



HUME CITY PARKING RESTRICTIONS POLICY

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Strategic Objective:	Hume Parking Management
Date of Adoption:	Policy November 2018
Date of Readoption:	12 December 2022
Date for Review:	December 2027
Responsible Officer:	David Fricke, Manager Assets
Department:	Assets

Hume City Parking Restrictions Policy

1. POLICY STATEMENT

- 1.1 Council will manage and restrict parking in a way that is equitable, sustainable, consistent and transparent.

2. PURPOSE

- 2.1 The purpose of this policy is to outline Council's approach for the implementation of parking restrictions within the municipality.

3. LEGISLATIVE POWERS

- 3.1 Council has the power under *the Local Government Act 2020, Road Safety (Traffic Management) Regulations 2019, Road Safety Road Rules 2017* and the *Road Safety Act 1986* to install and modify parking restrictions other than 'Clearway' signs.
- 3.2 The power to install and modify parking restrictions applies to Council roads as well as Department of Transport (DoT) arterial roads where a parking lane is available.
- 3.3 Parking restriction changes are implemented under the relevant Council delegations.

4. SCOPE

- 4.1 This policy applies to on-street parking on all Council and Department of Transport (DoT) roads.
- 4.2 This policy applies to off-street car parks owned by Council.

5. OBJECTIVES

- 5.1 Ensure that parking is managed in an equitable, sustainable, consistent and transparent manner across the municipality.
- 5.2 Recognise that different user groups within the community have varying priorities when allocating parking.
- 5.3 Ensure that the available parking is being utilised efficiently.
- 5.4 Outline the mechanism by which decisions are made regarding parking restrictions.
- 5.5 Outline the process of consultation with the community when changes to parking restrictions are proposed.

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6. POLICY IMPLEMENTATION

6.1 This policy is a component of Council's overarching Parking Management Policy. It will be implemented at locations where Council receives requests for parking restrictions, where there are complaints about the lack of available parking and at locations that are identified through a Council initiated needs analysis.

6.2 Application of the Hume City Parking Restrictions Policy:

6.2.1 Parking hierarchies are provided in Appendix 1 ranking the priority of different parking user groups within residential, commercial and industrial areas. The rationale for the hierarchies and the principles for their application are detailed within the Hume Parking Management Policy.

6.2.2 Parking is managed with the objective that the highest priority parking users are provided with parking as a first priority, followed by parking users further down the list if there is further parking capacity available to do so. Parking restrictions are implemented to restrict the availability of parking to lower priority users, so as to increase the supply of parking for higher priority users.

6.2.3 The aim is to have parking occupancy for residential areas at a maximum 70% of capacity and 85% for commercial and industrial areas at peak demand periods. In other words, at least 30% of available parking should be vacant for residential areas and 15% for commercial and industrial areas.

6.2.4 In determining whether to change parking restrictions, Council officers will follow the procedure in Sections 6.3 - 6.6 as appropriate.

6.3 Parking changes due to safety reasons

6.3.1 Where an on-street safety issue has been identified by Council officers that requires changes to existing parking restrictions, (for example vehicles parking around a bend restricting sight lines) Council officers will implement changes as required and notify affected properties.

6.3.2 Where safety issues are identified due to vehicles parking illegally, such as parking in areas not permitted under the Road Safety Road Rules 2017 (such as within 10 metres of an intersection) parking enforcement will be arranged.

6.3.3 Parking restrictions to reinforce prohibited on-street parking areas under the Road Safety Road Rules 2017 will generally not be installed unless there are ongoing safety issues that Council officers deem the installation of such signs necessary.

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6.4 Lack of on-street parking availability in Residential Areas

6.4.1 Narrow Streets

- (a) Where a lack of available on-street parking has been identified on narrow streets within Hume, Council officers will assess the street against the Hume City Parking on Narrow Streets Policy to determine if street long indented parking bays are warranted.

6.4.2 Remaining Streets

- (a) Where a lack of available parking has been identified within a residential area, Council officers will formulate parking management arrangements by referring to the Parking Restrictions Flow Chart in Appendix 2:
- (b) Parking surveys will be undertaken to determine the percentage of vacant parking spots in the residential street during times of the day when the demand is high.
- (c) If parking surveys identify that less than 30% of the available parking is vacant, it will indicate that there is a lack of parking availability.
- (d) Where a lack of parking availability has been identified, further parking assessments will be undertaken to determine if there is a parking user group of a lower priority in the hierarchy that limits the parking availability for residents and their visitors.
- (e) If it is confirmed that there is a lower priority user group (e.g., train commuters parking all day) that is contributing to the parking congestion, Council will implement parking restrictions to restrict the lower priority user group from parking during peak periods.
- (f) Restricting lower priority user groups from parking may be achieved by implementing time-based parking restrictions during peak periods. In some cases, residential parking permits may be considered which will be investigated in line with Council's Residential Parking Permit Policy.

6.5 Lack of parking availability in Commercial and Industrial Areas

- 6.5.1 Where a lack of available parking for customers has been identified within a commercial or industrial area Council officers will formulate parking management arrangements by referring to the Parking Restrictions Flow Chart in Appendix 2:

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- (a) Parking surveys will be undertaken to determine the percentage of vacant parking spots in the area during times of the day when the demand is high.
- (b) If parking surveys identify that less than 15% of the available parking is vacant, it will indicate that there is a lack of parking availability.
- (c) Where a lack of parking availability has been identified, further parking assessments will be undertaken to determine if there is a parking user group of a lower priority in the hierarchy that limits the parking availability for customers.
- (d) If it is confirmed that there is a lower priority user group (e.g., local employees) that is contributing to the parking congestion, Council will implement parking restrictions to restrict the lower priority user group from parking during peak periods.
- (e) If there are no lower priority users that are parking within the area, this would indicate that there are too many customers parking in the area without sufficient turnover. To encourage turnover, parking restrictions with a shorter time period will be introduced in the most desirable parking spaces in the area.

6.5.2 Lack of available parking for specific higher priority parking users.

- (a) Where requests for parking restrictions to accommodate high priority users as per the parking hierarchy – such as taxi ranks, bicycle parking, accessible parking, car sharing etc. Council officers will investigate and assess the request on a location specific basis and in accordance with the rationale within Appendix 1.
- (b) Where parking restrictions are identified as required by Council officers, parking restrictions will be implemented as required.

6.5.3 Requests for 'No Stopping' signage in industrial areas.

- (a) Where requests for 'No Stopping' signage in industrial areas are made, Council officers will investigate and assess the issue.
- (b) Where assessments by Council officers identify 'No Stopping' signs are required due to critical safety issues, parking restrictions will be implemented and affected properties notified.
- (c) Where investigations identify parking issues created by vehicles parking illegally, parking enforcement will be arranged.

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- (d) Where requests relate to 'No Stopping' signs adjacent to driveways, in order to allow access of heavy vehicles into and out of industrial properties, 'No Stopping' signs will not be installed. All turning movements required to adequately access and depart a site should be contained within the property. Council officers will liaise with relevant property owners as required.

6.6 Off-Street Car Parking Restrictions

- 6.6.1 Council owned off-street car parks typically service an adjacent Council facility such as a maternal and child health centre. In some cases, they also support commercial activity.
- 6.6.2 The primary purpose of Council owned off-street car parks is to accommodate parking associated with staff and visitors of the adjacent Council facility.
- 6.6.3 Provided that the parking demand associated with the adjacent facility can be met, any spare parking capacity in the Council owned off-street car park can be managed in accordance with the parking hierarchies in Appendix 1.
- 6.6.4 If it is identified that a lower priority user group (e.g., train commuters parking all day) are utilising Council car parks and restricting the ability of staff or visitors to park at the Council facilities, Council will implement parking restrictions, as required, to restrict the lower priority user group from parking there during peak periods.

6.7 Community Consultation

- 6.7.1 The implementation of parking restrictions often relies on community support. Council officers will adhere to the following community consultation process when proposing parking restrictions:

- (a) Lack of parking opportunity

When Council officers investigate parking issues where road safety is not an issue and there is a lack of parking opportunity for a particular user group, parking restrictions will be proposed by writing to the affected property owners and occupiers. They will be given the opportunity to provide a response to the proposal either 'in favour' or 'not in favour'.

If the number of objections to the proposal received is 50 percent or more of all letters sent, Council will not proceed with the proposal and investigate an alternative option.

If the number of objections to the proposal received is below 50 percent of all letters sent, Council will proceed with the proposal and advise the affected stakeholders of the outcome.

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(b) Parking causing road safety issues

When Council officers investigate parking issues and their assessment is that parking restrictions are required on a section of road and are critical to road safety, the affected property owners and occupiers will be provided with written notification of the proposed parking restrictions. This is in line with the parking hierarchy that identifies safety as being the highest priority in all situations. The proposed parking restrictions will be referred to the Manager Assets for approval and implementation

6.7.2 Lack of available parking for high priority parking users:

If Council officers identify parking restrictions are required on a section of road to satisfy the needs of high priority users, as per section 6.5.2 , the affected property owners and occupiers will be provided with written notification of the proposed parking restrictions. The proposed parking restrictions will be referred to the Manager Assets for approval and implementation.

7. DEFINITIONS

Not applicable.

8. RELATED DOCUMENTS

Hume Parking Management Policy

Residential Parking Permit Policy

Hume City Parking on Narrow Streets Policy

Road Safety Road Rules 2017

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Appendix 1 – Parking User Hierarchies

The below parking hierarchies are to be read in conjunction with the Parking Restrictions Flow Chart in Appendix 2.

USER CATEGORY	RESIDENTIAL AREAS	
	RATIONALE	PRIORITY
Safety Zone	Safety is the highest priority in all situations.	1
Sustainable Transport Zone	Public transport is the second highest priority in all situations for efficiency, environmental and social equity reasons. This includes bus zones, taxi zones, cycling lanes, bus lanes and bicycle parking, considered on a location specific basis.	2
Accessible Parking	Accessibility is the third highest priority across all situations for social equity reasons. Provision of on-street parking will be considered where there is no accessible parking opportunity within or in the vicinity of the residential property.	3
Car Sharing	On-street parking spaces for car sharing assist in reducing overall parking demand and therefore are encouraged at suitable locations. On-street parking spaces will only be considered for accredited car share organisations.	4
Residential Visitors	Parking for visitors of residents will be catered for in residential areas as per the Parking Restrictions Flow Chart in Appendix 2.	5
Residents	Parking for residents will be catered for within residential areas as per the Parking Restrictions Flow Chart in Appendix 2.	6
Customers	Appropriate providing residents' needs are met.	7
Drop-off and Pick-up areas	Short term drop-off and pick-up zones at key destinations such as schools and train stations will be considered on a location specific basis.	8
Commuters	Appropriate providing residents' needs are met.	9
Local employees	Appropriate providing residents' needs are met.	10
Loading Zone	In residential areas loading operations should be conducted on-site wherever possible, and provided as part of development.	11

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USER CATEGORY	COMMERCIAL AREAS	
	RATIONALE	PRIORITY
Safety Zone	Safety is the highest priority in all situations.	1
Sustainable Transport Zone	To preferentially encourage access to the centre by walking, cycling and public transport. This includes bus zones, taxi zones, cycling lanes, bus lanes and bicycle parking considered on a location specific basis.	2
Accessible Parking	Accessibility is the third highest priority across all situations for social equity reasons. Provision of on-street parking will be considered where there is no accessible parking opportunity within or in the vicinity of the commercial property.	3
Loading Zone	Loading zones are essential to support local economic activity, and will be considered on a location specific basis.	4
Drop-off and Pick-up areas	Short term drop-off and pick-up zones at key attractions such as schools and train stations will be considered on a location specific basis.	5
Car Sharing	On-street parking spaces for car sharing assist in reducing overall parking demand and therefore are encouraged at suitable locations. On-street parking spaces will only be considered for accredited car share organisations.	6
Customers	Customers have higher priority in major activity centres to enable easy access to goods and services. Customer parking will be implemented as per the Parking Restrictions Flow Chart in Appendix 2. Customer parking will largely be managed by the use of a mix of time restrictions across the centre. Short term use encourages high turnover and adds to economic viability of the centre.	7
Local Employees	Local employees are encouraged to use sustainable modes of transport or utilise parking spaces within their on-site car park (if applicable) or utilise parking provided at the periphery of the commercial area leaving more convenient spaces for customers.	8
Commuters	A low priority in activity centres and shopping strips where parking space is limited.	9
Residential Visitors	As residential uses in activity centres and shopping strips increase, the need for visitor parking may increase. Short term parking restrictions will be considered within the vicinity of residential properties to accommodate visitors.	10
Residents	In major activity centres residents should not expect priority access to on-street parking. Any parking needs should be met as part of the residential development.	11

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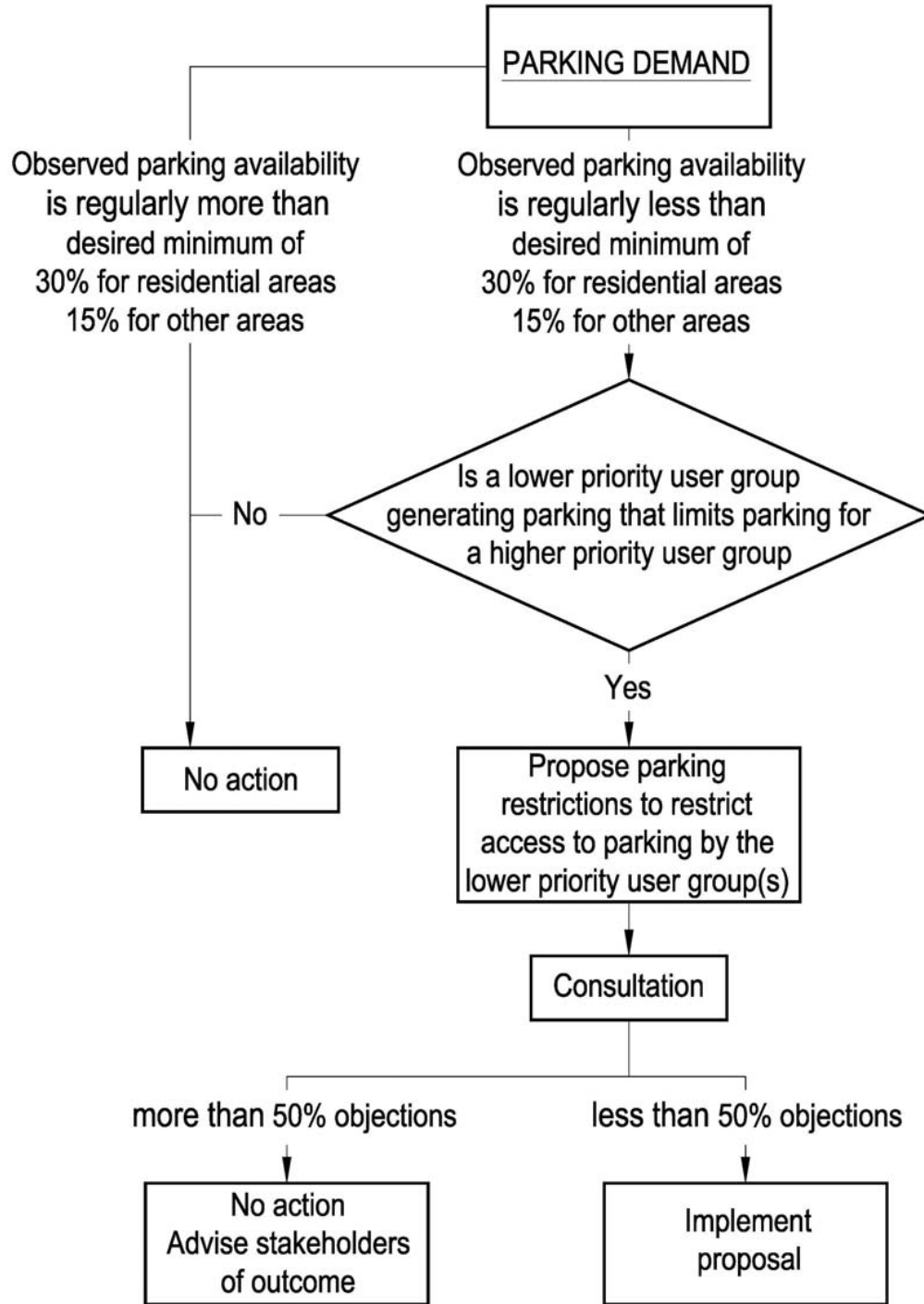
USER CATEGORY	INDUSTRIAL AREAS	
	RATIONALE	PRIORITY
Safety Zone	Safety is the highest priority in all situations.	1
Sustainable Transport Zone	To preferentially encourage access to the area by walking, cycling and public transport. This includes bus zones, taxi zones, cycling lanes, bus lanes and bicycle parking considered on a location specific basis.	2
Accessible Parking Zone	Accessibility is the third highest priority across all situations for social equity reasons. Provision of accessible on-street parking will be considered where there is no parking opportunity in the vicinity of the industrial property. Typically, in industrial areas accessible parking is accommodated on-site within the industrial site, as per current building code requirements.	3
Car Sharing	On-street parking spaces for car sharing assist in reducing overall parking demand and therefore are encouraged at suitable locations. On-street parking spaces will only be considered for accredited car share organisations.	4
Customers	Customers have higher priority in industrial areas to enable easy access to goods and services. Customer parking will be implemented as per the Parking Restrictions Flow Chart in Appendix 2. Customer parking will largely be managed by the use of a mix of time restrictions across the area. Short term use encourages high turnover and adds to economic viability of the area.	5
Local Employees	Local employees are encouraged to use sustainable modes of transport or utilise parking spaces within their industrial site or utilise parking provided at the periphery of the industrial area leaving more convenient spaces for customers.	6
Commuters	A low priority in industrial areas where parking space is limited.	7
Loading Zone	Not applicable in industrial areas. Loading areas are required to be provided within the industrial site.	N/A
Residents	Not applicable in industrial areas.	N/A
Residential Visitors	Not applicable in industrial areas.	N/A

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Appendix 2 – Parking Restrictions Flow Chart

The below flow chart is to be read in conjunction with the Parking User Hierarchies in Appendix 1.



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