the aspirations and principles developed to assist Council achieve the vision and improve the overall liveability of the municipality. The Streets and Public Spaces theme's objective considers roads as places 'where people live, work and congregate and provide access for a range of users to deliver a safe, integrated and efficient transport system'.

The BITP also places significant emphasis on ‘managing road space to give priority to sustainable transport modes’, and ‘approaching parking as a limited, shared resource’.

Banyule’s Local Road User Hierarchy (Figure 1), adopted in the BITP, guides the allocation of road space within Activity Centres and the local road network. Pedestrian, cyclists and public transport have priority above other road users, with parked vehicles the lowest priority. This ensures mobility and accessibility to services for the broadest section of the community and provides sustainable transport options to promote community health and wellbeing.

The **Activity Centre Car Parking Policy and Strategy (ACCPP)** was adopted by Council in 2010, giving guidance on the management of car parking in and around Activity Centres.

A key objective of the ACCPP relating to car parking in residential areas was to help “protect residential areas close to Activity Centres from intrusion of car parking associated with commercial and higher density residential uses”.

Council’s current **Residential Parking Permit Policy** was adopted in March 2023. This policy includes provisions to assist in managing the availability of on street parking spaces through a Residential Parking Permit Scheme in accordance with the key directions set out in the policy.

It is further noted that Council is currently developing a Car Share Policy and Guidelines. The purpose of the **Banyule Car Share Policy 2024** is to facilitate the introduction of car share through the provision of fixed car share spaces within the municipality.

The policy will be implemented through Council’s **Car Share Guidelines**. The Guidelines outline the responsibilities of Car Share Providers (CSPs) and Council; the processes for introduction and management of this service and the criteria for the preferred

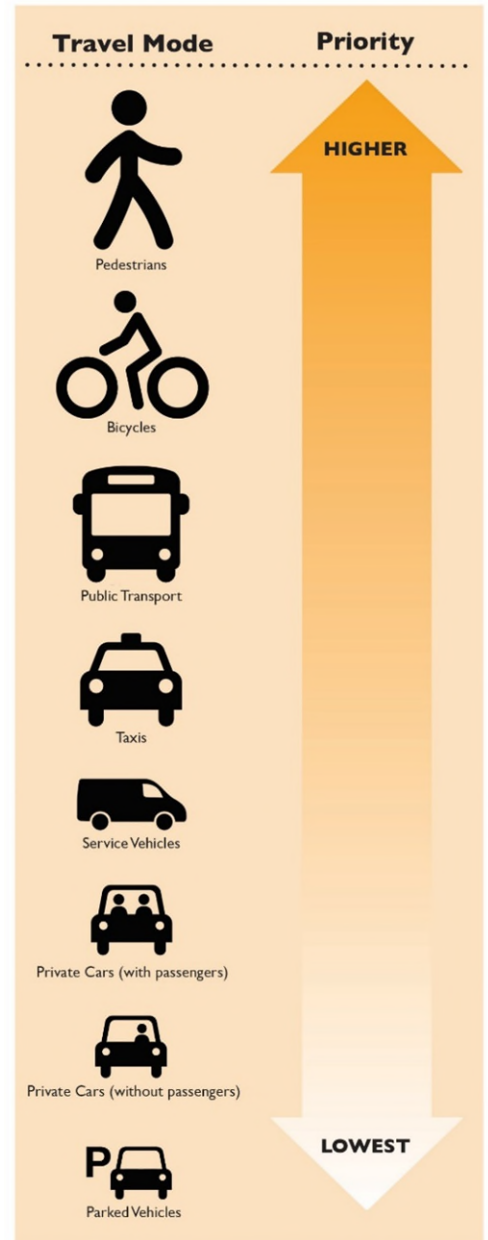


Figure 1 - Local Road User Hierarchy

location of on and off-street car share spaces.

The policy provides strategic direction for the management of car share vehicles in public on-street and off-street parking spaces within the Banyule municipal area, and support for the inclusion of car share spaces in new developments.

The **On-Street Parking Management Framework** is intended to guide the application of Council policy in the management of on-street parking across the municipality.

3 Framework Statement

3.1 Vision

An equitable, locally responsive, and safe distribution of parking infrastructure throughout Banyule, achieved via community engagement, and parking management policies to share the cost of parking infrastructure equitably, whilst enabling adequate road access for all road users.

3.2 Objectives

The objectives of this Framework are to:

1. Provide a framework to manage parking to respond to the needs of the community.
2. Provide a transparent process for consultation and decision making.
3. Promote a safe, accessible and sustainable road environment for all users.
4. Protect residential amenity while providing equitable access to on-street parking, and safe access for all road users.
5. Facilitate access to commercial activities and other community facilities while balancing the needs of residents.
6. Ensure parking improves community safety, amenity and economic activity.
7. Promote walking, cycling and use of public transport.

3.3 Principles

The principles underpinning the management of on-street public car parking are:

1. On-street parking will be managed as a limited, shared resource.
2. Parking controls will be used to encourage residents and business operators to use alternative modes of transport such as walking, cycling and public transport.
3. The safety of all road users will be Council's highest priority when considering the allocation of kerbside space.
4. Due consideration will be given to the needs of all road users in the allocation of available on-street car parking spaces, prioritising the needs of the abutting land uses.
5. On-street parking will be managed to achieve an average parking occupancy of 85% during peak demand periods.
6. Parking controls will be clearly signposted, and where possible, parking controls will be simple and locally consistent in order to minimise the risk of unintentional breaches.
7. Council will ensure that occupants of nearby properties will have an opportunity to comment on proposed changes to parking controls.
8. Parking restrictions will only be implemented where there is a demonstrated need over a long period.

3.4 Council's Role

Council manages kerbside parking under the authority delegated to it by the Victorian Government. The management of parking controls and enforcement is governed by Victorian legislation, regulations and guidelines.

3.5 Application Period

Date framework approved by Council: July 2024

Date framework due for review: June 2028

Date of framework revocation: 12 months after review due date.

3.6 Review Process

This Framework will be reviewed four years from the date of approval, or whenever Council determines that a need has arisen.

Any person who wishes to provide input, feedback or comment on this Framework can do so in one of the following ways:

By Email: enquiries@banyule.vic.gov.au

By post: PO Box 94, Greensborough 3088

By telephone: 9490 4222

By TTY: 9432 7211

3.7 Charter of Human Rights and Responsibilities

This Framework is considered to be compatible with the Charter of Human Rights and Responsibilities.

3.8 Gender Equity

In developing this report, the subject matter has been considered in accordance with the requirements of the *Section 9 of the Gender Equality Act 2020*.

The gender impact and associated implications of this project were assessed in four steps to guide and prompt thinking and direction, including:

- Define the issues and challenge assumptions
- Understand your context
- Options Analysis
- Making recommendations

Gender equity has been considered in the formulation of this Framework. Parking will be equally available to all genders and a gender impact assessment has been undertaken. It is noted that this is a review of an existing framework covering all on street parking in the municipality and impossible for each car parking location to be individually assessed. The principles of siting car parking that is wholly accessible to all still applies.

4 On-Street Parking Management Framework

4.1 Overview

On-street parking plays an important part in the transport network across Banyule. However, there is insufficient room in some places to allow for safe transport movements and still provide everyone with an on-street parking space. Given these limitations, Council needs to ensure that parking is managed in an equitable manner.

This section sets out kerbside priorities for the allocation of on-street parking, and outlines Council's approach to introducing parking controls across the municipality. A summary of the process for installing on-street parking controls is provided in Appendix A1.

4.2 Kerbside Parking Allocation Priorities

Each street has a unique set of users with competing interests. In order to plan for the best and highest use of the limited parking supply, on-street parking spaces will be prioritised to allocate parking to a particular user group. These kerbside priorities will help determine the most appropriate parking restrictions for a particular street section.

This doesn't mean higher priorities will have access to all the available parking. Rather, parking restrictions will be designed to provide reasonable access to the higher priority users. Should a higher priority user be considered to be responsibly satisfied, the next user group will be considered in the allocation of kerbside space.

For the purpose of this document, the kerbside priorities and approaches to parking controls are divided into four general areas:

Residential Areas

Residential areas refer to roads where the land use abutting to the street frontage are predominantly dwellings. Parking controls in these locations should balance the long-stay parking needs of permit-holding households with the needs of all households to use street space for accommodating visitors, family, carers and tradespeople, whilst considering Banyule's Local Road User Hierarchy. Figure 2 outlines the kerbside priority in Residential Areas.

Table 1 outlines the preferred parking restriction controls for residential areas. These parking controls are guided by the Activity Centre Car Parking Policy and Strategy, which gives preference to 2 - or 4 - hour parking restrictions depending on the proximity to the closest Neighbourhood or Activity Centre.

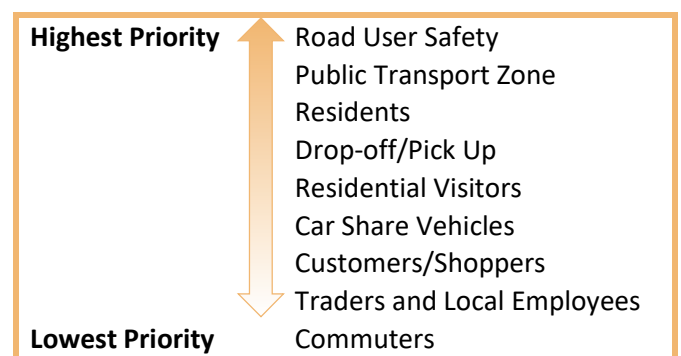


Figure 2 – Residential Areas Kerbside Priority

Table 1 | Preferred Residential Parking Controls

User Category	Definition	Preferred Parking Control
Road User Safety	Where on-street parking causes a safety hazard for pedestrians, motorists and other road users.	No Stopping at all times along lengths of road where it is deemed unsuitable to park by Council's traffic engineers.
Public Transport Zone	An area in the roadway for the exclusive use of public transport, typically tram stops, bus stops or bus lanes.	Bus Zone at all times. Taxi Zones should not be provided along residential frontages.
Residents (and residential visitors)	A resident dwells in a place for a lengthy amount of time. A visitor is a person who socially calls on another or spends time at a place with certain intent. To ensure residents and their visitors have priority for all-day parking in high demand areas, residents may apply for residential and visitor parking permits in line with the eligibility criteria set out in Banyule's Residential Parking Permit Policy.	2P 8am-6pm Monday to Friday , along street sections generally within 400m of an activity centre or neighbourhood centre. 4P 8am-6pm Monday to Friday , along street sections generally beyond 400m of an activity centre or neighbourhood centre. Resident Only Permits Zone may be considered where parking controls have been installed on both sides of the street and the street has greater than 85% of parking spaces still occupied.
Drop-off/Pick Up	Kerb-side space set aside to facilitate the drop-off and pick up of passengers or goods.	Designated 'drop-off/pick up' zones may be considered along residential frontages where associated with a nearby community use.
Customers/Shoppers	Short to medium term parking for business and retail needs.	Customers and shoppers are able to park along residential frontages providing they abide by the relevant parking restrictions. However, no formal allocation will be provided for in these areas.
Car Share Vehicles	Long-stay parking for designated car share vehicles	Car Share vehicles are able to park in the designated car share space providing they abide by all relevant parking restrictions. Limited formal allocation will be provided.
Traders and Local Employees	Long-stay parking for employees, traders and other long-term parkers.	Traders and local employees are able to park along residential frontages providing they abide by the relevant parking restrictions. However, no formal allocation will be provided in these areas.
Commuters	Long-stay parking provided to cater for people transferring to another mode of transport to complete their journey.	Commuters are able to park along residential frontages providing they abide by the relevant parking restrictions. However, no formal allocation will be provided in these areas.
Disabled Parking	Parking spaces for use by people with disability who have a current and valid disabled permit.	Within residential areas, provision of disabled parking should be directed off street.

Activity and Neighbourhood Centres and other Commercial Areas

Commercial areas refer to areas within Banyule's Activity Centres, Neighbourhood Centres, or locations where the land use abutting to the street contains a commercial component at ground level, including those with residential components above. Commercial activities include both retail, office and industrial uses.

Vacant land zoned for commercial use in a broader commercial area and standalone parking facilities for commercial parkers will also be considered as part of the commercial area when considering on-street space management around these properties.

On-street parking in Banyule's Activity Centres, such as Heidelberg, Ivanhoe and Greensborough, is guided by the individual centre Parking Plans. These plans analyse current and future parking demands across the activity centre and propose a series of parking tools and strategies to manage parking, including kerbside parking, in a holistic manner.



Figure 3 – Commercial Area Kerbside Priorities

For areas and locations where Parking Plans have not been prepared, on-street parking management should take into consideration the entire commercial area, rather than considering each individual site. Figure 3 outlines the kerbside priority in commercial areas.

The preferred parking controls for commercial areas are outlined in Table 2. Parking controls in and around mixed-use or retail facilities should encourage turnover that is consistent with the local business mix and expected duration of customers.

Changes to parking restrictions in Activity and Neighbourhood centres where there is an active Trader's Association must first be supported by the relevant association before they are considered by Council.

Parking abutting to commercial uses will generally not provide exemption for permit holders during operating hours (such as Residential Parking Permits). This ensures all-day parking does not obstruct short-term access for visitors and customers of the commercial area.

Loading zones may be considered in central areas to provide an area where commercial vehicles may stop for up to 30 minutes for the loading and unloading of goods. On-street loading zones may be considered where suitable off-street loading is not available, and there is currently no existing loading zone in the requested street section.

Table 2 | Preferred Commercial and Mixed Use Area Parking Controls

User Category	Definition	Preferred Parking Control
Road Safety	Where on-street parking causes a safety hazard for pedestrians, motorists and other road users.	No Stopping at all times along lengths of road where it is deemed unsuitable to park by Council's traffic engineers.
Disabled Parking	An area in the roadway for the exclusive use by a vehicle transporting a disabled person with a valid disabled permit. Further information on disabled parking requirements is Appendix A2.	2P/4P Disabled Parking 8am-6pm Monday to Friday and 8am-1pm Saturday Duration and hours may be altered in discussion with relevant trader's association

Public Transport	An area in the roadway for the exclusive use of public transport, typically tram stops, bus stops or bus lanes.	Bus Zone at all times or as required.
Loading and Unloading	A section of on-street space that can be used for the loading and unloading of goods and materials.	Loading Zone 8am-6pm Monday to Friday and 8am-1pm Saturday or as per agreement with the relevant Trader's Association.
Bike Parking	Kerbside space set aside for bicycle parking. Temporary or permanent infrastructure to accommodate bicycle parking will generally be provided.	Bicycle Parking Only To be provided where space for footpath bicycle parking is not available and in consultation with the relevant Trader's Association.
Drop-off/Pick Up	Kerb-side space set aside to facilitate the drop-off and pick up of passengers or goods.	No Parking 8am-6pm Monday to Friday and 8am-1pm Saturday or as per agreement with the relevant Trader's Association.
Customer/Shoppers	Short to medium term parking for business and retail needs.	
Very Short Term Parking	Kerbside space set aside to facilitate a very high arrival rate, or outside commercial facilities providing a high level of convenience.	P5min-P15min, 8am-6pm Monday to Friday and 8am-1pm Saturday or as per agreement with the relevant Trader's Association.
Short Term Parking	Kerbside space set aside to facilitate customers and visitors with stays of two hours or less.	1P / 2P 8am-6pm Monday to Friday and 8am-1pm Saturday or as per agreement with the relevant Trader's Association.
Medium Term Parking	Kerbside space set aside to facilitate customers and visitors with stays between three and four hours.	3P / 4P 8am-6pm Monday to Friday and 8am-1pm Saturday or as per agreement with the relevant Trader's Association.
Car Share Vehicles	Long-stay parking for designated car share vehicles	Car Share vehicles are able to park in the designated car share space providing they abide by all relevant parking restrictions. Limited formal allocation will be provided.
Traders and Local Employees	Long-stay parking for employees, traders and other long-term parkers.	No formal allocation of parking traders and local employees' will be provided along commercial frontages within activity centres. If provided, less convenient car parking should be provided as compared to customers and non-residential visitors.
Residents	Parking for residents and their visitors of households fronting the street section.	Residents and their visitors are able to park along commercial frontages providing they abide by the relevant parking restrictions. However, residential permits are not valid in these locations in accordance with Banyule's Residential Parking Permit Policy .
Commuters	Long-stay parking provided to cater for people transferring to another mode of transport to complete their journey.	Commuters are able to park along commercial frontages providing they abide by the relevant parking restrictions.

However, no formal allocation will be provided in these areas.

Community, recreational and educational facilities

Community facilities includes schools, child-care facilities, community halls, parks, sporting fields, and any other recreational facility that provides a service to the broader community.

Parking controls abutting to these facilities will need to consider the kerbside priority of the wider area (i.e. residential or commercial), as depending on the type, size and user of facility, parking may spill in to the surrounding road network during peak times. However, the controls directly abutting to the facility should allow for turn over that is consistent with their target user and desired use.

Requests for new or altered parking controls need to be supported by the adjacent facility manager before they will be considered. The recommended controls are outlined in Table 3.

Table 3 | Preferred Community, Recreational and Educational Facilities Area Parking Controls

User Category	Definition	Preferred Parking Control
Road Safety	Where on-street parking causes a safety hazard for pedestrians, motorists and other road users.	No Stopping at appropriate times along lengths of road where it is deemed unsuitable to park by Council's traffic engineers.
Disabled Parking	Where parking is required to accommodate people with a disability and they are unable to be accommodated off-street.	2P/4P Disabled Parking Duration and hours may be altered to align with peak periods of adjacent use. Further information on disabled parking requirements is Appendix A2.
Public Transport	Kerb-side space required for public transport (tram/bus) or taxis.	Bus Zone at all times or as required.
Drop-off/Pick Up	Kerb-side space set aside to facilitate the drop-off and pick up of passengers (i.e. outside schools)	P2min restrictions operating 8am-9.30am 2:30pm-4pm Monday to Friday is the preferred parking control for drop off and pick up zones. However, No Parking restrictions may also be considered in some situations. Kiss and go signs may be considered along with the P2min signs near schools and stations. This is to be determined on an individual location basis.
Visitor Parking	Kerbside space set aside to facilitate access for users of the adjacent facility, such as reserves or community facilities.	2P - 4P , with duration and hours may altered to align with peak periods of adjacent use.

Parking directly abutting to community facilities will generally not provide exemption for permit holders during operating hours (such as Residential Parking Permits). This ensures all-day parking does not obstruct short-term access by a broad-cross section of the community.

Special Events

Parking Controls may be installed to assist in traffic management during temporary events, including seasonal events such as Banyule's community festivals and other special events. Such controls will be installed as per the approved Traffic Management Plan for the event.

Where parking controls are introduced or altered due to a Special Event, adjacent property occupiers will generally be notified as part of the event management process.

4.3 Parking Investigation Process

Council has well-established and practiced processes for responding to and reviewing requests for parking changes. To ensure that a consistent, equitable and balanced approach to the management of on-street public car parking facilities is maintained, a clear process for introducing and altering on-street parking is required. Table 4 outlines the process for investigating concerns or requests for parking controls.

It is important to understand the broader issues from a range of residents and community members when considering parking concerns. This must be presented in the form of a multi-signatory letter, which outlines the location, issue and any peak periods where the problem occurs.

Table 4 | Parking Investigation Procedure

ISSUE IDENTIFICATION	<p>For Council to consider the installation or alteration of parking restrictions, a multi-signatory letter should be received from impacted property occupiers requesting a change in parking controls.</p> <p>If the issue has been previously investigated, and no further action was taken by Council, a 12-month period may need to pass before any further investigation will occur.</p>
INVESTIGATION	<p>The investigation will include an assessment of the history of the area in order to identify any previous issues that have been raised and/or investigated.</p> <p>Inspections of the street will occur during typical peak periods (outside any holiday period) to establish physical characteristics, take measurements and record relevant information.</p> <p>Street Features To assess whether there are any impacts on road user safety on the street, the physical features of the street and the behaviour of road user will be considered. The investigation may consider:</p> <ul style="list-style-type: none"> • Physical factors such as road width, topography, sight distance and surrounding vegetation. • The location of any pedestrian crossing points. • Whether there is a history of missed bin collections along the street. • Whether the road serves a bus route or is part of the Banyule bicycle network. • The surrounding land uses. • Traffic speeds, volumes and overall driver behaviour. <p>Illegal Parking Inspections will also include observations of parking behaviour in the immediate area, to determine whether vehicles are parking in accordance with the relevant Road Rules.</p> <p>Parking Occupancy Where parking controls have been requested to manage parking demand, the investigation will also consider the level of on-street parking along the street section. The number of vehicles that can park legally on-street will be assessed, and spot surveys undertaken to determine the parking occupancy.</p> <p>The target occupancy level is 85% capacity, measured during regular peak demand periods.</p>
OUTCOMES	<p>Upon the completion of the investigation, the most appropriate outcome will be determined in accordance with the following:</p> <p>No Action No further action will be warranted if:</p> <ul style="list-style-type: none"> • No safety concerns were identified; and • No illegally parked vehicles were recorded; and • Less than 85% of the on-street spaces were occupied.

A final response will be sent to the requestor outlining the findings of the investigation.

Enforcement and Education

Where vehicles are observed not to comply with the Road Rules, Council will notify the occupiers along the street section in writing with a reminder of the relevant Road Rules, and that Traffic Engineers will increase the monitoring of the area.

Parking controls will not be introduced to reinforce the road rules, unless there is a demonstrated long-term history of non-compliance at that location.

Parking Management

Parking controls will be considered if:

- A road safety concern is identified;
- A demonstrated history of non-compliance is identified; or
- At least 85% of the on-street spaces were occupied on average during observed peak periods.

The proposal for parking controls will be developed with respect to the appropriate kerbside priority as set out for the relevant location.

Consideration will be given to maximising parking retention and to minimise impact on existing footpath infrastructure, signage, and parking arrangements and nearby facilities. In general, new controls will be proposed on one side of the street only. Staggered parking arrangements may need to be considered depending on the physical characteristics of the street and the location of properties that are ineligible for inclusion in the Banyule Residential Parking Permit Scheme.

Parking controls will only be considered on both sides of the street where there are existing controls on one side, and the parking occupancy on both sides of the street is greater than 85%.

Where alterations to parking controls (other than to address safety concerns) are being considered within an Activity or Neighbourhood centre where there is an active Traders Association, a request from the Traders association outlining the problem and the proposed alteration must first be received by Council. Council's Traffic Engineers will consider the proposal and make a decision accordingly. Where a commercial area does not have a Traders Association, a multi-signatory letter must be received by Council.

Where pick-up and drop-off controls are being considered to cater for community facilities (i.e., community halls), a request from the facility representative must first be received by Council.

Specific guidelines for parking controls in narrow streets or to manage waste collection are provided in the Appendices.

CONSULTATION

It is important that impacted property occupiers have an opportunity to provide feedback on proposed changes to parking controls before they are introduced.

Consultation

The following steps are to be followed when undertaking community consultation for parking control proposals. To ensure community members have a fair opportunity to comment on any proposal, Council will attempt to ensure consultation is conducted outside of school holiday periods.

- Where parking controls are being considered, properties on both sides of the road that have a frontage to the area where the changes are proposed will be invited to give their feedback. Property occupiers rather than property owners will be consulted, as changes to parking controls will directly affect the occupiers.
- A survey will be sent to the identified properties, outlining the proposal and seeking feedback on the proposal.
- Each property will have the opportunity to complete one survey form identifying whether they support the proposal or not, provide any additional comments, and return it to Council. Multiple completed survey forms from the same property will not be accepted.

- Property occupiers will generally be given a minimum of two full weeks (14 days) to respond to the survey. Additional time may be granted where public holidays or school holidays occur.

Notification The general exception to the above is where “No Stopping” or “No Parking” restrictions are required to ensure the safety of one or more road user groups. In these circumstances, the affected property occupiers will be notified of the new controls and the reasons for their installation.

DECISION MAKING TRIGGERS

The outcome of the consultation survey will be determined by the following:

- If the response rate to the survey is below 25%, the proposal to install or alter the parking controls will be abandoned.
- Where the response rate is 25% or above, at least 50% of the responses must be in support of the proposal for the parking controls to be installed.
- If less than 50% of the responses support the proposal, the proposal to install or alter the parking controls will be abandoned.

Where majority support has been received for the installation of parking controls, Council will advise the outcome of the survey, and the expected timeframes of the installation of the controls. Information on the Banyule Residential Parking Permit Scheme, eligibility requirements and how to apply, will also be provided as part of the notification process.

IMPLEMENTATION

The parking controls will be programmed for installation following the successful completion of the consultation or notification processes.

5 References

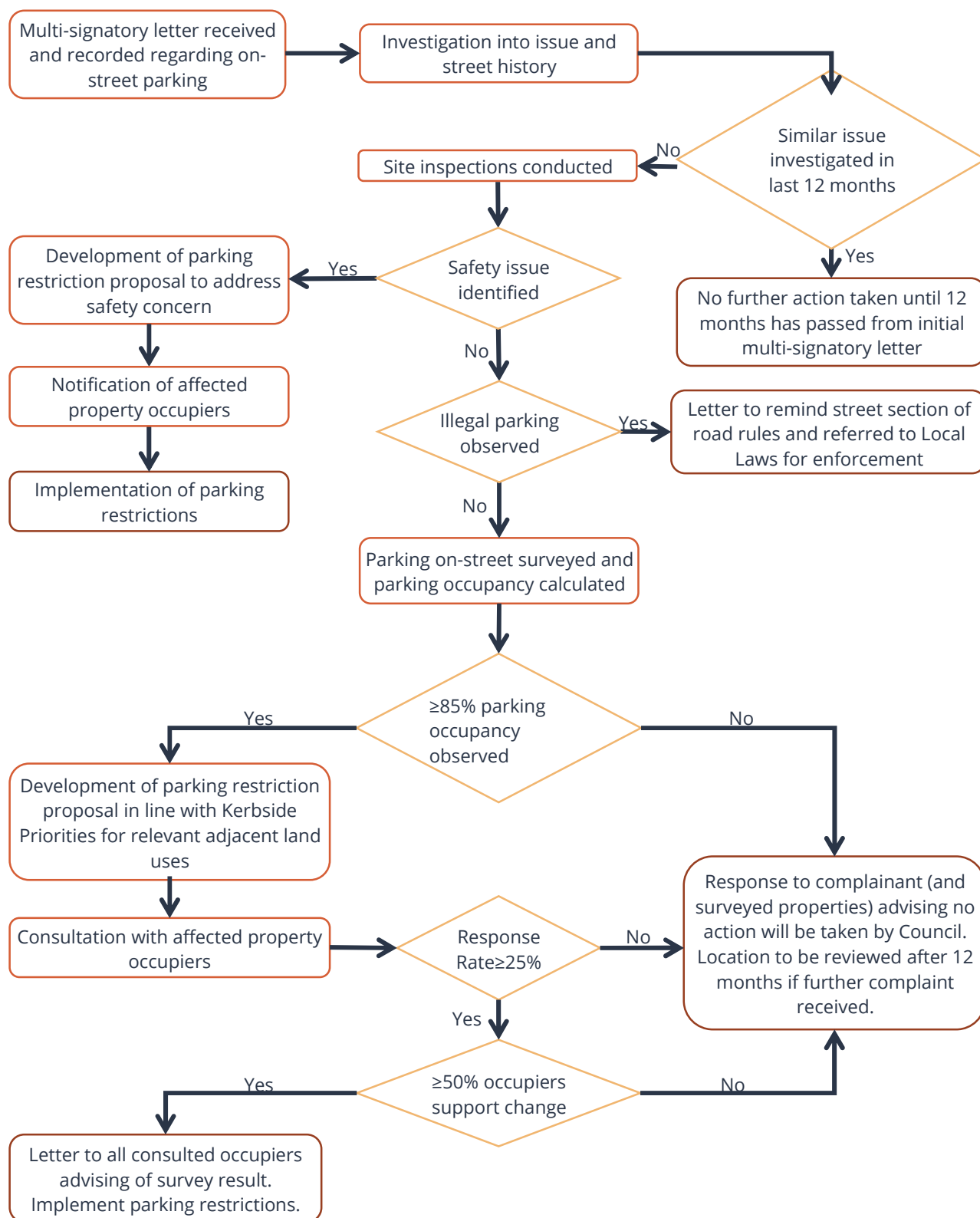
5.1 Definitions

Table 5 | Definitions

Term	Meaning
Activity Centres	Significant commercial and mixed use precincts within Banyule. This includes Heidelberg, Ivanhoe and Greensborough.
Banyule Bicycle Network	The network of current and future bicycle routes throughout Banyule. It includes designated as part of the Strategic Cycling Corridors (DTP), Principle Bicycle Network (DTP), and Local Bicycle Network (Council).
Holiday Periods	Days within the Victorian School Holidays (as defined by the Victorian State Government), weekends and recognised public holidays.
Narrow Streets	Streets where the road width is less than 7.2 metres, measured between the face of the kerbs.
Neighbourhood Centres	Locally significant commercial and mixed use precincts within Banyule.
Parking Controls	The user based, time based or fee based requirements that regulate the use of a parking space.
Parking Occupancy	The percentage of legally parked vehicles in comparison to total number of spaces available.
Parking Supply	The total number of legal parking spaces within a street section.
Parking Plans	A comprehensive study of parking and transport trends within a defined area that identifies car parking needs and issues, relates these to broader social, economic and environmental considerations and sets out what car parking objectives Council wishes to achieve and how it will do this.
Staggered Parking	Where parking controls are installed along a street section on alternating sides of the street.
Street Section	The section of road between two intersecting streets.

Appendices

A1 Process for Installing Parking Restrictions



A2 Parking for People with Disabilities

Council will consider parking spaces for people with disabilities in convenient locations within commercial areas and near community facilities in accordance with the provisions below. All requests will be considered on their individual merits.

The provision of on-street and off-street parking spaces for people with disabilities is to be assessed based on:

- The nature of the abutting facilities, and the user groups requiring access;
- The requirements of the Australian Standards;
- The requirements of the Building Code of Australia.
- Occupancy surveys where there is a request for additional spaces.

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

On-street parking spaces for people with disabilities should preferably be provided in angled parking zones as adequate provision within parallel parking zones can be difficult to achieve. Where available parking is largely parallel, it is often more practicable to locate parking spaces for people with disabilities off-street rather than on-street. Where it is considered appropriate to provide parallel parking for people with disabilities this can be achieved through the provision of raised mountable parking or indented from the roadway.

At locations of on-street indented parking adjacent to a kerb to the rear of parked vehicles it may be appropriate for a kerb ramp to be provided at the rear to facilitate access to the back of vehicles.

Parking space geometry, line markings and signage will be constructed in accordance with *Disability Discrimination Act* (DDA) guidelines and *Australian Standards AS289.6 – Off-street parking for people with a disability*. The rate of the provision of parking spaces within commercial areas, at a minimum, will be in accordance with the Building Code of Australia, except in exceptional circumstances.

Parking Space for People with Disabilities Time Restrictions

Within activity centres and other community-use areas, parking spaces for people with disabilities will generally have timed restrictions. When determining the appropriate time restriction in these spaces, the following factors will be considered:

- The nature of the facilities to be accessed and parking time required;
- Level of utilisation and occupancy data at various time points throughout the day and on weekends;
- Whether there is a need for turnover in areas of high demand; and
- Conflicting pressures at the site.

A3 Works Zones

A Works 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 in order to provide parking for construction vehicles.

Works Zones do not permit the placement of bins or other construction equipment within the on-street parking space. If the intent is to use on-street spaces for this purpose, a relevant permit must be applied for through Council's Construction Management team.

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

An application to implement a works zone will need to be made to Council for approval. All costs associated with the installation of the works zone controls and, following the completion of the construction, reinstatement of the original signs, will be borne by the applicant.

If a Works Zone is proposed adjacent to another party's property, the applicant must obtain written approval from the relevant person. Any concerns or requirements raised by the affected party must be resolved or accommodated.

A separate permit is required for the placement of bins or other construction equipment on public land.

An application for a Works Zone must be submitted at least four (4) weeks prior to the proposed commencement of the zone to allow for processing and the installation of the signs.

Works Zone signs will be removed one week after the end date, unless a request for an extension is submitted to Council. Additional fees will be payable for Works Zone extensions.

The fee for the installation of a Works Zone is set out in Council's Fees and Charges, and is detailed on the Application form. It depends on the location of the zone, the number of on-street parking spaces used (based on a 6m length parallel parking space) and the duration of the works.

A4 Parking on Narrow Streets

The *Road Safety Road Rules – Victoria (2017)* requires drivers to position their vehicles to maintain at least 3 meters of road alongside the vehicle that is clear for other vehicles to pass.

While most streets across Banyule are wide enough (7.2m wide or greater) to legally allow parking on both sides of the street and still provide the legal clearance, there are some streets that are not wide enough to accommodate these vehicles. This can result in vehicles parking illegally on the naturestrip, or in a manner that restricts through traffic.

Where an investigation by Council's Traffic Engineer identifies there is parking problem on a street that is less than 7.2 metres in width, the procedure outlined in Table 6 will be followed.

Table 6 | Procedure for addressing parking issues on Narrow Streets

OUTCOMES	Upon the completion of the investigation, the assessing Engineer will determine the most appropriate outcome.
Education and Monitoring	Council will notify the occupiers along the street section in writing with a reminder of the relevant Road Rules, and stating that Council's Traffic Engineers will be monitoring the area over a six month period.
Parking Management	<p>Parking controls will be considered if, at the end of the 6 month monitoring period, vehicles are continued to be observed parking in a manner that restricts through traffic (for example, not providing 3m clear width along the road so traffic may pass) or one side of a narrow street is more than 85% parking occupancy.</p> <p>The proposal for parking controls will be developed with respect to the appropriate kerbside priority. However, due to the width of the street, controls will be considered on both sides of the street. On one side, 'No Stopping' or 'No Parking' controls will be applied, and appropriate timed parking controls on the other. This may change on a situational basis and decision will be made by the Traffic Engineer.</p> <p>Traffic Engineers may consider staggered arrangements depending on the physical characteristics of the street and the location of properties that are ineligible for inclusion in the Banyule Residential parking permit scheme.</p>
CONSULTATION	<p>Council will follow the general procedure for undertaking notification with the affected properties as per the Consultation section of Table 4 in Section 4.3.</p> <p>Consultation may be considered if short term parking restrictions are being proposed for both sides of the street.</p>
IMPLEMENTATION	The parking control proposal will be installed following the completion of the notification or consultation process.

A5 Parking and Waste Collection

On-street car parking can interfere with waste removal operations if rubbish bins placed at the kerbside or in service areas are rendered inaccessible.

Where an investigation by Council's Traffic Engineer indicate there is a waste collection issue due to the level of parking occurring in the street section, the procedure outlined in Table 7 will be followed.

Table 7 | Procedure for addressing waste collection issues due to on-street parking

OUTCOMES	Upon the completion of the investigation, the assessing Engineer will determine the most appropriate outcome.
Education and Monitoring	If there is discrete recorded history of missed waste collections in the street section over the last 12 months, Council will notify residents along the street section with a letter reminding residents of good parking etiquette. Traffic engineers will continue to monitor the area over a six month period.
Parking Management	<p>Parking controls will be considered if there is a recorded history of missed waste collections in the street section.</p> <p>The proposal for parking controls will be developed with respect to operational requirements, and any existing parking controls in the street section.</p> <p>Engineers may consider staggered arrangements depending on the physical characteristics of the street and the location of properties that have reported issues with waste collection.</p>
CONSULTATION	Council will follow the general procedure for undertaking community consultation or notification with the affected properties as per the Consultation section of Table 4 in Section 4.3.
IMPLEMENTATION	The parking control proposal will be installed following the completion consultation or notification process.

A6 Multi Signatory Letter Template

A request for a parking review must be provided in a multi-signatory letter using the following format and should be signed by impacted property occupiers. Reviews are generally conducted for sections of the street where the problem occurs. If the problem occurs in a certain area, residents should specify the street section where the review is being requested.

The multi-signatory letter can only be signed once per property. For example, a multi-signatory will not be considered if it is signed by multiple people who live in the same residence/household. Only one signature will be accepted per property address. A multi-signatory letter is not a petition to Council.

The letter can be:

Emailed to: **enquiries@banyule.vic.gov.au** with the subject line: **'Street Name, Parking Reviews Request - Multi Signatory Letter'** addressed to the **Transport Department**

or posted to:

Banyule City Council
Transport Department
PO Box 94
Greensborough VIC 3088

Example of a Multi-Signatory Letter

Attention: Traffic and Transport Team

We request a review of the parking situation in <Street Name>, <Suburb>

Describe the parking concerns, locations and any peak days and times when the problem occurs.

Indicate what parking restrictions you would like to see introduced. For example, 2-hour parking on east side of the street, between Street A and Street B. Please note the final proposal for the parking restrictions will be determined by the Traffic Engineer investigating the matter and in line with this policy.

Address	Name	Contact Number	Signature