1 POLICY STATEMENT

It is Council policy to ensure that:

1.1 Council will manage parking so that it supports and facilitates transport and land use integration balancing the use of different modes of transport to encourage more sustainable travel patterns and reduce demands and reliance on private cars.

1.2 Parking supply is appropriately planned and optimised, by:

1.2.1 Developing car parking plans for activity centres and other key destinations, which provide for optimum levels of parking, and allow for changes in parking supply over time to ensure that the optimum level is maintained.

1.2.2 Permitting and encouraging the ‘unbundling’ of parking requirements from developments in activity centres. This allows parking demand to be met at a separate location to the development, and allows for consolidation of parking infrastructure and may involve the establishment of a financial contribution scheme under a Parking Overlay.

1.2.3 Monitoring and demand management to ensure the maximum utilisation of parking spaces at all times to enable appropriate turnover and usage of the parking space, and manage traffic flow within the municipality.

1.3 Parking is managed in an equitable, sustainable and transparent way, by:

1.3.1 Distributing parking access according to the Parking Hierarchy (as outlined in Section 5.1) to ensure that users who have the highest need to park in a particular location are able to do so.

1.3.2 Outlining principles and process for the issue and management of parking permits within the municipality.

1.3.3 Recognising that more parking will be required in locations and destinations where access by modes of transport other than cars is difficult compared with destinations which are well served by public transport and easily accessible by walking and cycling and where restricted rates of car parking will be provided.

1.3.4 Consulting with the community and key stakeholders when developing parking proposals.

1.4 Parking location and design makes a positive contribution to the public realm, by:

1.4.1 Encouraging the co-location of land uses which generate large parking demand, and the sharing of their parking requirements.

1.4.2 Encourage parking in activity centres to be consolidated and located on the edge of the Centre on appropriate access roads.

1.4.3 Ensuring that parking design access and egress provides for pedestrian safety and parking is located to appropriately manage traffic flows and mitigate impacts on the surrounding area.
1.4.4 Recognising that streets serve many functions other than just a route for vehicle traffic and parking; that the road reserve can provide for a variety of uses, including safe walking, cycling, play and social interaction and also provides space for trees and indigenous planting for shade, recreation and amenity.

1.4.5 Recognising that car parks can be heat islands in heat waves and this will be an increasing health and amenity risk with climate change. Design to mitigate the heat island affect via adequate tree canopies, shading, paler coloured paving where appropriate and water sensitive urban design is encouraged.

1.5 Parking demand is reduced and managed by:

1.5.1 Implementing an evidence-based Demand Management Framework to trigger changes to parking restrictions.

1.5.2 Reducing demand for parking by siting land uses which are likely to generate high parking demand at locations which have high accessibility by public transport, walking and cycling.

1.5.3 Implementing programs and infrastructure that will encourage and enable travel behaviour change that increases a propensity for walking, cycling and using public transport.

1.5.4 Liaising and negotiating with owners and managers of privately owned parking to encourage them to provide parking at optimal levels, and adopt restrictions in accordance with this policy and with any parking overlays established for the locality.

1.5.5 Advocating to government, business and community organisations to influence behaviours, decisions and actions which impact on the demand, provision and management and use of parking.

2 PURPOSE

The purpose of this policy is to provide consistent, equitable and transparent guidance to Council to manage parking and make parking related decisions in the municipality. The application of the policy will ensure that car parking supply is optimised, effectively planned, assessed and designed, and demand is reduced and managed to encourage more sustainable travel patterns.

3 SCOPE

3.1 The policy provides an overarching policy framework and guidance as to how car parking is managed in Hume and for all parking decisions that Council makes. The policy outlines policies and principles for effective parking management in Hume.

3.2 It is noted that considerable amounts of parking in activity centres in Hume are owned and managed privately. In some instances Council enforces parking restrictions on behalf of the private owners. This policy outlines Council having a role of liaison and negotiation with
private parking providers to provide specific parking arrangements through the planning system and responding to the policy directions as outlined in 1.1.

4 OBJECTIVE

The objectives of the Parking Management Policy are to:

4.1 Ensure that parking is managed in an equitable, sustainable, consistent and transparent way across Council.
4.2 Manage car parking based on an assess and reduce demand approach, and to maximise consolidated and shared car-parking opportunities.
4.3 Utilise parking restrictions and parking management as an effective travel demand management tool for achieving wider transport planning objectives.
4.4 Provide car parking and vehicle access at an appropriate level and in appropriate locations to provide vehicular connectivity, and ensure that there is appropriate car parking available within Hume for retail, commercial and residential needs.
4.5 Provide equitable access to on-street or public car parking areas for users, and provide a transparent mechanism for apportioning on-street kerbside space that benefits residents or businesses in areas and times of peak parking demand.
4.6 Ensure that available car parking is best managed to enable appropriate turnover and usage of the parking space, and manage traffic flow within the municipality.
4.7 Ensure parking infrastructure design, construction and management are environmentally responsive, encourage street revitalisation, improve amenity and community safety and increase economic activity.
4.8 Use parking controls to encourage residents and business operators to utilise alternative modes of transport such as walking, cycling and public transport.
4.9 Raise local community and business awareness of the impacts of parking choices and habits. In particular, raise awareness of the social, environmental and economic impacts that influence sustainable transport and provision of car parking.
4.10 Ensure that decision making for planning applications and permit conditions will be consistent with this policy and its objectives.
4.11 Reduce demand for parking, through policies and actions which result in land use development which facilitates access by all modes; and through walking, cycling, public transport, motorbikes, and sharing of cars being attractive and efficient ways to access destinations.
4.12 Ensure that community, businesses and other key stakeholders are consulted and engaged in major decision-making processes that involve parking and parking infrastructure; and parking information communicated clearly and unambiguously.
5 POLICY IMPLEMENTATION

5.1 The overarching policy principles and objectives as outlined in Sections 1.1 and 4.0 will be used to manage parking related decisions, and to inform the development of subsequent policy and implementation tools.

5.2 The Parking Management Policy will be implemented through the following tools:
- Parking Hierarchy (as listed in section 6.0 below) and applied via Operational Guidelines – Application of Parking Hierarchy, as outlined in Appendix 1)
- Hume Parking Permit Policy
- Parking Restrictions Policy
- Planning Scheme – Planning permits, Car parking plans and overlays
- Parking Enforcement – Infringement Management Guidelines
- Maintenance of a database of parking related information.
- Supported by ongoing communications and engagement.

6 PARKING HIERARCHY

6.1 The following parking hierarchies will be applied by Council to help guide decisions about parking restrictions, parking permits and the use of kerbside space. The rationale and detailed application of the hierarchies is outlined in Appendix 1: Operational Guidelines – Application of Parking Hierarchy to be read in conjunction with this policy.

6.2 The parking hierarchies set out priority of access for uses and user groups for:
- Commercial areas - including activity centres and shopping strips
- Residential areas - including consideration of overflow parking from activity centres, shopping strips, schools, railway stations, hospitals, sporting and community facilities.

6.3 The default hierarchies will apply unless otherwise covered by a parking overlay and associated car parking plan. Priority will be given to developing Parking Overlays and associated car parking plans based on the potential changing or expanding role of the centre;
the existence of nearby public transport networks; existing Planning Scheme provisions; and
the level of any strategic work that has been undertaken on the centre (e.g. Structure Plan, or
detailed Urban Design Framework (UDF)).

<table>
<thead>
<tr>
<th>USER CATEGORY</th>
<th>COMMERCIAL AREAS</th>
<th>RESIDENTIAL AREAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety Zone</td>
<td>4. Safety is the highest priority in all situations.</td>
<td>5. Safety is the highest priority in all situations.</td>
</tr>
<tr>
<td>Sustainable Transport Zone</td>
<td>6. To preferentially encourage access to the centre by walking, cycling and public transport. Typically bus stop but includes taxi ranks, provision of cycle and bus lanes and bicycle parking on a location specific basis.</td>
<td>7. Public transport is the second highest priority in all situations for efficiency, environmental and social equity reasons. Typically bus stop but includes taxi ranks, provision of cycle and bus lanes and bicycle parking on a location specific basis.</td>
</tr>
<tr>
<td>Disabled Permit Zone</td>
<td>9. People with disabilities are the third highest priority across all situations for social equity reasons.</td>
<td>10. People with disabilities are the third highest priority across all situations for social equity reasons.</td>
</tr>
<tr>
<td>Residents</td>
<td>11. In Major Activity Centres residents should not expect priority access to on-street parking. Any parking needs should be met as part of the...</td>
<td>13. Parking for residents will be reasonably catered for within residential areas.</td>
</tr>
<tr>
<td>Residential Visitors</td>
<td>14. As residential uses in Activity Centres and Shopping Strips increase, the need for visitor parking will increase. Where it is difficult for developments to provide convenient visitor parking, visitor permit parking may be considered.</td>
<td>15. Parking for visitors of residents will be reasonably catered for in residential areas.</td>
</tr>
<tr>
<td>Loading zone</td>
<td>16. Loading zones are essential to support local economic activity.</td>
<td>17. In residential areas loading operations should be conducted on-site wherever possible, and provided as part of development</td>
</tr>
<tr>
<td>Customers</td>
<td>18. Customers have higher priority in Major Activity centres to enable easy access to goods and services. Customer parking will largely be managed by the use of time restrictions across the centre, as outlined in the parking restrictions policy. Short term use encourages high...</td>
<td>19. Appropriate providing residents’ needs are met. Management of these uses will be set out in the parking restrictions and parking permit policies. There may be the need for particular event based restrictions on days of very high usage.</td>
</tr>
</tbody>
</table>

Policy Reference No: POL/183
Responsible Officer: Manager Strategic Planning
Date of Re/Adoption: 27 July 2015
Department: Strategic Planning
Review Date: July 2020
### USER CATEGORY

<table>
<thead>
<tr>
<th>COMMERCIAL AREAS</th>
<th>RESIDENTIAL AREAS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rationale</strong></td>
<td><strong>Priority</strong></td>
</tr>
<tr>
<td>20. On-street parking spaces for car sharing assist in reducing overall parking demand and therefore are encouraged.</td>
<td>6</td>
</tr>
<tr>
<td>21. A low priority in activity centres and shopping strips where parking space is limited.</td>
<td>9</td>
</tr>
<tr>
<td>23. Local employees are encouraged</td>
<td>8</td>
</tr>
<tr>
<td>24. to use alternative modes, or utilise parking spaces provided at the periphery leaving more convenient.</td>
<td></td>
</tr>
<tr>
<td>27. Allows short 2-5 minute drop-off and pick-up zones and key attractions, usually at schools and stations.</td>
<td>5</td>
</tr>
</tbody>
</table>

#### 6.4 Decision Making For Parking Management Changes

**6.4.1** To comply with Council delegation requirements and changes to parking, signage will be approved by the Manager Assets and Engineering. Any significant review of restrictions will be undertaken by representatives from Engineering and Assets in consultation with representatives from City Laws and Strategic Planning.

**6.4.2** Traffic Engineers will advise/define the reported issue or request for change. They will provide clarity on any problems through assessing the particular location at different time intervals and days of the week and investigate possible causes for the problem.

**6.4.3** In order to investigate the reported issue/s, the officer will verify the problem, identify causes, and review the following factors:

- a) Records of previous complaints to determine if the issue has been an ongoing problem, been dealt with previously or is in conflict with other requests.
- b) Current restrictions in the immediate vicinity.
- c) Land uses adjacent to and along the street.
- d) Specific uses that include vulnerable road users e.g. schools, childcare centres, hospitals and aged care centres.
- e) Assessment of current level of utilisation.
- f) Location of public transport stops and facilities.
g) Major parking generators (e.g. restaurants, sports facilities, reception centers and places of worship).

h) Entitlement of multi-unit and new developments to parking permits.

i) Existing loading and unloading facilities.

6.4.4 The officer will make a final decision having regard to the above and in line with the policies, objectives and user hierarchy as outlined in this policy.

7 DEFINITIONS AND ABBREVIATIONS

| Activity Centres and Shopping Strips | Places where employment, education, recreation and retail uses are situated, ranging in size and intensity of use from local neighbourhood strip shopping centres to major towns and centres. |
| Bike parking | A bank of bicycle parking rails allocated for bike parking. Can be provided on the footpath or within the road pavement if insufficient space is available. |
| Car Sharing | On-street parking bay for use by formalised car sharing schemes. A model of car rental where people rent cars for short periods of time, often by the hour. |
| Community facilities and services | Stand-alone community facilities outside of Activity Centres and Shopping Strips such as libraries, sporting ovals and facilities, healthcare facilities. |
| Commuters | A person who travels between home and work or school, and may be parking to access train stations or public transport facilities. |
| Customers / Clients | People intending to visit businesses or organisations to access goods or services, or for other commercial interests. |
| Disabled Permit Zone | Parking bays designated for use by people with a disability in a vehicle with a valid disabled permit. |
| Drop off-Pick Up Zones | Drop-off and pick-up zone typically associated with schools and train stations that allows short term stopping and waiting, usually 2-5 minutes. |
| Employees | A person who works in the local area, or is employed by a local institution or commercial organisation. |
| Loading zone | An area provided to allow the pick up or delivery of goods. |
| Park and Ride | Commuters using streets of Hume for park-n-ride or all-day parking to access public transport stops or stations. |
| Public Transport Zone | An area for the exclusive use of public transport, typically tram stops, bus stops or bus lanes. |
| Residential areas | An area where the predominant land use is residential. |
| Residents | Residents of households fronting the street section. |
| Residential visitors | People visiting residents of households fronting the street section. |
| Safety Zone | Section of kerbside where parking is excluded providing a safe area for pedestrians, cyclists and drivers. |
| School parking | Parking related to a primary or secondary school. |
8 RELATED DOCUMENTS

- *Hume Integrated Land Use and Transport Strategy (HILATS).*

- Car Parking provisions (Section 52.06) of the Planning Scheme
Appendix 1

OPERATIONAL GUIDELINES – APPLICATION OF PARKING HIERARCHY

This guideline outlines the operational application of the Parking and Kerbside Road Space Priority Scheme as outlined in Section 5.1 of the Hume Parking Management Policy 2013.

The following parking hierarchies will be applied by Council to help guide decisions about parking restrictions, parking permits and the use of kerbside space.

RATIONALE: BACKGROUND TO HIERARCHY

On-street parking is an important component of the overall parking supply within Hume. Increasingly there is greater demand for kerbside space for parking (resident, commuter and visitor) as well as other uses including public transport, cycling, loading zones and al fresco dining, and street tree planting for shade and amenity and to mitigate heat island affects. Therefore, it is necessary to establish clear priorities to govern and allocate the use of the available kerbside space to meet area wide land use and transport outcomes.

In order to optimise the performance of a particular area and the functioning of the overall transport network, the hierarchy identifies some uses as being more important than others. For example, public transport vehicles often require access to specific spaces in order to make connections easier, and delivery vehicles need spaces close to their destination in order to facilitate efficient economic activity.

This Hierarchy is intended to be applied by Council to help guide decisions about the design of on-street parking restrictions and the use of kerbside space. The parking hierarchy is consistent with Hume Integrated Land Use and Transport Strategy (HILATS) by supporting initiatives to allocate road space to more sustainable road users (such as buses, pedestrians and cyclists) and managing roads on a basis of:

- A focus on the movement of people and goods, not just vehicle travel.
- Planning of adjacent uses to assist in managing unsuitable traffic.
- Priority for the movement of people and goods on roads that have a primary through-movement purpose.
- Priority for public transport for streets that provide primary access to employment areas.
- Priority for pedestrians and cyclists on local streets in activity areas, business and residential areas.
- Supporting ‘living space’ as a priority in quiet residential streets.

APPLICATION OF HIERARCHY

The parking hierarchies identify which uses or user groups Council should cater for in preference to other uses or user groups in particular areas.

In considering which uses have priority to a specific section of kerbside space, consideration is given to the nature of the surrounding land use, and the function that the particular road plays in the overall transport network.

In some cases Council may determine exclusions from the hierarchy (such as the application of clearways).
For example, in predominantly residential streets, some car parking spaces may be available for shopping centre customers or commuters after the needs of residents have largely been met. In activity centres time restrictions will be designed to make spaces close to shops and services unattractive or unavailable for long-term parking for commuters or employees. This will result in higher parking turnover and allow these prominent spaces to be available for customers and support the commercial viability of businesses.

The user categories include residents, visitors, customers, commuters, employees, safety and public transport which are applied across two distinct areas:

- **Commercial areas** – including activity centres and shopping strips
- **Residential areas** – and other streets including consideration of overflow parking from activity centres, shopping strips, schools, railway stations, hospitals, sporting and community facilities.

The default hierarchies will apply unless otherwise covered by a Parking Overlay and associated Car Parking plan. Priority will be given to developing Parking Overlays and associated Car Parking plans based on the potential changing or expanding role of the centre; the existence of nearby public transport networks; existing Planning Scheme provisions; and the level of any strategic work that has been undertaken on the centre (e.g. Structure Plan, or detailed Urban Design Framework (UDF)).

The hierarchies provide a strategic decision making framework to assist Council officers in the allocation of limited kerbside space when planning, placing restrictions or issuing permits. When determining the allocation of kerbside space, officers apply the hierarchy by determining how a specific section of road space should be used based on meeting the highest needs first. The uses are assigned to the street according to their rank in the hierarchy, allocating to the priority 1 use first, moving down the list through to priority 11.

When each use is considered to be reasonably satisfied in the local area, the space is “offered” to the next use and so on until all the available space is allocated. If all uses can be satisfied without the need for allocation, then the space is not allocated to any particular use (as often happens in residential areas). This does not necessarily mean that lower priority uses will have no access to parking in the relevant precinct but that parking restrictions and permit zones will be designed to provide best access for higher-priority uses and user groups first.

In accordance with the aim of optimising parking supply, the aim is to have parking for residential areas at 70% of capacity, or 85% in commercial areas, across the precinct at regular peak demand periods. If parking for a particular use is regularly at greater than 70% or 85% of capacity, then more parking should be allocated for this use from uses further down the hierarchy, with the uses at the bottom of the hierarchy missing out if insufficient parking is available.

If parking for a particular use is regularly at less than 70% or 85% of capacity at peak demand times, this indicates that it should be possible to reduce the amount of parking allocated for this particular use to cater for other uses further down the hierarchy. If there is insufficient demand overall then consideration should be given to reducing the amount of parking allocated to that use.
<table>
<thead>
<tr>
<th>Date Adopted</th>
<th>27 July 2015</th>
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<tbody>
<tr>
<td>Date Re-Adopted</td>
<td></td>
</tr>
<tr>
<td>Review Date</td>
<td>July 2020</td>
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