

HUME CITY COUNCIL

Hume Parking Management Policy

Policy reference No:	POL/183
File No:	HCC12/429
Strategic objective:	1.1 Liveable Places that are inclusive and accessible
Adopted by Council:	27 July 2015
Re-Adopted:	24 May 2021
Date for review:	May 2026
Responsible officer:	Manager Strategic Planning
Department:	Strategic Planning

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1 POLICY STATEMENT

- 1.1 As the population in Hume continues to grow, demand on the finite parking resources of the city is growing, particularly for on-street parking.
- 1.2 Effective parking management is an important means to equitably meet the need to park and store the increasing number of vehicles in the city. It helps to distribute parking in a manner that enables users who have the highest need to park in a high parking demand location to do so and helps ensure appropriate turnover and usage.
- 1.3 Parking management is also an important tool for creating a more sustainable city. Effective parking management can encourage greater community use of public transport, and increased walking and cycling, particularly in areas with good accessibility to key destinations and in areas with good transport choices.
- 1.4 Some streets in the city are narrow meaning high amounts of on street parking can undesirably impact traffic movement. Effective parking management can assist in addressing this whilst maintaining the amenity value of the street, particularly street trees.
- 1.5 The Hume Integrated Land and Transport Strategy identified the need for a Parking Management Policy and it supports the Hume community's aspiration for a sustainably built and well-maintained city outlined in Hume Horizons 2040.

2 PURPOSE

- 2.1 The purpose of this policy is to provide a framework for managing parking in Hume and to ensure that Council's decisions relating to parking management are consistent, equitable and transparent.
- 2.2 The Parking Management Policy outlines Council's approach to:
 - Assessing parking management issues and enquires in the city.
 - Consulting with the community and key stakeholders when making changes to parking facilities.
 - The issue and management of residential parking permits in the city.
 - The implementation of parking restrictions in the city.
 - The management of parking on narrow streets.

3 SCOPE

A statement describing who the policy affects and which actions will be impacted by the policy. The scope may also include – what, when and where the policy applies. Exclusions to policy application should also be included, if applicable.

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- 3.1 This Parking Management Policy applies to all roads managed by Council and Vic Roads, and to Council public car-parks.
- 3.2 The Parking Management Policy guides the management of parking in a range of settings, including:
- Narrow streets.
 - Streets with community facilities.
 - Streets near railway stations and activity centres.
 - Residential areas.
 - Commercial areas / activity centres.
 - Industrial areas.
- 3.3 The following topics are outside the scope of the Parking Management Policy:
- Off-street parking that is commercially operated or privately owned with no agreement with Council.
 - Parking rates for new development – this is managed through the Hume Planning Scheme.
 - The design of off-street parking in developments – this is managed through the Hume Planning Scheme.
 - Developing additional Council-managed off-street parking areas.

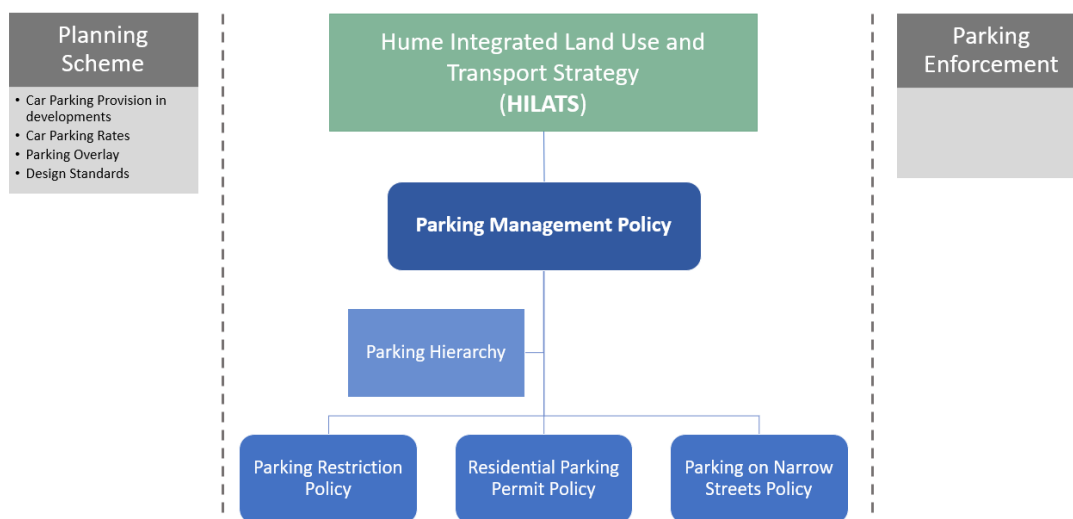
4 OBJECTIVE

- 4.1 Ensure that parking is managed in an equitable, sustainable, consistent and transparent manner.
- 4.2 Recognise parking management as an effective tool for travel demand management and for encouraging use of sustainable modes of transport.
- 4.3 Recognise that it will not be possible to cater for the parking needs and demands of users in all cases and competing desires need to be appropriately balanced.
- 4.4 Ensure parking is being used at an efficient level.
- 4.5 Ensure that traffic flow is considered in parking management decisions, particularly on narrow streets.
- 4.6 Ensure that community, businesses and other key stakeholders are consulted and engaged in parking management decision-making processes.

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5 POLICY IMPLEMENTATION

5.1 The Parking Management Policy is implemented through the following Strategic Framework of policies and actions:



5.2 The Strategic Framework includes the following policies that Council prepares and maintains:

- **Parking Restriction Policy**

The policy outlines Council's approach for the implementation of on-street parking restrictions within the municipality on all Council and VicRoads' roads and off-street car parks owned by Council.

- **Residential Parking Permit Policy**

The policy outlines the eligibility and conditions of use of parking permits in a street with permit zone or time-based parking restrictions.

- **Parking on Narrow Streets Policy**

The policy outlines Council's approach to the management of parking on narrow streets.

5.3 Parking hierarchies have been prepared to identify which uses or user groups should be catered for in preference to other uses or user groups in locations where there is competition for a limited amount of parking.

5.4 Three parking hierarchies have been created setting out priority of access to parking for different uses and user groups in:

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

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- 5.5 The parking hierarchies are included in the Parking Restrictions Policy and guide decisions about parking restrictions, parking permits and the use of kerbside space. The hierarchies apply unless otherwise covered by a Parking Overlay and associated Car Parking Plan.
- 5.6 The rationale for the hierarchies and the principles for their application is outlined in Appendix 1.
- 5.7 The parking provision for new developments is managed through the assessment of planning permits in accordance with the Hume Planning Scheme, notably Clause 52.06. The need to prepare a car parking plan and a Parking Overlay will be considered in areas experiencing significant parking issues and/or experiencing significant new development where alternate planning provisions for parking are needed.
- 5.8 Parking enforcement is undertaken to enforce the Road Safety Road Rules 2009 and parking restrictions except off-street parking that is commercially operated or privately owned with no agreement with Council.

6 DECISION MAKING FOR PARKING MANAGEMENT CHANGES

- 6.1 Council will investigate, provide advice and resolve on a reported issue or request for change in accordance with the procedures outlined in the Parking Restrictions Policy, Residential Parking Permit Policy and Parking on Narrow Streets Policy.
- 6.2 Decisions on parking management changes will be approved by the responsible person in accordance with Council's Instrument of Delegation.

7 DEFINITIONS

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.
Commercial areas	An area where the predominant land use is commercial, including activity centres and shopping strips.
Community facilities	Stand-alone community facilities outside of Activity Centres and Shopping Strips such as libraries, sporting ovals and facilities, healthcare facilities.
Industrial areas	An area where the predominant land use is industrial
Residential areas	An area where the predominant land use is residential.

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8 RELATED DOCUMENTS

Hume Integrated Land Use and Transport Strategy (HILATS).

Residential Parking Permit Policy.

Hume City Parking Restrictions Policy.

Hume City Parking on Narrow Streets Policy.

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Appendix 1

RATIONALE AND APPLICATION OF THE PARKING HIERARCHIES

RATIONALE: BACKGROUND TO HIERARCHIES

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 parking hierarchies identify some uses as being more important than others in each of three distinct areas (residential, commercial and industrial). 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.

DEVELOPMENT AND APPLICATION OF HIERARCHIES

The three hierarchies have been developed considering which uses and users have priority to a specific section of kerbside space having regard to the nature and parking demands of the surrounding land use, and the function that the particular road plays in the overall transport network.

Uses and users of parking are assigned a priority or rank in each hierarchy according to the needs of that area. The highest priority are allocated Priority 1 moving down the list through to the lowest priority.

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 are designed to make spaces close to shops and services unattractive or unavailable for long-term parking for commuters or employees. This results in higher parking turnover and allow these prominent spaces to be available for customers and support the commercial viability of businesses.

The parking needs for the uses and users with the highest identified priority will be met first. 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.

Capacity targets are established for peak demand periods for each priority use and user in each type of area to ensure that parking is used and occupied at an optimised level. These targets are outlined in the Parking Restrictions Policy.

If parking for a particular use or user is regularly at greater than of the target capacity, then more parking will 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.

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If parking for a particular use or user is regularly at less than the 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 use and users further down the hierarchy.

This does not necessarily mean that lower priority uses and users 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.

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