



# Yarra Ranges Council Parking Management Framework 2024

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Approved by Council:	
Department:	Infrastructure Services

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## 1. Context

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The Council faces distinct challenges in managing parking demand across its diverse landscape. With 157,000 residents distributed across 55 communities and 90% of the population concentrated in just 9% of the land area, the municipality experiences significant variations in parking pressure between urban centres and rural towns.

Several key factors drive the need for a comprehensive Parking Management Framework:

### **Changing Work Patterns**

The municipality currently experiences significant daily workforce movement, with 60% of employed residents commuting outside the area. However, local employment is projected to grow, increasing the proportion of residents working locally from 40% to 50% by 2032. This shift will create new patterns of parking demand in town centres and business districts.

### **Tourism Growth**

Tourism significantly impacts parking demand, particularly in rural towns. With 4.5 million annual visitors (85% day trips) and projections indicating a doubling to 9 million visitors within a decade, weekend and holiday periods place extraordinary pressure on existing parking infrastructure.

### **Demographic Changes**

The municipality's ageing population, projected to increase from 15% to 21.2% over 65 years old by 2041, requires careful consideration in parking management planning. This demographic shift influences accessibility requirements and parking facility design.

### **Transport Patterns**

Despite initiatives to promote sustainable transport alternatives, private vehicle usage remains high, with 89% of work trips made by car. While the Integrated Transport Strategy aims to reduce this to 70% by 2036, cars will continue to be the primary mode of transport, necessitating robust parking management solutions.

### **Community Concerns**

Community engagement has highlighted several critical issues:

- High dependence on private vehicles
- Growing frustration with traffic congestion and parking availability
- Desire for improved sustainable transport options
- Concerns about decreasing quality of life due to traffic congestion

Traditional time-limited parking restrictions are no longer sufficient to address these complex challenges. A comprehensive Parking Management Framework is essential to:

- Implement evidence-based parking solutions
- Balance diverse stakeholder needs
- Support economic growth while maintaining community amenity
- Integrate with sustainable transport initiatives
- Manage increased demand from tourism and local economic growth
- Reduce transport emissions through improved parking efficiency

This framework aligns with Council's Integrated Transport Strategy and recognises that parking improvements must be considered alongside sustainable transport initiatives to avoid inducing additional vehicle demand. It provides a structured approach to decision-making that considers the municipality's unique characteristics and future challenges.

### **1.1 Purpose of the Framework**

This document guides Yarra Ranges Council in managing parking. It outlines principles for fair and transparent management of parking on public land. This approach benefits residents, businesses, tourists, and visitors. It also aims to enhance safety, improve towns, and boost the economy while balancing parking needs.

### **1.2 Scope**

The Parking Management Framework covers all Council roads, parking spaces on Department of Transport roads, and public off-street parking areas. The framework describes how parking is managed with restrictions, enforcement, permits, fees, and digital solutions. The Council can also partner with private owners or operators to implement these measures.

Details of specific parking requirements for towns and key destinations are considered in individual reviews outside the scope of this framework.

### **1.3 Vision**

Our vision for parking in Yarra Ranges is to provide fair and equitable access to parking spaces across the municipality. It must also protect the natural environment and the unique character of its towns and villages.

## 2. Parking Investigations and Area Wide Parking Precinct Plans

The Council's top priorities are safety, access, and traffic flow when considering parking in road reserves. Towns should be vibrant and focused on people. They should encourage socialising, commerce, and access to services. Parking should be managed to support this.

The Victorian Road Safety Road Rules 2017 outlines rules to promote safety, access and defines the different parking restrictions available to ensure consistency.

### 2.1 General Approach to Local Parking Issues

All parking areas will start as unrestricted and appropriate restrictions will only be added if necessary to provide overall benefit to the community and visitors. To align parking management with community needs, restrictions and infrastructure will be introduced based on a hierarchy in Figure 1. Supporting the entire hierarchy is a philosophy of education and awareness. Table 1 details each of these measures and their examples.

We aim for 85% parking usage during peak times before tightening restrictions. If usage falls below 15%, we consider easing them or reducing the level of control. Surveys conducted on weekdays and weekends will confirm occupancy, ensuring data-driven decisions.

Enforcement plays a key role in creating a safe, accessible, and fair parking environment for everyone and is undertaken across all levels of parking management controls. An underlying approach is education, applying discretion and working with the community is also undertaken, where appropriate, prior to enforcement.

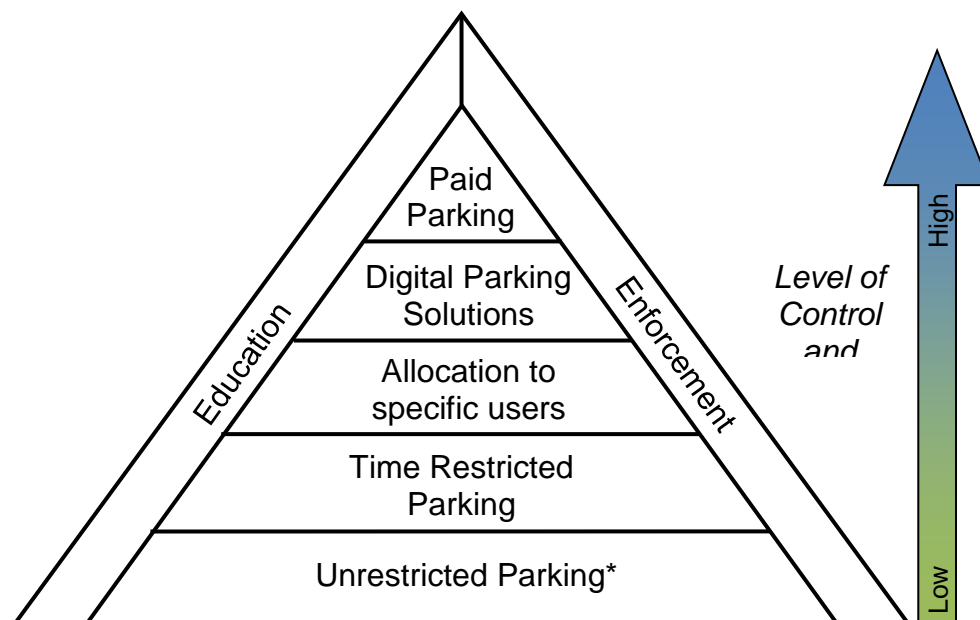


Figure 1: Hierarchy of Parking Management Controls

\* Unrestricted parking is still subject to the Victorian Road Safety Road Rules 2017

Table 1: Description of Parking Management Hierarchy Controls

Treatment	Description of Area and Treatment	Possible Examples of Suitable Areas
<b>Unrestricted Parking</b>	Areas of low parking demand where users can usually park close to their destination. These areas are still subject to the Road Rules to facilitate access and safety.	Residential streets Smaller shopping strips with low demand for parking
<b>Time Restricted Parking</b>	<p>Areas where time limits are installed (e.g. 30 minute, 1, 2 or 4 hour) to:</p> <ul style="list-style-type: none"> <li>• Enable a greater turnover of vehicles</li> <li>• Prevent all day/ commuter parking</li> <li>• Improve safety and traffic flow</li> </ul> <p>We will review specific restrictions as needed for each area based on land use. If necessary, we will enforce these time restrictions.</p>	<p>Shopping precincts or activity centres Key destinations Near train stations Near schools</p> <p><i>See Appendix 3 for examples of restrictions based on land usage.</i></p>
<b>Allocation to Specific Users</b>	Areas where there is a demand for specific needs, like: Accessible Parking, Loading Zone, Taxi Zone, Electric Vehicle Charging Zone, and Resident Permit Zone. These areas will be enforced when needed.	<p>Within a shopping precinct or key destination Near train stations</p> <p><i>See Appendix 4 for examples of different User Groups.</i> <i>See Appendix 5 for details on specific permit types.</i></p>
<b>Digital Parking Solutions</b>	Using real-time technology and signs, we can direct drivers to vacant parking spaces. This will make their experience better and reduce the number of cars circling for a spot.	<p>Townships or key destinations where there are multiple on or off-street parking areas</p> <p><i>See Appendix 6 for information on how Digital Parking Solutions are developed.</i></p>
<b>Paid Parking</b>	Tourist areas with high parking demand in peak times. Parking rates will depend on local availability and nearby alternatives.	<p>Town Centres Recreation Precincts</p> <p><i>Refer to Appendix 6 for details of how Paid Parking Treatments are developed.</i></p>

## 2.2 Decision Making Process for Changes to Parking Restrictions

The construction, layout and management of parking areas is carefully considered for each road and township based on individual needs of the area and needs to minimise negative impact to the nearby environment. Where appropriate, a range of restrictions will be provided to cater for the needs of people requiring short and longer term parking.



Changes to restrictions can be requested by the community, nearby landowners, or Council departments. This is often due to changes in land use or increased demand. When Council receives a complaint about a parking area or someone requests a change of the restrictions, the Council will first verify the issue, then identify its causes, and finally decide if a change is necessary. The process is described in Table 2 and a simplified flowchart in Appendix 2. The Council aims to do this quickly to reduce the impact on local businesses and the community.

Council Officers will decide on parking restrictions after consulting necessary stakeholders. This group may include property owners, community groups, ward Councillors, and the general public. For Digital Parking Solutions or Paid Parking, the decision will go to Council for approval. However, for safety-related restrictions, like those near schools, stakeholders will be informed but not consulted.

**Table 2: Process of Evaluating Changes to Parking Restrictions**

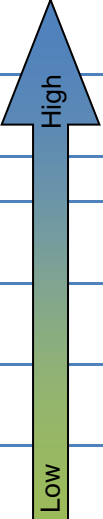
Stage	Details of Stage
<b>Identify what is the parking issue and who has identified the issue.</b>	Council Engineers investigate the background. They check for past complaints, land use changes, and enforcement levels.
<b>Evaluate parking occupancy and patterns to understand regular parking behaviour.</b>	The review will look at both weekdays and weekends, including busy times. If peak occupancy is usually below 15% or above 85%, we may need to change parking restrictions. This will follow the Hierarchy of Parking Allocation in Table 3. More enforcement can be requested if necessary.
<b>Develop a plan outlining the proposed restrictions and present it to relevant stakeholders.</b>	<p>The plan aims to support nearby land use and users based on parking needs. It will be designed to minimise negative the impact on nearby vegetation. It will also consider the specific requirements of diverse groups, such as those differing in culture, age, gender, or sexual orientation.</p> <p>Consultations will only involve local landowners for minor changes. Community groups, and the wider public will also be included for larger changes, and agencies like bus operators as needed. This ensures the proposed changes meet local needs.</p>
<b>Install proposed restrictions</b>	Following a stakeholder feedback the necessary signs will be installed. We'll also update stakeholders on any changes and provide and the timeline for the signage to be installed..
<b>Review Restrictions</b>	For small changes, landowners and stakeholders can give feedback on parking restrictions. If needed, further investigation may follow. For larger changes, like in townships, or when implementing technology or paid parking, a formal review occurs. This review, after 6 or 12 months, checks occupancy rates to evaluate effectiveness.

In larger areas or townships where restrictions along multiple streets are required, Council will create or update Parking Precinct Plans which will consider the parking needs of the residents, visitors and/or business holders. These plans are for areas with high parking demand. They will include a range of restrictions within 300 metres of a destination, about a 5-minute walk. This caters to both long and short-term parking needs of the community. Plans will only move to the next level of control if they can't maintain 85% occupancy after exploring all options. If parking occupancy regularly falls below 15%, restrictions can be eased or the level of control reduced.

## 2.3 Parking Restrictions for Specific Purposes

While on-street and off-street parking areas are limited, they will be managed as a shared resource and an area wide Parking Precinct Plan will be developed based on the available kerb space and requirements of the various users of the street or area. Restricting parking to facilitate safety, provide access and increase visibility and traffic movements will be the highest priority before the introduction of parking restrictions is considered. When restrictions are considered appropriate, land use will be considered and priority given to different parking user groups, as outlined in Table 3.

Table 3 Parking Allocation based on Conflicting User Groups

Level of Priority	User Group	Examples of Restrictions
	Safety of people, access and network efficiency	Restricting parking to enable safety, provide access and increase visibility and traffic movements.
	Public Transport Users	Introduce bus stops in suitable places. They must have enough space to enter and exit.
	Accessible Parking Spaces	Dedicated spaces close to amenities and services.
	Customers and Visitors	Providing a range of time restrictions based on the types of business and needs of users.
	Special Use (e.g. Vehicle Charging, Loading)	Dedicated spaces to meet the needs of special users groups.
	Residents and Business Staff	These are spaces to allow longer term parking needs to access the area.
	Park and Ride Commuters	Commuter parking is typically near train stations and provided by the relevant authorities.

On-street parking is open to everyone, as long as they follow road rules and restrictions. Spaces next to homes or businesses aren't reserved for their owners or occupants. Ideally, residents and business staff should park within private property and commuter parking is generally provided by the relevant authorities. However, this hasn't always been the case.



### 3. Education and Enforcement

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Our approach to education and enforcement aims to create a safe, accessible, and fair parking environment for everyone. By promoting responsible parking behaviours and shared responsibility, we aim to build a cooperative relationship with the community. This includes discouraging inappropriate use of on-street parking in residential areas, such as storing boats, caravans, or trailers, and encouraging private property parking where possible. In instances where misuse of on-street parking is identified, Council will seek to work with residents and users through warnings and education where possible. Enforcement of these spaces will only be undertaken if required.

#### Education and Community Engagement

Education is at the heart of our approach, ensuring residents, visitors, businesses, and schools understand their parking responsibilities. The Council actively works with schools to improve parking behaviour around school zones, enhancing student safety through awareness campaigns, signage, and patrols. Traders and business owners are also engaged to encourage responsible parking in commercial areas, ensuring fair access for customers and delivery vehicles.

Inappropriate use of on-street parking in residential areas, such as long-term storage of boats, caravans, or trailers is discouraged, with private property parking being preferred. When misuse of on-street parking in residential areas is identified, Council prioritises education and collaboration by providing guidance, issuing warnings, and working with residents before considering enforcement action.

#### Balanced Enforcement

While education is the primary focus, enforcement of parking restrictions is necessary to ensure public and road safety, maintain vehicle turnover and promote maximum use of public areas. Both Yarra Ranges Council Officers and the Police enforce parking restrictions. Council Officers use both manual and technology assisted methods to capture data and evidence of non-complaint parking. Officers always exercise judgement and discretion and only use technology to support their decision making.

All parking restrictions in the municipality can be enforced, but targeted enforcement is prioritised in locations where safety risks, overstays, or significant parking pressures are identified. Regular patrols focus on high-risk, high-demand areas such as school zones, business precincts, and tourist hotspots to ensure safe and efficient parking turnover.

All parking restrictions in the municipality can be enforced, but more targeted enforcement might be needed at certain times or places if unsafe behaviour or overstays are identified or parking issues are causing problems for nearby landowners.

The program ensures compliance with the *Road Safety Act 1986 (Vic)* and *Road Safety Road Rules 2017* through education, fair enforcement, and quick responses to public feedback. It manages parking resources efficiently to:

- **Enhance safety** for all road users, including pedestrians, cyclists, emergency services, and motorists.
- **Support local businesses** by prioritising parking turnover in busy areas.
- **Protect access to residential properties** by addressing parking demands and reducing disruptions.

- **Adapt to tourism impacts** by providing enough parking access in high-demand areas, especially during peak times, to support the local economy and minimise inconvenience for residents.

The program focuses on high-risk, high-demand, and high-turnover areas identified through Officer observations, public feedback and program data. Regular patrols of school zones and high demand areas ensure the safety of pedestrians. Targeted enforcement in business areas supports fair access to parking and efficient turnover, particularly during peak times.

Parking fines can be appealed with a valid reason. We review infringements under the Infringements Act 2006 and the appeals process is outlined on Council's website and on the back of infringement notices. Revenue from parking fines is used in the Council's overall budget for improvements across the municipality.

Through strategic planning, collaboration, and a focus on both community and visitor needs, enforcement strives to create a safer, more efficient, and sustainable parking environment that enhances the accessibility, safety and liveability in the municipality.

## **Appendices:**

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### **Appendix 1: A Snapshot of Yarra Ranges Council and its links to the Integrated Transport Strategy.**

#### **Snapshot of Yarra Ranges Council**

The Yarra Ranges is a large area with 157,000 residents spread across 55 communities, all near some of Australia's most beautiful natural environments. These communities include urban areas in the west like Lilydale and Mooroolbark, larger rural towns in the north and east like Healesville and Warburton, and smaller rural towns like Gladysdale and Menzies Creek. Many larger rural towns see a lot of tourists on weekends and holidays. About 90% of the population lives on just 9% of the land.

Some of the unique transport facts about the Yarra Ranges include:

- Around 73,577 residents are employed, but 60% leave the area daily for work.
- The population growth has been slow, and the area has an aging population. Those over 65 are expected to increase from 15% in 2016 to 21.2% by 2041.
- More local jobs are being created, with the proportion of residents working locally expected to grow from 40% to 50% by 2032.
- Tourism is mostly day trips (85%), with 3.7 million visitors in the year ending March 2020.

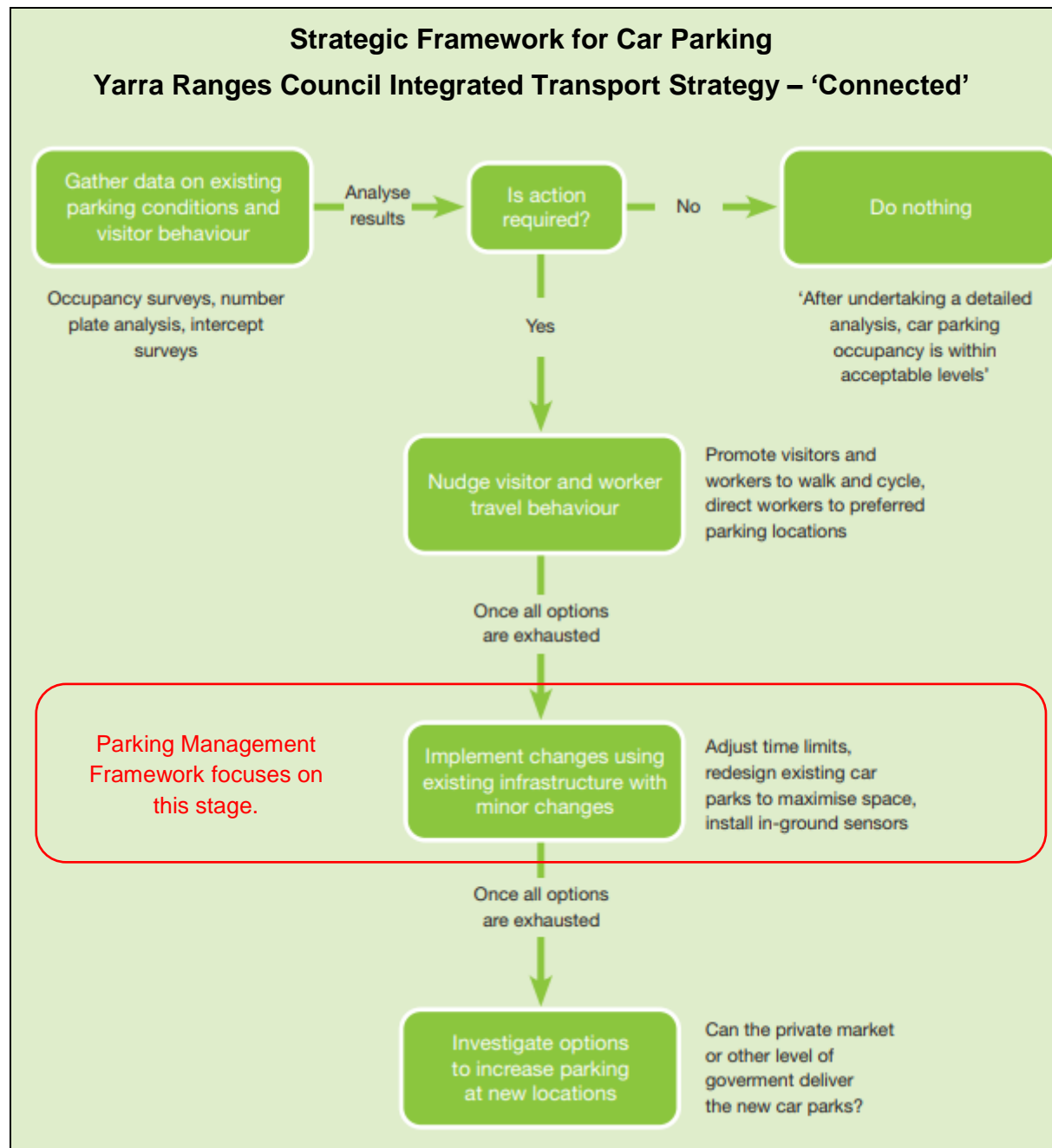
#### **Links with the Integrated Transport Strategy – ‘Connected’**

The Yarra Ranges community relies heavily on private cars, with 89% of work trips made by car. The Integrated Transport Strategy aims to reduce this to 70% by 2036 by improving public transport, walking, and cycling options. However, cars will still be the main mode of travel. This high car use causes traffic congestion and parking problems at busy times and popular places.

Community feedback during the strategy's development highlighted several concerns and desires:

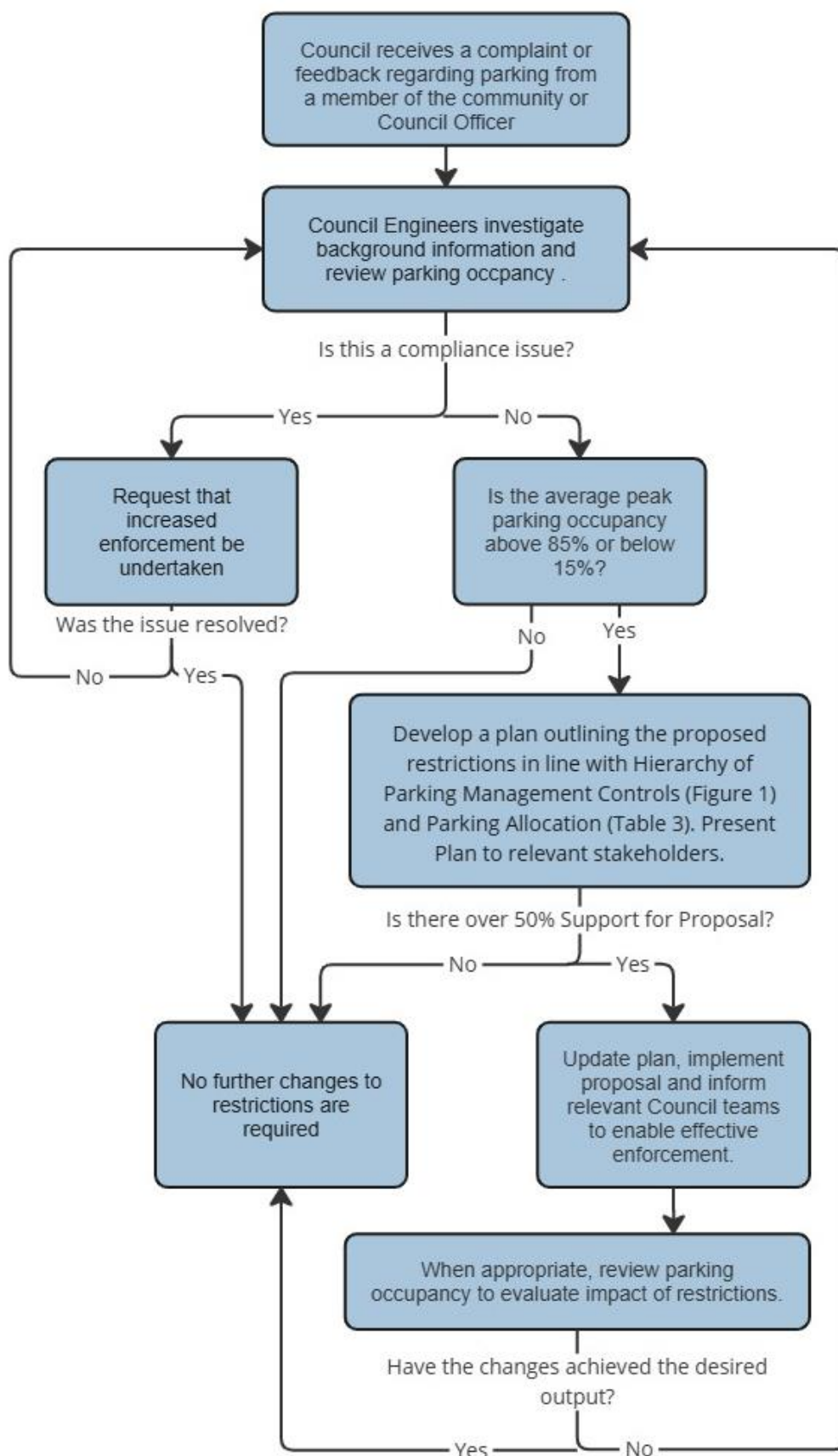
- People depend on cars for transport.
- There is frustration with traffic congestion and parking difficulties.
- There is a desire for better walking, cycling, and public transport options.
- Traffic congestion reduces the quality of life, and many expect it to worsen with population growth.

The Strategic Framework for Car Parking outlines the approach to parking issues. This Parking Management Framework details actions outlined in the third stage of the process like changing existing infrastructure and adding restrictions or support infrastructure. Improving roads and parking often leads to more car use, so parking improvements must be considered alongside ways to increase sustainable transport use. This ensures that other options are investigated prior to the construction of more parking areas.



## **Appendix 2: Flowchart of Parking Investigations**

All investigations of parking issues, irrelevant of size, will be based on the flowchart below.



### **Appendix 3: Examples of Parking Considerations Based on Land Use**

Parking controls will be introduced to meet the needs of different areas and land uses, following the Hierarchy of Parking Allocation in Table 3. These controls can be part of a smaller area investigation or a wider Parking Precinct Plan. Below are examples of common land uses, but each investigation area will be considered based on its specific needs.

Road Rules 165 – 213 within Part 12 of the Road Safety Road Rules 2017 (Vic) describe the various rules regarding parking. Victorian Legal Aid have also developed a simplified description of the common parking rules which is available at <https://www.legalaid.vic.gov.au/parking-laws#angle-parking>. Both Victoria Police and the Council can enforce these rules.

#### **Residential Area Parking**

Parking controls in residential areas, if required, aim to balance the needs of residents with those of the wider community who need street access and parking spaces. Other users include visitors, emergency vehicles, care workers, tradespeople, and public transport. In residential streets near shops, businesses, or train stations with high visitor, employee, and commuter parking demand, parking spaces can be managed through time-restricted parking and/or residential parking permits. More details on Local Resident Parking Permits are in Appendix 5.

#### **Commercial and Mixed-Use Retail Area Parking**

Parking controls in streets dominated by retail and commercial establishments should aim to support the viability and efficient operation of local businesses. The parking controls should enable a greater turnover or parking spaces closer to the destination and encourage the use of alternative parking options further away for longer term parking needs. Trader permits would only be considered appropriate where there is a high proportion of properties which have no possibility for on-site parking to be constructed or utilised and a dedicated area is provided within Council managed land. The application of Trader Permits are described in more detail in Appendix 5.

#### **Parking on Nature Strips and Verges**

Road Rule 197 in the Road Safety Road Rules 2017 (Vic) states that it is an offence to park on a nature strip in a built-up area.

Given the diverse nature of road reserves within the shire, discretion is applied by Council when enforcing this rule. Enforcement is typically carried out in response to complaints or where parking causes damage to Council assets and other services. When parking on nature strip issues are identified, it may be considered appropriate for Council to require the appropriate landowners to construct an indented parking bay to enable safe and legal parking to continue. In these instances, Council will work with the relevant landowners to outline the process and provide a clear timeframe.

Vehicles can legally park in indented parking bays that are part of a road. However, the construction of new indented parking bays is not funded by Council and must be funded by benefitting residents. If residents wish to build an indented parking bay on the nature strip, they must apply for a permit. Information about the application process and required plans is available on the Council's website.

It's important to note that, while these spaces are privately funded, they remain part of the road reserve. As such, they can be used by anyone and are not reserved exclusively for the resident.

### **Streets with Schools, Kindergartens, and Childcare Centres**

Parking for schools, kindergartens, and childcare centres should be off-street when possible. This design reduces conflicts between pedestrians, cyclists, and moving vehicles. If on-street parking is needed, suitable areas should be identified for staff, visitors, and parents dropping off or picking up children. Parking restrictions in nearby streets may be introduced to manage access, increase circulation, and maximise safety. When issues arise, the Council will engage the school community and nearby residents to review transport needs around the school. This review could include:

- Encouraging more walking and cycling to reduce traffic congestion and parking demand.
- Introducing safe drop-off and pick-up zones.
- Changing parking restrictions to reduce congestion.
- Ensuring neighbouring properties have adequate on-street parking.
- Dedicated staff parking should be provided off-street or in appropriately restricted areas.

### **Industrial Areas**

Parking in industrial areas should be off-street, in line with land use. If on-street parking is needed, restrictions may be introduced to:

- Provide safe access for road users and reduce road congestion, considering heavy vehicles.
- Balance the need for high-turnover, short-term restrictions near businesses with the need for longer-term parking.
- Support local business prosperity.

### **New Developments**

New developments including residential, commercial and industrial, must include pedestrian and vehicle access as outlined in the Yarra Ranges Planning Scheme. Adequate provision of parking and footpaths improve pedestrian access and reduce the need for parking within public areas. When developments require the construction of public or private roads, the road width and layout will also need to be consistent with the requirements of the Planning Scheme to provide adequate additional on-street parking facilities. The layout and provision of parking and roads will be assessed during the Planning Permit application process.

### **Parking Overlays**

A Parking Overlay is a planning tool that manages car parking at a precinct level, rather than on a site-by-site basis. It is used to address local parking challenges, such as high traffic congestion, rapid development, or increased parking demand in specific areas.

- A Parking Overlay can help balance parking supply and demand by:
- Identifying parking requirements – Determines areas subject to specific parking provisions.
- Setting parking rates – Establishes localised parking rates tailored to the precinct's needs.
- Providing design standards – Defines design requirements for parking spaces, ensuring functionality and accessibility.
- Facilitating financial contributions – Allows developers to contribute financially in place of providing on-site parking, which can be reinvested into local transport and parking improvements.



To introduce a Parking Overlay, Council must undertake a parking capacity analysis to support an amendment to the Planning Scheme. This process includes stakeholder consultation to ensure community and business needs are considered. Any proposed overlay would require Ministerial approval before being implemented.

### **Festival and Event Parking**

Organisers of all events and festivals on both public and private land must consider parking needs for its staff, volunteers and visitors. Parking and Traffic Management Plans may be required to reduce traffic impact and maximise pedestrian safety. This could include using shuttle buses, promoting public transport, walking, cycling, or creating temporary parking areas on private land. More information on organising an event is available on the Council's webpage.

## **Appendix 4: Details of Parking Restrictions for Specific User Groups**

The introduction of parking restrictions will follow the Hierarchy of Parking Allocation in Table 3. The needs of different user groups in a specific area will be considered separately for the Parking Precinct Plan based on land uses.

Under the Gender Equality Act 2020, the Council must consider the gender impact of its policies, programs, and services. This includes investigating different parking needs for different genders. For smaller investigations (e.g., streets or small areas), the plan must consider lighting, access, surveillance, demographics, and parking needs of likely users. Larger investigations (e.g., townships or Parking Precinct Plans) require a full Gender Impact Assessment. This includes people with different cultural identities, ages, gender identities, and sexual orientations. Consultations will encourage respondents to indicate these demographics to ensure a wide range of responses and assess variations among different groups.

### **Areas with No Stopping at Any Time**

Part 12 of the Road Safety Road Rules outlines where stopping is not permitted to maximise safety, access, and network efficiency. The Council will not usually install No Standing at Any Time signs unless there is high illegal parking activity or additional clarity is needed. These signs may also be installed to ensure the safety of specific road users (e.g., pedestrians, cyclists) or to facilitate safe and efficient traffic movements. This includes areas where parked vehicles would restrict traffic or reduce visibility.

### **Bus and Taxi Zones**

Designated parking zones for public bus services are generally introduced by the Department of Transport and Planning when upgrading a bus stop. Adequate space for entering and exiting the stop is included within the bus zone. Zones for other buses (e.g., tourist buses) can be investigated as needed. Taxi zones may be implemented in areas with high demand for taxis, such as train stations, town centres or shopping precincts.

### **Accessible Parking Spaces**

Accessible parking spaces are for people with significant mobility disabilities or injuries and users are required to have an Accessibility Parking Permit. These spaces provide more room to manoeuvre and cater to users' increased access needs. Private developments must provide these spaces according to the Building Code of Australia. The provision and location of accessible spaces in public on-street and off-street parking areas will be assessed based on community needs and available parking spaces. Time restrictions for accessible parking spaces will be considered in both smaller areas or wider Parking Precinct Plans and should be at least twice the time restriction for other spaces in the area.

### **Loading Zones**

Designated loading areas allow the pickup or delivery of goods or people close to their destination. Where possible, loading should occur within property boundaries to maximise safety and access. However, dedicated loading zones may be required on Council-managed land. These spaces will be spread out and located to ensure appropriate shared usage and convenience. Use of these zones must comply with Road Rule 179 in the Road Safety Rules 2017 (Vic).

### **Electric Vehicle Charging Zones**

The number of electric vehicles in Australia has grown rapidly and is expected to increase substantially. To support this, Yarra Ranges Council are working with providers to develop a network of publicly available charging stations. These will support visitors and residents with electric vehicles. Designated areas within the on-street network and Council-managed off-street parking areas are being identified in discussions with charging providers and nearby property owners. These spaces are signed to limit use only when charging. Time restrictions for charging may be required in high-demand areas. Formal leasing arrangements for the space may also be needed during implementation. The location of these spaces will be determined based on available charging infrastructure and balanced with access to other spaces in the area.

### **Parents with Prams and Seniors Parking Spaces**

Designated parking spaces for parents with prams or seniors are often provided in private shopping centres for their patrons. The Council will not introduce these restrictions on public land as they cannot be appropriately enforced.

### **Car Share Scheme Parking**

Currently, there are no car share scheme providers in Yarra Ranges Council. Introducing organised car share schemes in the future would increase transport options and reduce the need for private car ownership and parking. As these schemes are introduced, the Council will consider the need and location for dedicated parking spaces.

### **Roadside Trader Parking**

Designated spaces for roadside traders in public car parks may be provided in key locations (e.g., regional parks) to facilitate the sale of goods or services. These spaces are generally allocated to specific users based on short-term or long-term needs. They should be located to allow access without impacting traffic movement within the parking area. Appropriate sites must consider safety, lighting, accessibility, and likely visitation. Further details on permits will be in the Footpath and Roadside Trading Policy.

## **Appendix 5: Parking Permits for specific user groups**

Permits for specific user groups, like residents or traders, will be considered in area-wide parking investigations. These permits will be linked to vehicle registration numbers for effective management and enforcement. Permits can be transferred between users, but the Council must be informed of any changes. Accessibility Parking Permits are issued separately.

The permit application and management process of the different permits will be detailed on Council's webpage when the permits are available. Permit holders will be provided with access to an online portal enabling them to easily access and update vehicle registration or contact details. All Council managed permits will be able to be applied for online, via the phone or in person at Council's Community links.

### **Accessible Parking Permits**

In Victoria, people with significant mobility disabilities or injuries may be eligible for an Accessible Parking Permit. These permits must be clearly displayed when the owner uses the vehicle. There are different types of permits based on the level of mobility impairment:

- Australian Disability Parking (ADP) Permit (for individuals): Linked to an individual, allowing parking in accessible spaces or regular bays for double the usual time. Issued short-term or long-term based on the user's condition.
- Australian Disability Parking (ADP) Permit (for organisations): Linked to a specific vehicle, allowing it to park in accessible spaces or regular bays for double the usual time if carrying an eligible person.
- Double Time (DT) Permits for individuals: A Victorian permit allowing parking in a standard bay for double the restricted time. It cannot be used for accessible spaces or interstate.

These permits are managed by the state government through the Transport Victoria webpage and information provided at <https://accessibleparking.vic.gov.au/permits> . If an application is successful, the Council will be notified, and the permit will be mailed to the applicant.

### **Local Resident Parking Permits**

A Local Resident Parking Permit allows vehicles to park for unlimited periods within a designated Local Resident Parking Permit zone. These zones are small areas where there is a conflict between the parking needs of residents and other long term users such as commuters. These zones will be identified on the permit and generally shared with timed restrictions for public use. The permit does not guarantee a parking space and holders are still subject to other parking restrictions and road rules.

Local Resident Parking Permits will be linked to vehicle registration numbers and have the following features:

- Specific validity dates, requiring renewal after expiry.
- Valid only in the specified zone and corresponding signage.
- Not for use by heavy or long vehicles, caravans, boats, motor homes, trailers, buses, or earthmoving equipment.
- Must not be leased, rented, loaned, or sold to anyone not associated with the address.
- Can be transferred between vehicles with Council confirmation.

Each property can receive some permits free of charge and additional permits may be available for a fee. Provision of temporary or visitor permits may also be offered based on the nearby restrictions. Details of zones, free permits, and costs will be in the individual Parking Precinct Plan, if it is considered appropriate based on the number of properties and available parking areas.

To be eligible, applicants must provide proof of residency (e.g., rates or utility bill, or a letter from the owner or agent) and vehicle details linked to the address. Permits will not be issued to non-resident property owners or short-term rental tenants. Residents of new dwellings constructed after January 2025 will not be eligible for a Local Resident Parking Permit due to increased reliance on on-street parking.

### **Free Parking Permit for Residents and Landowners in Paid Parking Areas**

This permit allows any resident and landowner of Yarra Ranges Council to park for free in all areas across the municipality with paid parking infrastructure. Users must still follow time and parking restrictions in the zone and other road rules.

The permit will be linked to vehicle registration numbers and have the following features:

- Specific validity dates, requiring renewal after expiry.
- Valid only in areas managed by Yarra Ranges Council. Private paid parking areas still require payment.
- Not for use by heavy or long vehicles, caravans, boats, motor homes, trailers, buses, or earthmoving equipment.
- Must not be leased, rented, loaned, or sold to anyone not associated with the address.

Residents and landowners must apply for a permit before using the paid parking area or within a 24 hour time period of parking. Users must provide vehicle license plate details during the application process to enable the vehicle to park for free. A maximum of three permits will be issued free per residence, with additional permits considered as needed. Non-resident landowners can receive up to three permits, regardless of the number of properties owned.

To be eligible, applicants must provide proof of ownership or residency (e.g. rates or utility bill, or a letter from the owner or agent) and vehicle details linked to the address. Permits will not be issued to short-term rental tenants.

### **Trader Parking Permits**

A Trader Permit allows vehicles to park for unlimited periods within designated Trader Permit Parking Zones. These areas may be for permit holders only or shared with timed restrictions for the public. The permit does not guarantee a parking space. Holders must still follow other parking restrictions and road rules.

Trader Permits will be issued to business owners based on business size and available parking. Details will be in the Parking Precinct Plan. To be eligible, business owners must:

- Provide a registered Australian Business Number or Business Name and appropriate licenses.
- Be authorised to apply on behalf of the business.
- Confirm the business is within the specific parking zone.
- Confirm the business is not linked to a residence on the same property.

- Show there is no adequate on-site parking or access to private parking.

Trader Permits must only be used by business staff and not leased, rented, loaned, or sold. No fees should be charged for using the permit. Permits can be transferred between users, but the Council must be informed of changes.

A Trader Permit will also allow permit holders to park for free in paid parking areas within the relevant zone described in the Parking Precinct Plan however they will be required to obey the parking restrictions.

Volunteer, recreational or community organisations in the relevant parking zone can also access Trader Permits for their members, where appropriate, as outlined in the relevant Parking Precinct Plan.

### **Construction Parking Permits**

A Construction Parking Permit allows workers on smaller projects (one to twelve weeks) to park in restricted areas. Up to four permits may be issued per site and can be transferred between users. Costs will be based on restrictions and paid parking requirements, detailed in the Parking Precinct Plan.

These permits are valid for construction-related vehicles under 7.5 meters in length and 4.5 tonnes in weight. They are not for private passenger vehicles, motor homes, caravans, boats, or earth-moving equipment. Extensions can be requested if works are not completed on time, but extra costs may apply.

### **Other Permits Managed by State Government**

The Department of Transport and Planning manages other permits through the Transport Victoria webpage which do not relate to parking. These include:

- Authority to drive in hazardous areas (e.g., alpine areas during snow season).
- Carnival or procession permits for float vehicles.
- Club permits for approved club members to drive cars up to 45 or 90 days per year.
- Rally permits for vehicles in Motorsport Australia affiliated club rallies.
- Unregistered vehicle permits for limited road travel.

More information is available at Transport Victoria at <https://transport.vic.gov.au/Road-rules-and-safety/Permits>.

## **Appendix 6: Implementation of Digital Parking Solutions and Paid Parking**

Digital parking solutions use sensors and cameras to track parking space occupancy. Real-time information is shown on signs to guide drivers to available spots. This technology reduces congestion and delays to drivers looking for available parking spaces.

Many businesses think paid parking will scare away customers. However, paid parking, particularly when integrated with digital solutions, can improve access by promoting vehicle turnover and making it easier for customers to find available spaces near their destination. When combined with appropriately set parking fees, which are regularly reviewed to maintain affordability and occupancy levels, paid parking can effectively optimise the use of limited spaces, ensuring more people can access businesses and supporting local economic activity.

The technology records how long vehicles stay in one place. It helps the Council gather data to confirm parking use and whether the appropriate restrictions are provided. It can be linked with enforcement to spot illegal activity or overstays, allowing officers to issue appropriate fines.

### **Considerations for Introducing Paid Parking and/ or Digital Parking Solutions**

Digital parking solutions and paid parking can be requested by the community but are usually started by the Council. They are used where they help manage high parking demand in a town or area. An investigation would involve multiple Council departments to consider:

- Locations suitable for digital parking and paid parking.
- Whether the parking is used by locals and/or visitors.
- Availability of private parking for residents, businesses, and visitors.
- Need for permits for residents, staff, and volunteers.
- Type of treatment and costs.
- Areas with different restrictions for various users.
- Appropriate parking costs for visitors.
- How the scheme can minimise negative impact on township character and nearby occupants.

When a paid parking trial project is proposed, details of the trial will be presented to Council and require their endorsement.

Paid parking is considered where there are many visitors which often results in parking issues. When paid parking is installed, alternative unrestricted parking areas may also be provided for businesses and visitors. Paid parking areas will have timed restrictions. Residents and landowners can get a Permit for Free Parking in Paid Areas, exempting them from fees but requiring adherence to parking rules. Details on the different permits are in Appendix 5.



## **Implementation and Review of Parking Fees**

A portion of rates paid by property owners goes to building and maintaining roads and parking. Parking fees in tourist areas help share these costs with visitors who don't pay rates. Thus, Yarra Ranges residents and landowners won't pay for parking in public areas.

When paid parking is considered appropriate, the initial parking fee rates will be set during the development of Parking Precinct Plans. These rates will be based on similar locations and community feedback. Rates will be reviewed regularly and adjusted to keep parking occupancy around 85%, ensuring some spots are always available. If occupancy is regularly above 85%, fees will rise; if below, fees will drop. Details on rates and payment arrangements will be in the Parking Precinct Plans, with clear signage for drivers. Council Officers will inform the community before changing rates. Payment options will include credit card or online payments.

An initial free parking period might be included in some areas for short stays or drop-offs. This will be assessed and added to the Parking Precinct Plan if needed.

In areas with paid parking, revenue will go back to the local community.