

2 Policy settings

2.1 Hierarchy of parking allocation

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 Council for many years.

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

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

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 will depend upon 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 typical parking restrictions that are applied.

The current parking availability targets are shown in Table 2 below. These targets are to be used by Council as a guide and are not intended to be prescriptive. Note for reference: 20 per cent of car spaces available equates to one in five car spaces available for use.

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 like drop off zones. It needs to be more available due to the sporadic nature of peak demands (typically across a day) and the need for 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 Coles or Woolworths, 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).

These targets reflect the community's expectations about finding a car space within 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 the person is expecting to leave the 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. By contrast, someone parking for the entire workday is willing to walk further to find a car space that is cheaper or that does not require the car to be moved several times.

2.2.1 Parking tiers and control types

Council typically uses the controls set out in Table 3 below 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 will 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 of Tier 3 (timed parking) controls is not appropriate in an area that most or all people need to stay for long periods as tightening of the time limit would likely have the effect of making the parking spaces empty and therefore not useful to anyone.

Table 3: Parking tiers and control types

Tier	Control type	Discussion
1. Unrestricted parking	<p>Unmarked parking</p> <p>Defined parking without bay definition (but defined by signs at each end of the Parking Zone)</p> <p>Line-marked parking typically specifies a clear number of parking spaces in each Parking Zone by showing a boundary line for each parking space</p>	<p>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.</p>
2. User-restricted parking	<p>Disability Parking Permit Zones</p> <p>Bus stop</p> <p>Loading Zone</p> <p>Mail Zone</p> <p>Car Share Zones</p> <p>Emergency Vehicle Zone</p> <p>Residential Parking Area</p> <p>Foreshore Parking Area</p>	<p>Some users need to have parking 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 Commonwealth or state legislation.</p> <p>It may be appropriate to apply the user-based restrictions for specific times of the day, week or year.</p>
3. Timed parking	<p>2, 5, 15 and 30-minute parking</p> <p>1, 2, 4 and 6-hour parking</p>	<p>Time limits typically apply at specific times of the day or week. In some cases, timed parking controls can apply at all times.</p>
4. Paid parking	<p>Various fees, typically paid per minute or hour</p>	<p>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.</p> <p>Fees are set by time of day, typically in four specific time bands; morning, afternoon, evening and overnight.</p>

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 peak during 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.

Important notes

For example, 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 the control applies on public holidays.

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 Monday unless otherwise stated. When a public holiday falls on a weekend and a day in lieu has been declared by the Victorian Government, Port Phillip City Council will also apply this exemption rule on the day in lieu.

2.3 Demand responsive pricing

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

Paid parking controls are applied 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 an equitable 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 will be 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 will be reviewed annually. Council officers will proactively publish parking availability data and communicate with the community prior to 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.