



Parking Management Policy

February 2020



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City of Port Phillip Parking Management Policy

Parking Management Policy

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This document was adopted by Council in February 2020 and was updated in May 2021 reflecting regulatory changes to Road Safety Road Rules 2017 (December 2020) which allow the use of ePermits instead paper permits. Based on this regulatory change Council is investigating implementing single-use, short-term, visitor and foreshore parking permits.

Changes as of May 2021 are identified in red text.

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1 Setting the scene

1.1 Background

We are at a defining moment in the City of Port Phillip’s history, with our current population projected to grow 41 per cent to 159,450 people by 2036 (*Victoria in Future 2019*). This population growth will impact the entire Port Phillip community, including residents, businesses and their employees and visitors.

In 2018, our Council adopted the Move, Connect Live: Integrated Transport Strategy 2018-28 (the Strategy) to address the challenges facing Port Phillip from a transport and liveability perspective, particularly as the population in and around our municipality grows. This strategy also sets a clear target for minimising car trips by providing real transport choices for residents, employees and visitors as outlined below:

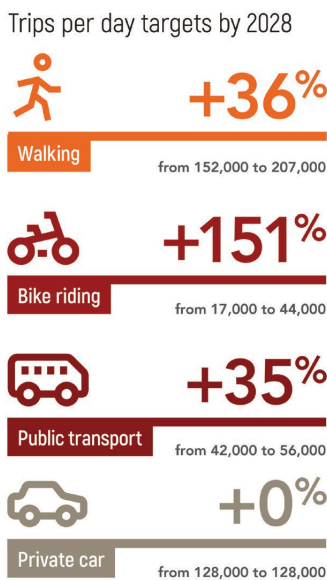


Figure 1: Mode share targets from Move, Connect Live: Integrated Transport Strategy

1.2 Why we need a Parking Management Policy

We want a City where residents, workers and visitors have lots of travel choices that support liveability, promote health and wellbeing and contribute to the City’s economic vitality.

We know the projected population growth will most notably be felt in our streets. Every additional car based in our City increases traffic congestion and the need for parking, as well as impacting the time spent travelling within and throughout Port Phillip.

With both the population and number of cars in the City of Port Phillip already rapidly growing (see Figure 2 below), now is the time for greater certainty around the ongoing provision, management and availability of carparking. This Policy aims to meet the needs of our City’s

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residents, employees and visitors, recognising that each person has their own set of needs, and that those needs change over time.

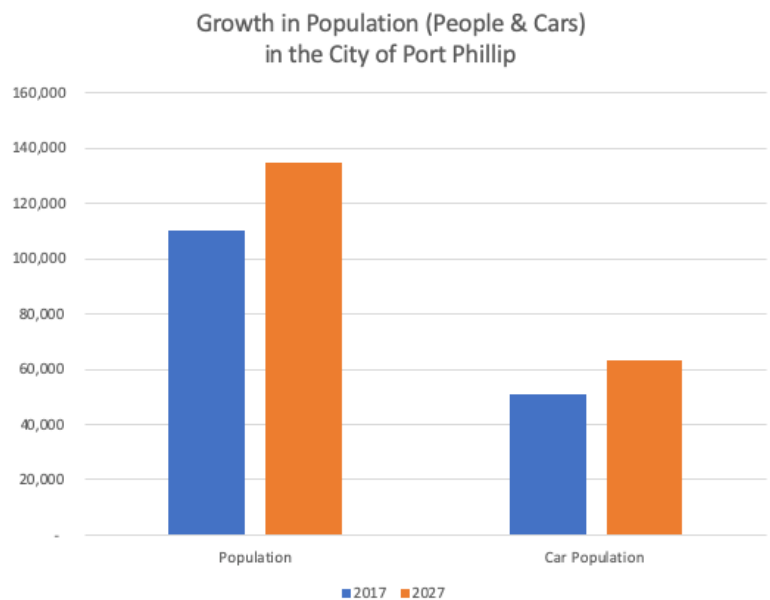


Figure 2: Projected growth of people and cars in the City of Port Phillip

1.3 Policy context

The Parking Management Policy (the Policy) will contribute to delivery of the Strategy outcome specifically related to parking management:

“Our community understands that parking is a limited and shared resource and works with Council to ensure fairest access. Council will deliver a program of changes to our parking management system to improve equity in carparking while also supporting the economic vitality of the City”.

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1.4 Outcomes and objectives

The Policy will provide a framework for the ongoing management of our existing 53,000 on-street and 4,000 Council-managed off-street spaces used for parking and storage of motor vehicles.

The overarching objectives of the Policy are to:

- address the City's existing and future growth and transport challenges.
- provide fairer and more reliable access to parking in all locations and at all times.

These will be delivered via four key settings:

- hierarchy of parking allocation
- parking availability targets
- demand responsive pricing
- Parking Permit management.

These settings will allow for ongoing monitoring and evaluation as well as transparent reporting.

The Policy further aims to be:

- clear and easy for the community and Council officers to interpret and apply.
- fair and reasonable in both the outcomes it achieves and how it is implemented.
- flexible to suit different circumstances across Port Phillip, and responsive to changing needs as the City grows.
- consistent with surrounding and other similar municipalities as far as practicable, while following best practice.
- realistic and practical to implement, including consideration of Council resources.

1.5 Challenges and considerations

There is a limited amount of public space in the City of Port Phillip and, as the population grows, demand on this finite space increases. As well as needing space to park and store an increasing number of vehicles, Council also needs to consider its community's desire for us to create and maintain a high level of liveability, mitigate the impacts of climate change and support greater transport choices.

Council recognises that with such a well-established street network, we have limited ability to increase capacity for on-street parking and traffic flow. We also recognise the benefits that other uses of kerb space can bring to the community and some kerb space will need to be converted from parking to accommodate these other uses over time.

In developing this policy, Council also considered:

Current use of parking spaces

On-street and Council-managed off-street car spaces in the City of Port Phillip are used by residents, employees and visitors to our businesses and shopping precincts to park and store vehicles. This Policy considers providing fair use of the on-street car spaces for all users.

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Broadening transport choices to better manage congestion

Using alternative transport options eases congestion on our streets and in public transport and improves local parking availability for those needing to use their cars. This Policy complements parallel actions to reallocate available public space to make alternative modes of transport more efficient and effective in the face of rapid population growth.

Access to parking when – and where – it’s needed most

Ensuring carparking is available to those who need it at the times they need it is critical to making our City liveable, easy to move around, and attractive to visitors. This Policy aims to make it easier for all drivers to find suitable parking when and where they need it.

1.6 Policy scope

The following aspects are within the scope of this Policy:

- All Council-managed on-street parking spaces, irrespective of whether they are signed, line-marked or regulated.
- All Council- managed off-street parking spaces.
- All Council-issued Parking Permits.
- All on-street parking signage and signage in Council-managed off-street carparks.

The following topics are outside the scope of the Parking Management Policy:

- The reallocation of street spaces to other uses.
- Off-street parking that is commercially operated or privately owned.
- Parking for bicycles (including e-bikes) or shared transport services.
- The Victorian Government’s *Congestion Levy Act 2005* and its impacts.
- Privately-owned parking.
- The Port Phillip Planning Scheme, including the Parking Provisions in Clause 52.06.
- Changes to specific on-street parking controls in response to individual parking issues.
- Developing additional Council-managed off-street parking areas.
- Increasing the total number of on-street parking spaces.
- Reducing the total amount of controlled parking.

1.7 Glossary of general terms

Term	Definition
Carparking	Leaving a car unattended somewhere.
Clearway	A location that cannot be used by any private vehicle for parking and typically only applies at specific times.

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Term	Definition
Commercial Parking Area	Commercial Parking Areas are typically not designated as specific Parking Areas but are generally accepted to be an area in which shorter time restrictions apply (typically four hours or less).
Eligible property <i>Occupants are eligible to apply for Parking Permits</i>	Residential dwellings built before 1 October 2002. Any renovations after 1 October 2002 must not have increased the number of dwellings on the property. Residential properties on a subdivided property where the subdivision has taken place before 1 October 2002.
Existing permit holders	Residents who reside at the same eligible property and held any number of current valid Resident, Visitor and / or Combined Parking Permits on the Policy implementation date.
Foreshore Parking Area	Designated paid parking areas along the foreshore where a Foreshore Parking Permit holder can park for the allowable time frame, without purchasing a ticket.
Ineligible property <i>Occupants are not eligible to apply for Parking Permits</i>	Residential properties built after 1 October 2002 that have increased the number of dwellings on a property. Residential properties on a subdivided property where the subdivision has taken place after 1 October 2002. Non-residential properties are not eligible for parking permits for example commercial properties.
New Applicant	Resident applying for permits at an eligible property for the first time after the Policy implementation date.
Non-residential property	A property that is not used predominantly for private residential purposes such as commercial use.
Paid parking	Paid parking requires a fee to be paid to park legally. Often there is a time and paid restriction applied together. If multiple restrictions apply to a space, they must all be complied with to park legally.
Parking Area	A Parking Area is a geographic area within which a single set of controls apply. These are legally applied and enforced in accordance with the Road Safety Road Rules 2017.
Parking availability	The percentage of car spaces available in a Parking Area or Parking Zone at a specific time.
Parking Permit	A Parking Permit provides the permit holder with permission to park in a designated permit holder parking area. Parking Permits have expiry dates. Some Parking Permits are only valid for a specific vehicle while others are transferrable.
Parking space (also parking bay)	A single parking space (or bay), usually line-marked. If unmarked, the exact number of bays within a Parking Zone depend on how closely vehicles are parked together. Parking spaces can be restricted to various vehicle type, user groups, time allowances or payment amounts.

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Term	Definition
Parking Zone	A Parking Zone is one or more parking spaces where the same parking restrictions apply. These are typically adjacent and moving a car within the Parking Zone does not restart the time restriction.
Premium spaces	These are highly sought-after convenient carparking spaces attracting high levels of use. In many cases, there is a time of the day or week during which the level of demand makes that space premium and not every premium space will be considered premium at all times.
Private vehicles	Any vehicle that is not a truck, trailer, bus, coach, towable caravan, vehicle over 7.5m in length or vehicle with a Gross Vehicle Mass (GVM) greater than 4.5 tonnes.
Reasonable walking distance	<p>As the City of Port Phillip considers 400 metres to be a reasonable walking distance for able-bodied people conducting most tasks, we have made that definition applicable to a car space within 400 metres of a destination, such as a bus stop, tram stop or train station. At an average pace of 1.2 metres per second, this takes about five minutes to walk.</p> <p>For other transport modes, a reasonable walking distance is typically defined as 800 metres for train stations and 400 metres from bus and tram stops.</p> <p>Specific tasks and different user groups, including people with a disability, will be provided for through accessible parking and other controls outlined in the Parking Management Policy.</p>
Resident	A person who lives at a Port Phillip residence and who provides documentary proof of current tenancy.
Residential Parking Area	A parking area that is designated as a Resident Parking Permit area.
Residential property	A property that is used predominantly for private residential purposes.
Timed parking	Timed parking can be legally used for the amount of time within the hours of operation displayed on the sign.
Unrestricted parking	Unrestricted parking is a type of Parking Zone that does not have any specific user, time or fee restrictions. An unrestricted parking sign is a plain green 'P' on a white background.
User-restricted parking	User-restricted parking is provided solely for use by specific users such as emergency vehicles, vehicles displaying a Disability Parking Permit, buses, freight vehicles and electric vehicles.

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2 Policy settings

2.1 Hierarchy of parking allocation

Our Council allocates available kerb space to types of parking that best reflect the needs of people in a specific street or area. This is a best practice, transparent approach that has been successfully utilised by us for many years.

Table 1: City of Port Phillip's hierarchy of parking allocation

User category	Typical types of parking
1. Safety for people	Legislation requires no stopping within: <ul style="list-style-type: none"> • 20 metres of a signalised intersection; or • 10 metres of an intersection; or • One metre of various items such as a fire hydrant; or • other locations determined by Council transport engineers (as indicated with signage). Council sometimes closes (or partially closes) an intersection to improve safety for all people using it.
2. Public transport stops	Legislation requires no stopping within: <ul style="list-style-type: none"> • 20 metres before a bus stop or tram stop • 10 metres after a bus stop. Public transport stops need to be in specific locations to meet community needs and operational requirements.
3. Property access	Legislation requires no stopping in locations that block access to properties unless stopping to drop off passengers (two-minutes only).
4. Disability Parking Permit zones	Disability Parking Permit zones, sometimes with a time restriction.
5. Drop off, pick up and deliveries	Designated 'drop off or pick up' zones such as loading zones or taxi zones.
6. Customers	A range of time-restricted and paid parking typically: <ul style="list-style-type: none"> • very short-term carparking: P5min – P30min • short-term carparking: 1P, 2P, 3P, 4P • car storage: Any restriction longer than 4P.
7. Car share services	Designated spaces for fixed-base car share vehicles, licensed by Council.
8. Businesses and local employees	Car storage options (4P+) available within a two-minute walk from key destinations. A small number (10-20 spaces) of premium spaces (up to 12P meter) available close to key destinations.
9. Residents and their visitors	2P with Resident Parking Permit holders exempted. 4P ticket area with Resident Parking Permit Holders being excepted; area 2P-4P Parking and permit zone all other times.
10. Commuters	Car storage options (4P+) available within a 2-10-minute walk from stations or council boundaries where there are few other parking demands. A small number (10-20 spaces) of premium spaces (up to 12P meter) available close to stations and cross-boundary destinations.

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2.2 Parking availability targets

Parking availability targets are used to ensure parking demand is managed across all times of day and to allow as many people as possible to have access to parking when and where they need it. The ideal availability target range depends on land uses in the area. Availability targets reflect the different needs people have based on whether they are in a residential, business or recreational area, and the typical parking restrictions that are applied.

The current parking availability targets shown below are used by Council as a guide and are not intended to be prescriptive. Please note: 20 per cent of car spaces available equates to one in five car spaces available for use.

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Table 2: City of Port Phillip parking availability targets

Parking category	Parking availability target range	Example	Reasoning
Premium carparking (less than 15 minutes)	25 to 50 per cent of car spaces available.	In a typical shopping strip outside a post office, between one in four and two in four of these premium carparking spaces are available across the day.	Premium carparking is required close to key destinations and is typically used for very short time periods, eg. drop off zones. It needs to be more available due to the sporadic nature of peak demands (typically across a day) and to provide additional manoeuvring space.
Short-term carparking (15 to 30 minutes)	10 to 25 per cent of car spaces available.	In a typical shopping strip outside a supermarket, between one in ten and one in four of these spaces are available across the day.	With this average availability, the average walking time from an available car space to any destination will be less than 30 seconds.
Medium-term carparking (30 minutes to four hours)	Up to 20 per cent of car spaces available.	In a typical shopping strip outside an office building, one in five spaces are available across the day.	With this average availability, the average walking time from an available car space to any destination will be less than one minute.
Long-term carparking (four hours or more)	Below 10 per cent of car spaces available.	In residential areas, one in ten car storage spaces are available across the day.	With this average availability, the average walking time from an available car space to any destination will be less than two minutes.
Premium long-term carparking (four hours or more)	10 to 25 per cent of car spaces available.	In residential areas a short distance away from commercial areas, between one in ten to one in four of these premium car storage spaces will be available across the day.	Premium car storage is required close to key destinations and facilities and needs to be more available due to the sporadic nature of peak demands (across the day, week and year).

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These targets reflect our community's expectation about finding a car space within a reasonable walking distance of their destination and acknowledge that a person's willingness to walk from a parking space is significantly influenced by the amount of time they expect to leave their car in the parking space.

Example

Someone using a 15 minute zone to quickly collect something does not want to walk very far to collect the item. Someone parking for the entire workday, however, is willing to walk further to find a car space that is cheaper or does not require the car to be moved several times.

2.2.1 Parking tiers and control types

Our Council typically uses the controls set out in Table 3 to maximise parking availability by encouraging high turnover of parking spaces in major activity centres (such as main streets and shopping strips) and low turnover in residential areas. As these controls are demand-based, new types of controls may be considered necessary in the future.

Council officers only apply the next tier of control if parking availability becomes an ongoing issue at specific times of the day, week or year, and the parking demand cannot be managed with the current tier of controls alone.

In Parking Zones where the availability target is exceeded, parking controls can be relaxed. Where parking availability is consistently lower than the target, the controls will need to be tightened.

Each parking tier can only be applied to the extent that it is relevant to the local context, particularly the surrounding land use context. For example, tightening Tier 3 (timed parking) controls is not appropriate in an area that most or all people need to stay at for long periods as this would likely have the counterproductive result of empty parking spaces.

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Table 3: Parking tiers and control types

Tier	Control type	Discussion
1. Unrestricted parking	Unmarked parking	The layout of parking spaces is formalised as each parking area gets busier and some drivers have difficulty parking efficiently unless spaces are marked out in some way.
	Defined parking without bay definition (but defined by signs at each end of the Parking Zone). Line-marked parking typically specifies a clear number of parking spaces in each Parking Zone by showing a boundary line for each parking space.	
2. User-restricted parking	Disability Parking Permit Zones	Some users need to park in very specific locations. User restrictions are applied to Parking Zones to provide the necessary availability of space for each user group. Some of these restrictions are governed by Australian or Victorian Government legislation. It may be appropriate to apply the user-based restrictions for specific times of the day, week or year.
	Bus stop	
	Loading Zone	
	Mail Zone	
	Car Share Zones	
	Emergency Vehicle Zone	
	Residential Parking Area Foreshore Parking Area	
3. Timed parking	2, 5, 15 and 30-minute parking	Time limits typically apply at specific times of the day or week. In some cases, timed parking controls can apply at all times.
	1, 2, 4 and 6-hour parking	
4. Paid parking	Various fees, typically paid per minute or hour	Fees for parking should only apply when and where parking availability is consistently below the target range. Fees are typically not applied to parking that is restricted to less than 15 minutes.
		Fees are set by time of day, typically in four specific time bands; morning, afternoon, evening and overnight.

These controls are applied based on variations in demand and availability on specific days. To apply the controls in the most logical and easy to understand way, Council Officers use available evidence to select which days of the week and at what times the controls should be applied.

Example
 Parking demand around schools typically peaks for 45 minutes at the start and end of the school day. Council Officers will evaluate each local situation when choosing the specific time periods that parking controls should be applied.

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Important notes

Every location starts at Tier 1 (unrestricted parking).

If demand increases such that parking is unavailable for some critical users, then Tier 2 (user-restricted parking) is applied at the location to address the demand.

If parking availability remains tight or is a broader issue for more than a single user group, then Tier 3 (timed parking) is applied.

If parking availability remains tight despite the time-based restrictions that are appropriate to the surrounding land uses, then Tier 4 (paid parking) is applied.

The appropriate tier balances community access and demand for the parking location.

Only the controls that apply seven days a week are applicable on public holidays, unless there is a specific note that a control applies on a public holiday.

If information indicates that the control applies on a particular day; for example, a parking sign stating that time restrictions apply on a Monday, these time restrictions do not apply on a public holiday on a Monday unless otherwise stated. When a public holiday falls on a weekend and a day in lieu has been declared by the Victorian Government, our Council will also apply this exemption rule on the day in lieu.

2.3 Demand responsive pricing

In some parts of Port Phillip, it is appropriate to charge a fee for parking to provide access to parking on fair terms, as well as producing revenue which can be used for improvements to roads and parking infrastructure.

Paid parking controls are based on variations in demand and availability on specific days. To apply paid controls in the most logical and easy-to-understand way, Council manages and prices on-street parking according to actual demand; that is, the parking availability targets outlined above. This ensures a fair and consistent pricing structure to maximise parking space turnover and improve parking availability.

If availability is consistently high, fees will be reduced. If availability is consistently more than five per cent above the target range, then fees will be increased.

There is no maximum fee cap per day other than that set by the time limit and hours of operation on each parking sign.

All paid parking controls are reviewed annually. Council Officers will proactively publish parking availability data and communicate with the community before making annual changes.

There is no upper limit to the tiers, because the upper tiers are only applied if parking availability is consistently low at the previous parking price tier.

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2.4 Parking Permit management

2.4.1 Residential Parking Areas

An area-based system for Resident Parking Permit holders has replaced the previous 'surrounding streets' model which restricted residential parking to a resident's street, cross-street or adjacent streets. The new parking areas will provide greater parking options for residents around where they live.

There are 35 Residential Parking Areas, as outlined in Figure 3 below, with each based on reasonable walking distance (400m) from a resident's property to their car as well as adjacent land uses. Where streets form the boundary of a Residential Parking Area, permit holders will be permitted to park on both sides of the street as long as they are still within the City of Port Phillip and not in a neighbouring municipality. Parking signs will indicate which permit holders from which Residential Parking Area can park on that street.

Example

In Figure 3 below, properties on the north side of Armstrong Street are in Residential Parking Area 24 while properties on the south side are part of Residential Parking Area 23.

Resident Parking Permit holders who live on the north side of Armstrong Street can park anywhere within Residential Parking Area 24 and both sides of Armstrong Street.

Resident Parking Permit holders who live on the south side of Armstrong Street can park anywhere within Residential Parking Area 23 and both sides of Armstrong Street.

This will be indicated by the parking signs in each street.

A Resident Parking Permit does not guarantee the availability of a parking space to the permit holder. Council Officers may declare that demand on specific days is likely to be high. In some instances, (such as during major sporting events) temporary parking restrictions may be applied to some spaces.

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Figure 3: Residential Parking Area map

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2.4.2 Parking Permit types and definitions

To simplify Parking Permit options, prioritise residential use in residential areas and legitimate, short-term recreational visitor use in high demand areas and to reduce misuse of Parking Permits, the changes outlined in Table 5 below have been made to Council’s Parking Permit types and definitions.

Important note

Unless specified in the table below, changes to Parking Permit types and definitions come into effect 1 July 2021 for new applicants and 1 July 2025 for existing permit holders.

Existing permit holders are residents who reside at the same eligible property and held any number of current valid Resident, Visitor and / or Combined Parking Permits on the Policy implementation date.

New applicants are residents applying for permits at an eligible property for the first time after the Policy implementation date.

Table 5: Parking Permit types and definitions

Prior to Policy implementation date		Effective:	
		1 July 2021 – new applicants*	
		1 July 2025 – existing permit holders	
		*Unless otherwise noted	
Permit type	Definition	Permit type	Definition
Agency Parking Permit	Allow an eligible worker to visit, by private vehicle, a residential property within the City of Port Phillip during the course of any day on official duties and be exempt from time-controlled and permit zone parking restrictions outside a residential property.	Community Service Parking Permit	No change proposed

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Prior to Policy implementation date		Effective:	
		1 July 2021 – new applicants* 1 July 2025 – existing permit holders *Unless otherwise noted	
Permit type	Definition	Permit type	Definition
Combined Parking Permit <i>Combined annual Resident and Foreshore Parking Permit</i>	A vehicle registration-based permit that functions as both a Resident Parking Permit and a Foreshore Parking Permit. Private vehicles displaying a valid Combined Parking Permit may park in their designated Residential Parking Area and City of Port Phillip Foreshore Parking Areas and be exempt from time-controlled, permit zone, paid parking and 'No Stopping Anytime – Permit Holders Exempted' parking restrictions.	No change until an ePermit solution is in place. Following the implementation of ePermits Combined Permits will be replaced by Resident Parking Permit (if eligible) and single-use, short-term Foreshore Parking Permits. Note: effective with implementation of ePermits for new applicants and existing permit holders.	No change until an ePermit solution is in place. Following the implementation of single-use, short-term ePermits this Permit type will no longer be applicable.
Community Service Parking Permit	Allow an eligible worker to visit, by private vehicle, a residential property within the City of Port Phillip during the course of any day on official duties and be exempt from time-controlled and permit zone parking restrictions outside a residential property.	Community Service Parking Permit	No change proposed

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Prior to Policy implementation date		Effective:	
		1 July 2021 – new applicants* 1 July 2025 – existing permit holders *Unless otherwise noted	
Permit type	Definition	Permit type	Definition
Disabled Persons Parking Permit <i>For individuals; temporary permit</i>	Vehicles displaying a Disabled Persons Parking Permit can park in any designated accessible parking space as per Victorian Government legislation. Temporary permits are valid for a period of three years.	Effective 22 March 2021 Disability Permits are now managed by VicRoads via the Department of Transport.	Not applicable
Disabled Persons Parking Permit <i>For individuals; permanent permit</i>	Vehicles displaying a Disabled Persons Parking Permit can park in any designated accessible parking space as per Victorian Government legislation. Permanent permits do not have an expiration date.	Effective 22 March 2021 Disability Permits are now managed by VicRoads via the Department of Transport.	Not applicable
Disabled Persons Parking Permit <i>For organisations; temporary permit</i>	Allows an eligible worker to visit, by private vehicle, a residential property within the City of Port Phillip during the course of any day on official duties and be exempt from time-controlled and permit zone parking restrictions outside a residential property.	Effective 22 March 2021 Disability Permits are now managed by VicRoads via the Department of Transport.	Not applicable

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Prior to Policy implementation date		Effective:	
		1 July 2021 – new applicants* 1 July 2025 – existing permit holders *Unless otherwise noted	
Permit type	Definition	Permit type	Definition
Foreshore Club Parking Permit	Any resident or member of an approved foreshore club or association shall be eligible to display a Foreshore Club Parking Permit, which exempts the holder from paying the appropriate fee at designated foreshore paid parking areas. Parking time limits must still be obeyed.	Foreshore Club Parking Permit	No change proposed

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Prior to Policy implementation date		Effective:	
		1 July 2021 – new applicants* 1 July 2025 – existing permit holders *Unless otherwise noted	
Permit type	Definition	Permit type	Definition
Foreshore Parking Permit	Private vehicles displaying a valid Foreshore Parking Permit are exempt from paying the fee at designated paid Foreshore Parking Areas. Parking time limits must still be obeyed.	<p>No change until an ePermit solution is in place.</p> <p>Following the implementation of ePermits the annual permit will be replaced with single-use short-term Foreshore Parking Permits</p> <p>Note: effective with implementation of ePermits for new applicants and existing permit holders.</p>	<p>No change until an ePermit solution is in place.</p> <p>Each permit allows vehicles to park in paid parking areas along Beach Road and designated foreshore car parks, for the allowable time frame and without purchasing a ticket.</p> <p>Following the implementation of ePermits the annual permit will be replaced with single-use, short-term permits purchased in smaller amounts.</p> <p>Residential properties will be able to purchase a maximum of 60 Foreshore Parking Permits every two months up to a maximum of 360 permits per year from the date of purchase.</p>
Musicians Loading Permit	Allows the permit holder to park in loading zones adjacent to a music venue registered with Music Victoria for the purpose of loading or unloading equipment, exempt from time restrictions and paid parking fees.	Musicians Loading Permit	No change proposed

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Prior to Policy implementation date		Effective:	
		1 July 2021 – new applicants* 1 July 2025 – existing permit holders *Unless otherwise noted	
Permit type	Definition	Permit type	Definition
Party Parking Permit	Private vehicles displaying a valid Party Parking Permit are exempt from time-controlled, permit zone, paid parking and 'No Stopping Anytime – Permit Holders Exceeded' parking restrictions in the relevant Residential Parking Area.	No longer available <i>Post implementation of ePermits use single-use short-term Visitor Parking Permits (if eligible) or Temporary Parking Permit</i>	Not applicable
Resident Parking Permit	<p>A vehicle registration-based permit that allows private vehicles displaying a valid Resident Parking Permit to park in their designated Residential Parking Area and be exempt from time-controlled, permit zone, paid parking and 'No Stopping Anytime – Permit Holders Exceeded' parking restrictions.</p> <p>Resident Parking Permit definition and provisions include Visitor and Combined Parking Permits.</p>	Resident Parking Permit <i>Note: definition changes effective with implementation of ePermits for new applicants and existing permit holders.</i>	<p><i>No change until an ePermit solution is in place.</i></p> <p><i>Definitions and provisions will change following ePermit implementation to:</i></p> <p>A vehicle registration-based permit that allows private vehicles with a valid electronic Resident Parking Permit (ePermit) to park in their designated Residential Parking Area and be exempt from time-controlled, permit zone, paid parking and 'No Stopping Anytime – Permit Holders Exceeded' parking restrictions.</p> <p>and will exclude Visitor or Combined Permits.</p>

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Prior to Policy implementation date		Effective:	
		1 July 2021 – new applicants* 1 July 2025 – existing permit holders *Unless otherwise noted	
Permit type	Definition	Permit type	Definition
Temporary Parking Permit	<p>A Temporary Parking Permit allows people or organisations to park in specified areas for a short-term period for:</p> <ul style="list-style-type: none"> • publicity events • filming • commercial or residential relocation (free of charge for residential relocation) • goods and material deliveries • short-term relocation (up to three (3) days maximum). <p>Vehicles displaying a current Temporary Parking Permit may be exempt from time restrictions (green signs), paid parking areas and permit zones.</p> <p>Vehicles displaying a Temporary Parking Permit are not exempt from clearways, No Stopping Areas and other red parking signs and statutory regulations.</p> <p>Council does not reserve car spaces for Temporary Parking Permit holders.</p>	Temporary Parking Permit	Expanded to include party guests and tradespeople.

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Prior to Policy implementation date		Effective:	
		1 July 2021 – new applicants* 1 July 2025 – existing permit holders *Unless otherwise noted	
Permit type	Definition	Permit type	Definition
Tradesperson Parking Permit	Private vehicles displaying a valid Tradesperson Parking Permit are exempt from time-controlled, permit zone, paid parking and 'No Stopping Anytime – Permit Holders Excepted' parking restrictions in the relevant Residential Parking Area.	<p>No change until an ePermit solution is in place.</p> <p>Following the implementation of ePermits this will be replaced with single-use, short-term use Visitor Parking Permits (if eligible) or Temporary Parking Permits</p>	<p>No change until an ePermit solution is in place.</p> <p>Following the implementation of single-use, short-term ePermits this Permit type will no longer be applicable.</p>
Visitor Parking Permit	A transferrable permit that allows private vehicles displaying a valid Visitor Parking Permit to park in the permit holder's designated Residential Parking Area and be exempt from time-controlled, permit zone, paid parking and 'No Stopping Anytime – Permit Holders Excepted' parking restrictions.	<p>No change until an ePermit solution is in place.</p> <p>Following the implementation ePermits the annual permit will be replaced with single-use, short-term Visitor Parking Permits</p> <p>Note: effective with implementation of ePermits for new applicants and existing permit holders.</p>	<p>No change until an ePermit solution is in place.</p> <p>Following the implementation of ePermits the annual permit will be replaced with single-use, short-term permits purchased in smaller amounts.</p> <p>Residential properties will be able to purchase a maximum of 60 Visitor Parking Permits every two months up to a maximum of 360 permits per year from the date of purchase.</p> <p>Each permit allows a vehicle to be parked in the relevant Residential Parking Area for up to 24 hours.</p>

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2.4.3 Parking Permit provisions

In many locations across our City, there are now significantly more Parking Permits issued than there are available spaces.

This has led to residents finding it difficult to find a space close to where they live, which has prompted changes to Parking Permit provisions. These changes are designed to better manage and respond to supply and demand and to promote use of existing off-street parking resources to reduce pressure on local parking availability.

Parking Permit provisions will be reduced for residents with off-street carparking accessed by a driveway directly from the street to the property, as driveways remove kerb space that could otherwise be utilised for car spaces from the local on-street supply.

Important note

Rear access laneways will not be taken into account in parking provision assessments, since only residential properties with a driveway from the street reduce the availability of on-street parking.

In cases where residents cannot use their off-street parking spaces due to size restrictions or because the space has been converted for other uses, residents can request Council remove the driveway and replace it with an on-street parking space. Eligible residential properties will then be able to apply for the full provision of Resident Parking Permits.

Changes to Parking Permit provisions are outlined in Table 6 for existing permit holders and Table 7 for new applicants below.

Important note

Existing permit holders are residents who reside at the same eligible property and held any number of current valid Resident, Visitor and / or Combined Parking Permits on the Policy implementation date.

New applicants are residents applying for permits at an eligible property for the first time after the Policy implementation date.

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Table 6: Parking Permit provisions – existing permit holders

Property type	Provision prior to 30 June 2021	Provision effective 1 July 2021, and then following ePermits implementation	Provision effective 1 July 2025
Higher density developments and single dwellings on a lot built prior to 1 October 2002.	Maximum of three annual Resident Parking Permits (includes Resident, Visitor and Combined Parking Permits), including maximum of two annual Visitor Parking Permits, and maximum of three annual Foreshore Parking Permits.	No change until an ePermit solution is in place. Following the implementation of ePermits: The same number of Residential or Visitor Permits as held before 1 July 2021 up to a total of three permits (includes maximum of two Visitor permits). and up to 360 single-use, short-term Foreshore Parking Permits per year, and Temporary Parking Permits as needed. Annual Visitor Parking Permits may be substituted by 360 single-use, short-term Visitor Parking Permits per year.	Maximum of two annual Resident Parking Permits, and up to 360 single-use, short-term Visitor Parking Permits per year, and up to 360 single-use, short-term Foreshore Parking Permits per year, and Temporary Parking Permits as needed.
Single dwelling on a lot with a driveway (crossover) less than or equal to six metres in width. <i>Removes one on-street car space from local supply.</i>	As above	As above	Maximum of one annual Resident Parking Permit (excludes Visitor and Combined Parking Permits), and up to 360 single-use, short-term Visitor Parking Permits per year, and up to 360 single-use, short-term Foreshore Parking Permits per year, and Temporary Parking Permits as needed.
Single dwelling on a lot with a	As above	As above	Zero annual Resident Parking Permits, and

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driveway (crossover) more than six metres in width. <i>Removes two on-street car spaces from local supply.</i>			up to 360 single-use, short-term Visitor Parking Permits per year, and up to 360 single-use, short-term Foreshore Parking Permits per year, and Temporary Parking Permits as needed.
Higher density developments built prior to 1 October 2002 with a driveway (crossover).	As above	As above	Maximum of one annual Resident Parking Permit which excludes Visitor and Combined Parking Permits, and up to 360 single-use, short-term Visitor Parking Permits per year, and up to 360 single-use, short-term Foreshore Parking Permits per year, and Temporary Parking Permits as needed.

Table 7: Parking Permit provisions – new applicants

Property type	Provision prior to 30 June 2021	Provision effective 1 July 2021 and then following ePermits implementation
Higher density developments and single dwellings on a lot built prior to 1 October 2002.	Maximum of three annual Resident Parking Permits (includes Resident, Visitor and Combined Parking Permits), including maximum of two annual Visitor Parking Permits, and maximum of three annual Foreshore Parking Permits.	Maximum of two annual Resident Parking Permits (includes Combined Parking Permits), and maximum of one annual Visitor Parking Permit, and maximum of one annual Foreshore Parking Permit. Following the implementation of ePermits: Maximum of two annual Resident Parking Permits (excludes Combined Parking Permits), and up to 360 single-use, short-term Visitor Parking Permits per year, and

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Property type	Provision prior to 30 June 2021	Provision effective 1 July 2021 and then following ePermits implementation
		Up to 360 single-use, short-term Foreshore Parking Permits per year, and Temporary Parking Permits as needed.
Single dwelling on a lot with a driveway (crossover) less than or equal to six metres in width. <i>Removes one on-street car space from local supply.</i>	As above	Maximum of one annual Resident Parking Permit (includes Combined Parking Permit), and maximum of one annual Visitor Parking Permit, and maximum of one annual Foreshore Parking Permit. Following the implementation of ePermits: Maximum of one annual Resident Parking Permit (excludes Combined Parking Permit), and up to 360 single-use, short-term Visitor Parking Permits per year, and up to 360 single-use, short-term Foreshore Parking Permits per year, and Temporary Parking Permits as needed.
Single dwelling on a lot with a driveway (crossover) more than six metres in width. <i>Removes two on-street car spaces from local supply.</i>	As above	Zero annual Resident Parking Permits, and maximum of one annual Visitor Parking Permits, and maximum of one annual Foreshore Parking Permits. Following the implementation of ePermits: Zero annual Resident Parking Permits and up to 360 single-use, short-term Visitor Parking Permits per year, and

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Property type	Provision prior to 30 June 2021	Provision effective 1 July 2021 and then following ePermits implementation
		up to 360 single-use, short-term Foreshore Parking Permits per year, and Temporary Parking Permits as needed.
Higher density developments built prior to 1 October 2002 with a driveway (crossover).	As above	Maximum of one annual Resident Parking Permit (excludes Visitor and Combined Parking Permits), and maximum of one annual Visitor Parking Permits, and maximum of one annual Foreshore Parking Permits. Following the implementation of ePermits: Maximum of one annual Resident Parking Permit (excludes Visitor and Combined Parking Permits), and up to 360 single-use, short-term Visitor Parking – Permits per year, and up to 360 single-use, short-term Foreshore Parking Permits per year, and Temporary Parking Permits as needed.

2.4.4 Parking Permit pricing structure

To encourage understanding of the true value of Resident Parking Permits and further manage increasing demand across the City, a tiered pricing structure for Resident Parking Permits will be utilised.

With this approach, the first Resident Parking Permit can be purchased at a reduced price compared to the second and third permits (while available).

Changes to Parking Permit pricing are outlined in Table 8 below. Parking Permit pricing will be set by Council through the fees and charges as part of the annual budget process.

Important note
Changes to Parking Permit pricing come into effect 1 July 2021 for new applicants and existing permit holders.

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Table 8: Parking Permit pricing

Prior to Policy implementation date		Effective 1 July 2021	
Permit type	Fee	Permit type	Fee
Agency Parking Permit	\$0 (free)	Community Non-Profit Parking Permit	\$0 (free)
Combined Parking Permit <i>Combined annual Resident and Foreshore Parking Permit</i>	\$122 per annum	Combined Parking Permit <i>Combined annual Resident and Foreshore Parking Permit</i> Following the implementation of ePermits this permit type will no longer be available.	\$126 Following the implementation of ePermits: Not applicable
Community Service Parking Permit	\$0 (free)	Community Services Parking Permit	\$0 (free)
Disabled Persons Parking Permit <i>For individuals; temporary permit</i>	\$0 (free)	Effective 22 March 2021 Disability Permits are now managed by VicRoads via the Department of Transport.	Not applicable
Disabled Persons Parking Permit <i>For individuals; permanent permit</i>	\$0 (free)	Effective 22 March 2021 Disability Permits are now managed by VicRoads via the Department of Transport.	Not applicable
Disabled Persons Parking Permit <i>For organisations; temporary permit</i>	\$0 (free)	Effective 22 March 2021 Disability Permits are now managed by VicRoads via the Department of Transport.	Not applicable
Foreshore Club Parking Permit	\$102 per annum	Foreshore Club Parking Permit	\$110 per annum

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Prior to Policy implementation date		Effective 1 July 2021	
Permit type	Fee	Permit type	Fee
Foreshore Parking Permit	\$61 per annum	Foreshore Parking Permit Following the implementation of ePermits the annual permit will be replaced with single-use short-term Foreshore Parking Permits.	\$63 per annum Following the implementation of ePermits: \$13 per 30 single-use, short-term permits. \$156 for 360 single-use, short-term permits in total.
Musicians Loading Permit	\$81 per annum	Musicians Loading Permit	\$110 per annum
Party Parking Permit	\$6 per day	No longer available – use Visitor Parking Permits (if eligible) or Temporary Parking Permit. Post implementation of ePermits use single-use short-term Visitor Parking Permits (if eligible) or Temporary Parking Permit.	Not applicable
Resident Parking Permit	\$83 per annum	Resident Parking Permit	\$85 per annum Following the implementation of ePermit solution: \$60 - first permit \$120 - second permit \$120 - third permit Third permit only available for existing permit holders until 30 June 2025.
Temporary Parking Permit	\$40 per day plus \$92 administration fee	Temporary Parking Permit	\$60 per day including administration fee

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Prior to Policy implementation date		Effective 1 July 2021	
Permit type	Fee	Permit type	Fee
Tradesperson Parking Permit	\$11 per day	No change until ePermit solution in place. Post implementation of ePermits use single-use short-term Visitor Parking Permits (if eligible) or Temporary Parking Permit.	\$57 per week Following the implementation of ePermit solution: Not applicable
Visitor Parking Permit	\$112 per annum	Visitor Parking Permit No change until an ePermit solution is in place. Following the implementation ePermits the annual permit will be replaced with single-use, short-term Visitor Parking Permits	\$120 for an annual Visitor Parking Permit (if eligible) Following the implementation of ePermits: \$10 per 30 single-use, short-term permits \$120 for 360 single-use, short-term permits in total

2.4.5 Concession Card holder discounts

The following Concession Card holders are entitled to receive their first annual Resident Parking Permit or Visitor Parking Permit or Foreshore Parking Permit (or 360 Visitor Parking – single-use short-term Permits or 360 Foreshore Parking – single-use short-term Permits when an ePermit solution is in place) free of charge with subsequent permits charged at half price:

- Pensioner Concession Card – issued by Centrelink, Department of Health and Human Services or Department of Veterans’ Affairs
- Health Care Card issued by Centrelink or Department of Health and Human Services
- Commonwealth Seniors Health Card issued by Department of Health and Human Services
- Department of Veterans’ Affairs (DVA) Gold Card – War Widow (WW) or Totally and Permanently Incapacitated (TPI).

2.4.6 Applying for permits

Applications for permits are required to be in writing or online via the prescribed forms. Documentation and payment must accompany each application.

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If a private vehicle is registered to a company or organisation then a letter, on company letterhead, is to be provided stating that the vehicle is driven primarily by the applicant and parked overnight at a specific City of Port Phillip residential address.

New tenants or owners of a residential property may be required to complete a statutory declaration where permits were held by previous tenants or owners who have now vacated the residential property. These previously issued permits will need to be cancelled for the current application to be processed within the Resident Parking Permit limit.

Applications for Foreshore Club Parking Permits must be made via the prescribed form and, for non-resident members of authorised foreshore clubs or associations, include the signature of an office bearer of the club and include the club seal.

Applications for Community Services Parking Permits must be made in the form of a letter, on official letterhead of the organisation in question, and include the names and registrations of all applicable vehicles. A clear statement explaining the nature of the request is also required. The request is to be signed off by the Community Service Organisation CEO, General Manager or equivalent.

All applicants will be required to acknowledge acceptance of the rules of the Parking Management Policy by signing the application form and subsequent renewal notices.

A fee may apply to replace an existing permit (same name, address and registration) due to it being destroyed, lost or stolen.

A fee may apply to permit holders who change their vehicle or move to another eligible property in the City of Port Phillip over during a current valid 12-month Parking Permit period. The initial expiry date will however continue to apply.

2.4.7 Permit misuse

Confirmed misuse of Parking Permits, including re-selling permits, may result in the withdrawal of all Parking Permit privileges for the residential property for a minimum of 24 months, as well as possible prosecution. Any person wanting to appeal the withdrawal of their Parking Permit privileges for misuse can write to the City of Port Phillip Manager Safety and Amenity. Their appeal must be in writing and clearly state the reasons why the decision should be reviewed.

2.4.8 Permit Eligibility Review

Residents are entitled to apply for a review of their Resident Parking Permit application if they meet the following exceptional circumstances:

- demonstrated personal or family disability or hardship;
- demonstrated temporary loss of access to onsite parking due to public works or essential decommissioning of onsite parking; or
- demonstrated irregularities in the application of eligibility requirements of this Policy.

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Any resident wishing to have their application for exceptional circumstances reviewed may make a request in writing to the City of Port Phillip Manager Safety and Amenity and clearly state the reasons why the decision should be reviewed.

2.5 Technology

The use of technology is being investigated as part of the implementation of the Policy to ensure transparent decision making using data and to provide flexibility for our customers.

This extends to the use of electronic permits for a better customer experience and parking sensors to guide pricing based on demand.

3 Policy review

3.1 Review of key Policy settings

The key Policy settings will be applied consistently across the municipality. Parking control changes will be based on data and evidence, specifically-known land use demands and demographic data and parking availability data from surveys and sensors.

Data collection, analysis and monitoring over time will provide Council Officers and our community with robust information about parking availability.

This information will then be used to inform future changes to controls including user restrictions, timed parking and paid parking.

Some programs have very specific review triggers and milestones that should be applied. The review triggers for Parking Permits are outlined in Table 9 below:

Table 9: Parking Permit review triggers

Theme	Review trigger	Reasoning
E-permits	Technology is available at the City of Port Phillip to process permits online.	The online permit system will increase the flexibility and ease with which permit holders apply and use permits.
Visitor Parking Permits	The number of dwellings built after 2002 exceeds the number of dwellings built prior to 2002 within each Residential Parking Area.	Access to single-use, short-term Visitor Parking Permits will improve access and flexibility for more residents and visitors over time.

3.2 Review of the Policy

The review of the Parking Management Policy and its implementation will be conducted by a senior council officer not responsible for day-to-day management of parking and who has been delegated by the City of Port Phillip CEO.

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Implications – why are we doing this?

The Parking Management Policy seeks to provide a separation of roles and powers regarding parking management, for example:

- Councillors should set the objectives and targets
- Council Officers should be responsible for developing strategies to meet the objectives and targets and reviewing progress towards meeting them.
- different Council Officers should be responsible for the day-to-day management and enforcement of parking restrictions and the evaluation of the Parking Management Policy.

A review of this Policy will be completed one year after its implementation and every five years thereafter.

This timeframe assumes that it often takes six to 12 months to implement many of the Policy settings and some additional time to understand how any changes are impacting on the community.

3.3 Review of Residential Parking Areas and Parking Permit fees

Residential Parking Areas and Parking Permit fees will be determined by the City of Port Phillip CEO or as delegated to other Council Officers through the Instrument of Delegation. Areas will be adjusted over time to meet local community needs. Fees will be reviewed annually.

4 Monitoring and evaluation framework

The parking situation in all parts of our City is constantly changing as demand for parking changes. In some locations, the closure of specific venues reduces parking demand. The opening of new, popular, or regionally significant venues increases parking demand. In other locations, demand changes with the seasons. In all locations, demand is different during the day compared with overnight and varies by day of the week.

Evaluating this Policy will be based on how well it is able to cope with variations that occur over time. In some cases, variations will need to be dealt with through changes to the rules and Policy settings.

However, in most cases, it is expected that the foundation provided by the Policy will be able to support Council Officers to manage the evolution in parking demands that will occur throughout the municipality.

Parking Areas where availability is consistently above or below the target range during a specific time of the day will be the focus of review and the timed restriction or paid parking fee will be changed.

By 2028, the City of Port Phillip will only apply Tier 4 (paid parking) controls to spaces that have sensor technology collecting real time information about availability.

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Once paid parking is applied in a location, parking sensors will be installed, and parking availability will be monitored on a regular (typically monthly) basis and over four different time bands as outlined in Table 10 below.

Table 10: Time bands for applying parking controls

Time band	When the control is in effect	Discussion
Morning	8AM – 12 noon	The morning typically has higher availability than afternoon and can have different controls to reflect that variation.
Afternoon	12 noon – 6PM	Afternoon is typically the time of highest demand and controls need to reflect that to ensure parking availability.
Evening	6PM – 10PM	Some areas of Port Phillip experience different demands in the evenings to other times of the day.
Overnight	10PM – 8AM	Overnight parking demand is typically lower in major activity centres and higher in Residential Parking Areas.

4.1 Transparent reporting

The City of Port Phillip will provide transparent reporting of the parking availability data it collects. We recognise that parking availability varies across the day and week and seek to provide our community with the most accurate picture possible regarding parking availability outcomes.

As more data becomes available and is analysed, we will publish annual reports showing how parking is being utilised across the day, days of the week and weeks of the year.

4.2 Regular reporting

Council Officers will report to the Council on a regular basis with a dashboard of key information that highlights the progress of implementation and the state of parking management in the municipality.

This dashboard will be provided in a written form and cover the following key monitoring information:

- number of parking spaces managed by City of Port Phillip – any change since the previous report
- number of active Parking Permits issued by type
- parking availability rates in key areas at key times.

5 Responsibilities

The Policy shall be managed by a senior officer delegated by the CEO and administered by authorised officers.

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Councillors are responsible for the setting of policy objectives, targets and goals. Council Officers are responsible for setting controls or prices for specific locations and reviewing these as part of Council's annual budget process.

6 Relevant policy, regulations or legislation

This Policy is consistent with the following legislation:

- *Road Safety Road Rules 2017*
- *Local Government Act 1989 and 2020*
- *Road Safety Act 2009*
- *Road Management Act 2004*
- *Transport Integration Act 2010.*

This policy is consistent with the following strategies:

- Plan Melbourne
- Move, Connect, Live: Integrated Transport Strategy 2018-28.

This policy is enacted, in part, through the following:

- Port Phillip Local Law No. 1
- Port Phillip Planning Scheme.

The Policy also supports the delivery of the Council Plan.