



Yarra Ranges Council Parking Management Framework 2024



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Approved by Council:	<Date>
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1. Context

Traffic and parking congestion is becoming an increasing issue in some areas of the municipality. In the past, the introduction of time limited restrictions has been able to deliver the level of control necessary to meet the needs of the community. With increases in population growth, tourist visitation and economic development, there is a need to create a Parking Management Framework to guide the implementation of various parking restrictions and supporting technology to best manage the parking across the municipality. This will facilitate a greater turnover, reduce congestion and transport related greenhouse gas emissions and improve access to business and key tourist destinations.

This Parking Management Framework responds to issues outlined in Councils Integrated Transport Strategy as described in Appendix 1.

1.1 Purpose of the Framework

The purpose of this document is to provide guidance for Yarra Ranges Council when making decisions relating to the management of parking across the municipality. This framework sets out the main principles that Council will use to manage parking within public land to enable it to be done in a consistent, equitable and transparent way for the benefit of the residents, business operators, tourists and visitors. This will enable Council to improve community safety, township amenity, and economic activity, whilst managing competing demands for parking spaces.

1.2 Scope

The Parking Management Framework applies to all Council managed roads, parking spaces on roads managed by the Department of Transport and all off-street public parking areas.

The framework outlines how parking will be managed using restrictions, enforcement, permits, paid parking and digital parking solutions.

Individual agreements between Council and private property owners/ operators can be set up to include treatments highlighted within this framework.

1.3 Vision

Our vision for parking management is that parking in Yarra Ranges is designed and managed to provide efficient access to community facilities and enabling a sustainable economy while protecting the natural environment and unique character of its towns and villages.

2. Parking Investigations and Area Wide Parking Precinct Plans

The safety of all road users, access to properties and maintaining traffic flow will be Council's highest priority when considering whether parking is an appropriate treatment within the road reserve. Townships should be vibrant, people focused destinations to socialise, engage in commerce and access services and parking should be managed in a way that supports this.

2.1 General Approach to Local Parking Issues

To ensure that the management of on and off-street parking areas are consistent with the needs of the community, the introduction of restrictions and supporting infrastructure will be based on a hierarchy of different types of parking management as outlined in Figure 1. A description of each of these measures is described in more detail in Table 1.

To maximise parking usage a target occupancy of 80% during peak periods is sought before reviewing or increasing restrictions in an area. Where occupancy is below 20% during peak periods, a reduction of restrictions may also be considered. Occupancy will be confirmed using survey data undertaken at a suitable time on both weekdays and weekends to ensure that decisions are based on accurate data.

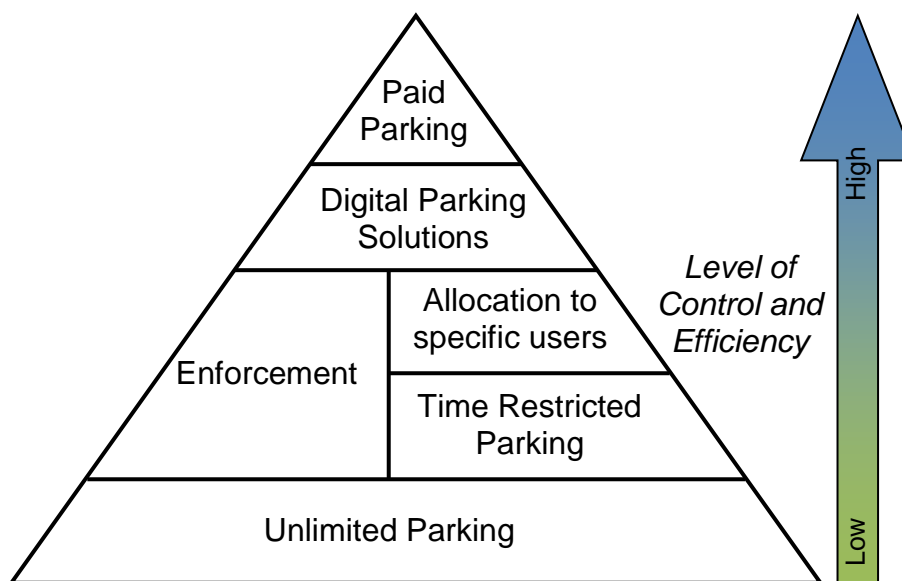


Figure 1: Hierarchy of Parking Management Controls

Table 1: Description of Parking Management Hierarchy Controls

Treatment	Description of Area and Treatment	Examples of Suitable Areas
Unrestricted Parking	Areas of low parking demand where users can generally park within close proximity of their desired destination.	Residential streets Smaller shopping strips with low demand for parking
Time Restricted Parking	<p>Areas where time limits are installed (e.g. 30 minute, 1, 2 or 4 hour) to:</p> <ul style="list-style-type: none"> • Enable a greater turnover of vehicles • Prevent all day/ commuter parking • Improve safety and traffic flow <p>Specific restrictions will be reviewed as required to meet the needs of individual areas based on land use. These time restrictions will be supported by enforcement when required.</p>	<p>Within a shopping precinct or key destination</p> <p>Near train stations</p> <p>Near schools</p> <p><i>Refer to Appendix 3 for detailed examples of restrictions based on land usage.</i></p>
Allocation to Specific Users	Areas where there is a demand for specific needs to be catered for (e.g. Accessible Parking, Loading Zone, Taxi Zone, Electric Vehicle Charging Zone, Resident Permit Zone etc) These areas will be supported by enforcement when required.	<p>Within a shopping precinct or key destination</p> <p>Near train stations</p> <p><i>Refer to Appendix 4 for detailed examples of applications of different User Groups and Appendix 5 for details on specific permit types.</i></p>
Digital Parking Solutions	Use of real time digital technology and signage to direct drivers to available parking spaces. This will improve the drivers experience by directing drivers to available spaces and reducing circulating vehicles.	<p>Townships or key destinations where there are multiple on or off-street parking areas</p> <p><i>Refer to Appendix 6 for details of how Digital Parking Solutions are developed.</i></p>
Paid Parking	Areas where there is a high demand for parking by tourists during peak periods. The rate of parking will be based on the availability of parking in the area and level of alternative parking options nearby.	<p>Town Centres</p> <p>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

All parking areas will start as unrestricted or 'Do Nothing' unless an issue is identified and restrictions are necessary. Changes to parking restrictions can either be initiated from the local community, abutting landowners or within Council departments to address change of land use or increased demand of an area. Where appropriate, area wide Parking Precinct Plans will be developed or revised to manage wider townships or areas where there is a high demand for parking. These Parking Precinct Plans will generally include a range of parking controls within 300 meters of a destination (approximately 5 minute walk) to facilitate options for long and short term parking requirements which

would meet the various needs of users in the specific area. Treatments will only progress to the next level when all options have been investigated and not able to maintain a peak occupancy of 80%.

Whenever an issue regarding parking is identified or changes to restrictions are requested, Council will verify the issue, identify causes or influential factors and determine whether a change is warranted. This process is detailed in Table 2 and a simplified flowchart provided in Appendix 2. This process will be undertaken in a timely manner to minimise impact on local businesses and the wider community.

Decisions regarding the implementation of parking restrictions will be undertaken by Council Officers with consultation with the relevant stakeholders as required which could include property occupants and landholders, community or township groups, ward Councillors and the wider community. When Digital Parking Solutions and/or Paid Parking measures are proposed, the decision will be presented to Council for endorsement. In situations when restrictions are required for safety reasons, e.g. around schools, relevant stakeholders will be informed of the changes but not consulted with.

Table 2: Process of Evaluating Changes to Parking Restrictions

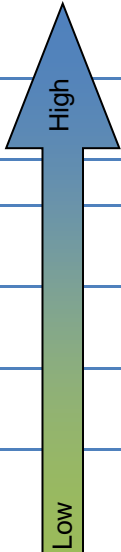
Stage	Details of Stage
Identify what is the parking issue and who has identified the issue.	Council Engineers investigate background information including history of previous complaints or changes to land use or restrictions and level of enforcement.
Evaluate parking occupancy and patterns to understand regular parking behaviour.	The review will include both weekday and weekend behaviour and include busy periods where possible. If the occupancy during peak periods is regularly below 20% or greater than 80%, changes to the parking restrictions could be appropriate and will be based on the Hierarchy of Parking Allocation in Table 3. Additional enforcement can be requested if appropriate.
Develop a plan outlining the proposed restrictions and present it to relevant stakeholders.	<p>The proposed plan would be developed which seeks to support the viable operation of the adjacent or nearby land-use and user needs based on the Hierarchy of Parking Allocation. The plan will also consider specific needs identified by people with different cultural identities, ages, gender identities or sexual orientations where appropriate. Any proposed changes will also be designed to minimise negative the impact on vegetation.</p> <p>Consultation with relevant stakeholders could include abutting landowners (changes in a smaller area or minor changes), local community or trader groups, the wider community (changes to larger areas or when there are high visitor rates), and/or other agencies (e.g. bus operators) where appropriate, to ensure that the proposed changers meet the needs of the specific area.</p>
Implement Proposal	Based on feedback from the proposal, minor changes to the proposed parking plan may be required to respond to specific needs. If there is more than 50% of responses which generally support the proposed changes, relevant signs to be arranged to be installed. Relevant stakeholders will also be informed of the changes and expected timeframe for the implementation. When the signage is being installed, relevant internal Council departments will be informed to facilitate enforcement.
Review Proposal	When smaller changes are undertaken, landowners and relevant stakeholders will be encouraged to provide feedback to the effectiveness of the parking restrictions and further investigation can be undertaken if required. When changes are undertaken to wider townships or technology

solutions or paid parking treatment is implemented, a formal review may be undertaken of occupancy rates after 6 or 12 months to evaluate the effectiveness of the changes.

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
	All Groups - Safety of people, access and network efficiency	Restricting parking to facilitate safety, provide access and increase visibility and traffic movements.
	Public Transport Users	Introduction of bus stops in appropriate locations which allow adequate 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	Car parking spaces for commuters would generally be located close to train stations and be provided by the relevant authority.

All on-street parking spaces are available for use by anyone and any vehicle type subject to the relevant road rules and indicated restrictions. On-street spaces adjacent to residential properties or businesses are not reserved for abutting landowners or occupants. It is generally expected that parking for residents and business staff will be provided for within private property and parking for commuters will be provided by the relevant authority in the majority of cases however it is acknowledged that this has not always occurred in the past.

3. Enforcement

In order for parking restrictions to work effectively to provide safety and turnover of vehicles, drivers must adhere to them. It is recognised that at times some drivers do not adhere to the restrictions and therefore enforcement is required. Enforcement of parking restrictions is undertaken by both Yarra Ranges Council Officers and the Police. Yarra Ranges Council Officers undertake parking enforcement using both manual and in-vehicle camera use.

Reduced driver compliance of parking spaces can result in misleading parking occupancy rates being higher than expected and people unable to find a parking space. For example, an average parking occupancy rate of 85% may well be found to be significantly less when more effective enforcement is introduced.

While all parking restrictions across the municipality may be subject to enforcement, increased levels of targeted enforcement may be required at specific times or locations if unsafe behaviour or parking overstays have been identified which have resulted in issues for the abutting landowners.

Parking infringements can be disputed if relevant justification is available. The process to undertake this is available on Council's webpage.

Revenue from parking infringements will be used as part of Council's overall budget for improvements across the wider municipality.

Appendices:

Appendix 1: Snapshot of Yarra Ranges Council and links with the Integrated Transport Strategy.

Snapshot of Yarra Ranges Council

The Yarra Ranges is a large municipality comprising of a population of 157,000 residents across a wide spectrum of 55 communities, closely connected to some of the most beautiful natural environments in Australia. These communities range from higher populated urban areas in the west (e.g. Lilydale, Chirnside Park, Kilsyth and Mooroolbark and Belgrave), larger and less densely populated rural townships in the north and the east and across the Dandenong Ranges (e.g. Yarra Glen, Healesville, Warburton, Seville, Monbulk and Olinda) and smaller rural townships (e.g. Gladysdale and Menzies Creek). Many of the larger rural townships experience significant tourist visitation on weekends and public holidays. Overall, about 90% of the population lives in 9% of the land.

Some of the unique transport statistics for the Yarra Ranges Council include:

- About 73,577 of our residents are employed. However, an estimated 60% leave the municipality every day for work.
- The Yarra Ranges has a historically slow growth in population and is facing an aging population. Residents aged over 65 years are expected to increase from 15% of the total population in 2016 to 21.2% by 2041.
- More local jobs are being provided to residents. With the expected increase in population, the proportion of residents working locally will grow from 40% to 50% by 2032.
- Tourism is predominantly made up of day trippers (85%) with 3.7 million visitors in the year ending March 2020.

Links with the Integrated Transport Strategy – ‘Connected’

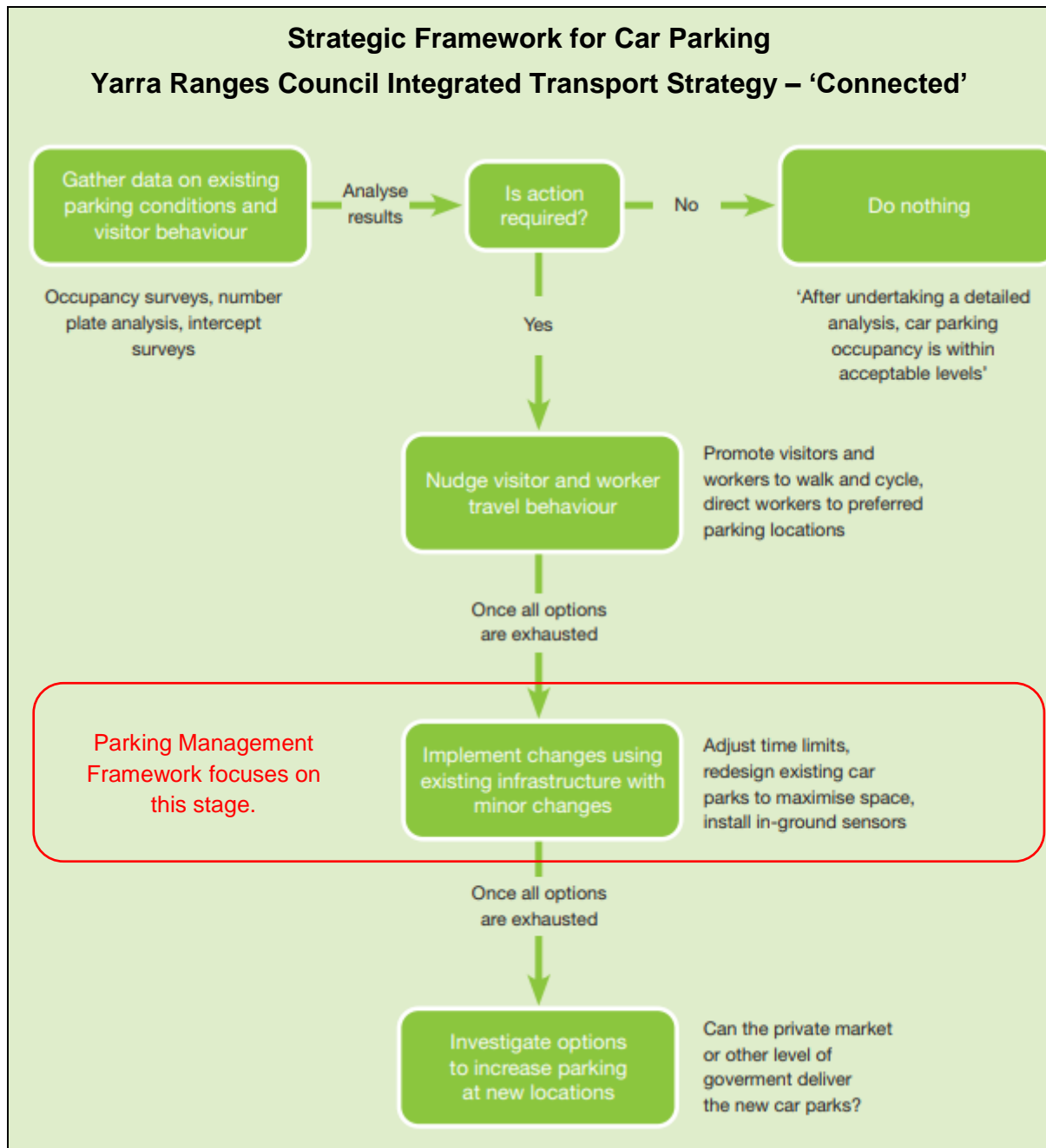
The Yarra Ranges community is highly dependent on private car use with 89% of journeys to work undertaken by private car. While actions outlined in the Integrated Transport Strategy seek to reduce this proportion to 70% by 2036 through improvements to public transport, walking and cycling, the car will continue to be the dominant mode of travel. This high level of car use has resulted in traffic congestion and parking pressures at certain times and/or at popular locations.

Community feedback obtained during the development of the Integrated Transport Strategy highlighted various traffic and parking concerns and desires:

- People rely on their cars for transport.
- There is a frustration in the community associated with car use related to traffic congestion and parking difficulty.
- There is a desire to have better options for walking, cycling and public transport use.
- Traffic congestion detracts from the quality of life in the Yarra Ranges and many people expect it will get worse with population growth.

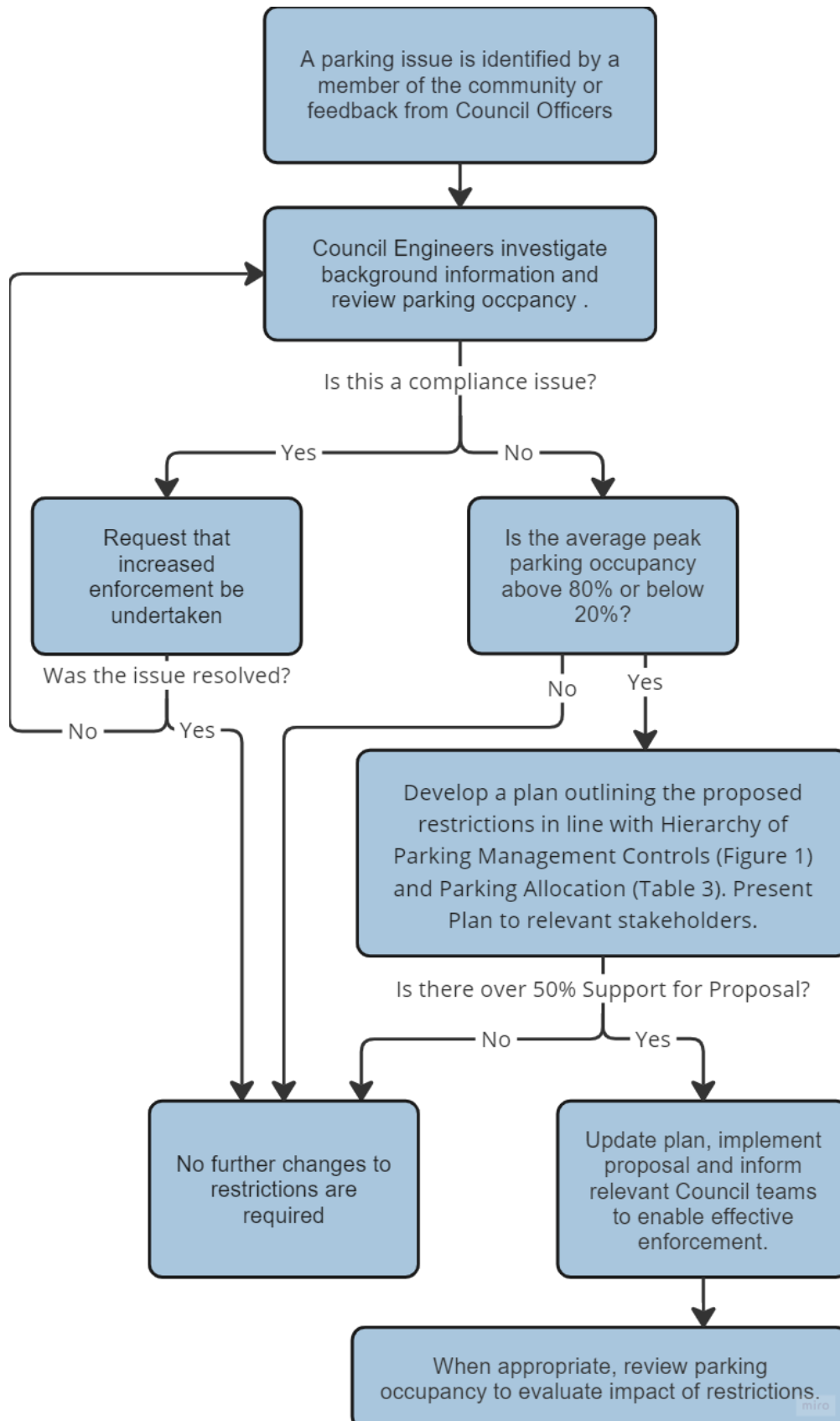
Often improvements to the road network and parking provision results in induced demand for more car use therefore all parking improvements will need to be investigated, in conjunction, whether sustainable transport use can also be increased.

A Strategic Framework for Car Parking Actions, as shown below details the process of approaching parking issues. This Parking Management Framework details actions outlined in the third stage of the process including implementing changes to existing infrastructure such as restrictions or supporting infrastructure.



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 would be introduced to meet the needs of the individual areas and land use in line with the Hierarchy of Parking Allocation in Table 3. These would be considered either as part of a smaller area of investigation or area wide Parking Precinct Plan. Examples of common land uses are described below however each area will be considered based on its relevant needs.

Residential Area Parking

Parking controls in residential areas, where required, would aim to balance the parking needs of abutting residents with the needs of the wider community who require street access and parking spaces. These could include visitors, emergency vehicles, care workers, tradespeople and public transport. In residential streets close to shops and businesses and/or adjacent to train stations where there is a high visitor, employee and commuter parking demand the allocation of parking spaces can be managed through the introduction of time restricted parking and/or residential parking permits. The application of Local Resident Parking Permits is described in more detail in Appendix 5.

Parking on Nature Strips and Verges

Road Rule 197 in the Road Safety Road Rules 2009 (Vic) indicates that it an offence to park on a nature strip in a built-up area. Along with Victoria Police, Council is responsible for enforcing this requirement.

Many roads in Yarra Ranges are narrow, unsealed and/or do not have clear delineation of the edge of the road and parking on nature strips may be considered appropriate to facilitate necessary traffic flow. In areas where parking on nature strips may be considered appropriate, Council Officers will investigate the situation and work with landowners and occupants to recommend solutions to meet the various needs of the road users and land users while prioritising, safety and access to properties and the local infrastructure needs.

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.

Streets with Schools, Kindergartens, and Childcare Centres

Parking for schools, kindergartens and childcare centres should be off-street where possible and designed to reduce conflict between pedestrians, cyclists and moving vehicles. Where on-street parking is required, suitable areas could be identified for both staff, visitors and parents dropping off/collecting children. Parking restrictions in surrounding streets may be introduced to manage access, increase circulation, and maximise safety. When issues are identified Council will engage the school community and abutting residents in a holistic way to review the various transport needs around the school, which could include:

- Reviewing and encouraging more walking and cycling to reduce traffic congestion and parking demand.
- Introduce safe drop-off and pick-up zones.
- Changing parking restrictions to reduce congestion.
- Ensuring neighbouring properties have adequate on-street parking opportunities.

Dedicated staff parking should be provided where possible in off-street or in appropriately restricted areas.

Industrial Areas

Parking in industrial areas should be off-street in line with the land use. In areas where on-street parking is required, the introduction of restrictions, if required, will focus on:

- Provision of safe access for road users and reducing road congestion, including consideration for heavy vehicles.
- Balancing the need for high-turnover, short-term restrictions close to abutting business and the need for longer-term parking facilities.
- Supporting local business prosperity.

New Developments

The construction of new developments are required to consider parking in line with the requirements outlined in the Yarra Ranges Planning Scheme. The layout and provision of parking will be assessed as part of the application for a Planning Permit.

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 be submitted to reduce the impact of increased traffic and parking and maximise safety for pedestrians. This could include use of shuttle buses, promoting use of public transport, walking and cycling or construction of additional temporary parking areas on private land. More information on organising an event is available on Councils webpage.

Appendix 4: Details of Parking Restrictions for Specific User Groups

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

Under the Gender Equality Act 2020, Council must consider the gender impact of its policies, programs and services, this will include an investigation for different parking needs of different genders. At minimum, on smaller investigations (e.g. streets or small areas), the proposed plan will need to consider lightening, access, surveillance, demographics and parking needs of the likely users. Larger investigations (e.g. townships or Parking Precinct Plans) will require a full Gender Impact Assessment to be undertaken. The assessment would include people with different cultural identities, ages, gender identities and sexual orientations. It will also cater for the aging population within Yarra Ranges. All consultation will encourage respondents to indicate these demographics to ensure a wide range of respondents and to allow relevant assessment of variation in responses of the different groups.

Areas with No Stopping at Any Time

Part 12 of the Road Safety Road Rules outlines rules about where stopping is not permitted and must be adhered to in order to maximise safety of people, access and network efficiency. In most instances Council will not install No Standing at Any Time signs to reaffirm the road rules unless it is in an area of high illegal parking activity or additional clarity is required.

No Standing at Any Time signs may also be installed by Council where the safety of specific road users (e.g. pedestrians, cyclists) is identified or to facilitate safe and efficient access and traffic movements. This could include areas where parked vehicles would restrict traffic movements or result in reduced visibility.

Bus and Taxi Zones

Designated parking zones for public bus services are generally introduced by the Department of Transport and Planning when introducing or upgrading a public bus stop. Adequate space for entering and exiting the stop is included within the bus zone.

Designated zones for other buses (e.g. tourist buses) can be investigated as necessary where appropriate.

Taxi zones may be implemented in areas where there is a high demand for taxis to wait or meet patrons. This could include town centres or shopping precincts.

Accessible Parking Spaces

Accessible parking spaces are provided for people with a significant mobility disability or injury who have an Accessibility Parking Permit. These spaces provide more spaces to manoeuvre to cater for increased access needs of users. The provision of spaces for private development must be in line with the requirements outlined in the Building Code of Australia. Provision and location of accessible spaces within public on and off-street parking areas will be assessed based on the needs of the community and number of available parking spaces. The introduction of time restrictions for accessible parking spaces will be considered as part of the development of the smaller area or wider Parking Precinct Plans however should be a minimum of twice the time restriction for other spaces in the area.

Loading Zones

Designated loading areas are provided to allow the pickup or delivery of goods or people close to their destination. Where possible loading should be undertaken within the property boundaries to maximise safety and access however dedicated loading zones may be required within Council managed land. If required, these spaces will be spread out and located ensure appropriate shared usage and convenience. Use of this zone must be in line with Road Rule 179 in the Road Safety 7 2009 (Vic).

Electric Vehicles Charging Zones

The number of electric vehicles in Australia has grown rapidly recently and this is expected to increase substantially in the coming years. To support people's decision to use electric vehicles, Yarra Ranges Council will work with providers to facilitate the development of a network of publicly available charging stations. These will serve to support visitors to the Yarra Ranges, as well as those in the Yarra Ranges community with an electric vehicle. Designated areas within the on-street network and Council managed off-street parking areas will be identified in discussion with the electric vehicle charging providers and abutting property owners, where required. These spaces will be signed accordingly to limit use only when charging. Time restrictions for charging may be required in areas of high demand.

The need for formal leasing arrangements for the space (road occupancy) will also be required as part of the implementation.

Parents with Prams and Seniors Parking Spaces

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

Car Share Scheme Parking

There are currently no formal known car share scheme providers operating within the Yarra Ranges. The future introduction of organised car share scheme would increase transport options for the community and reduce the need for private car ownership and parking. As car share schemes are introduced, Council will consider the need and location for dedicated parking spaces.

Bicycle Parking

Bicycle parking in suitable locations will be provided to promote use of sustainable transport. These could include bike hoops or similar infrastructure or secure lockers. These will be located close to facilities without restricting pedestrian or vehicle flow and be accessible for free for all users.

Roadside Trader Parking

Designated spaces for roadside traders within public carparks may be provided in key public locations (e.g. regional parks) to facilitate the sale of goods or services to people. These spaces are generally allocated to specific users based on short-term or long-term requirements. These spaces would need to be located to allow for people to easily access the service without impacting on traffic movement within the parking area. Appropriate sites would need to consider safety, lighting, accessibility and likely visitation.

Further details of the appropriate permits will be detailed in the Footpath and Roadside Trading Policy.

Use of Emerging Technology

As outlined in the Integrated Transport Strategy, there are a range of new and innovative transport technology likely to change transport patterns and requirements for parking into the future. This

includes the inclusion of driverless vehicles, drones or different fuel use. While many of these are still some time away from a reality, Yarra Ranges will work to form early policy positions on each technology and evaluate the impact on parking requirements.

Appendix 5: Detailed Process of Permits of Specific User Groups

The need for permits for specific user groups, e.g. Residents or Traders, in specific areas will be considered as part of an area wide parking investigation. Permits for specific user groups will be linked to vehicle registration numbers to enable effective management and enforcement. Permits can be transferred between users and Council must be informed of any changes. Accessibility Parking Permits are issued separately.

Accessibility Parking Permits

In Victoria, people with a significant mobility disability or injury may be eligible for an Accessibility Parking Permit. These permits are linked to a person and not a specific vehicle. There are different types of permits which allow permit holders to park in accessible parking bays and/or park in regular bays for double the usual time. Organisations which regularly transport people with disabilities can also apply for an Accessibility Parking Permit.

These permits are managed by VicRoads 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 only within a designated Local Resident Parking Permit zone. Each of these parking zones will be specifically identified on the permit and the area would generally be shared with timed restrictions available for use by the general public for shorter periods of time. The permit does not guarantee a parking space and holders of Local Resident Parking Permits are still subject to other parking restrictions and road rules in the area.

Local Resident Parking Permits will be allocated by address and be linked to vehicle registration numbers, as opposed to individual people, and have the following features:

- Have specific dates which the permit is valid. A permit renewal will be required after the expiry date.
- Will only be valid in the specific zone specified on the permit and corresponding parking signage.
- Must not be used for a heavy or long vehicles as defined in Rule 200 of the Road Safety Road Rules 2017, or a caravan, boat, motor home, trailer, bus or earthmoving vehicle or equipment.
- Must not be leased out, rented out, loaned or sold to any person not associated with the address.
- Can be transferred between vehicles as required but will require confirmation with Council.

Each property will be permitted to have some permits issued free of charge and additional permits can be applied for a fee. Details of Local Resident Parking Permit zones, the number of free permits available and the costs of additional permits will be detailed in the area wide Parking Precinct Plan and based on the number of properties and available parking areas.

To be eligible for a Local Resident Parking Permit within a specific area, applicants must be able to provide proof of residency of a property in the area (e.g. rates or utility bill or a letter from the owner or agent confirming occupancy) and details on vehicles which are linked to that address.

Local Resident Parking Permits will not be issued to Property Owners not residing in the designated zone or tenants of short-term rental properties.

Due to the increased reliance of on-street parking, residents of new dwellings constructed after January 2025 will not be eligible for a Local Resident Parking Permit.

Permit for Free Parking for Residents in Paid Parking Areas

A permit to allow Free Parking for Residents in Paid Parking Areas will allow residents and landowners of Yarra Ranges Council the ability to park for free in all areas where paid parking infrastructure is implemented. Residents will still be subject to time and parking restrictions outlined within the parking zone and other relevant road rules.

The Permit for Free Parking for Residents in Paid Parking Areas will be allocated by address and be linked to vehicle registration numbers, as opposed to individual people, and have the following features:

- Have specific dates which the permit is valid. A permit renewal will be required after the expiry date.
- Will only be valid in areas where paid parking infrastructure is managed by Yarra Ranges Council. Users of parking within privately operated paid parking areas will still be required to pay as required.
- Must not be used for a heavy or long vehicles as defined in Rule 200 of the Road Safety Road Rules 2017, or a caravan, boat, motor home, trailer, bus or earthmoving vehicle or equipment.
- Must not be leased out, rented out, loaned or sold to any person not associated with the address.

Residents and landowners must apply for a permit prior to use of the paid parking area and provide relevant vehicle licence plate details to ensure that Council's enforcement cameras are aware of the ownership of the permit.

A maximum of 3 permits will be issued free of charge per residence however additional permits may be considered appropriate. Where the landowner does not reside in the property, a maximum of 3 permits will be issued to the landowner (including joint ownership), irrespective of the number of properties owned.

To be eligible for a Permit for Free Parking for Residents in Paid Parking Areas, applicants must be able to provide proof of ownership and/or residency of a property in the area (e.g. rates or utility bill or a letter from the owner or agent confirming occupancy) and details on vehicles which are linked to that address.

A Permit for Free Parking for Residents in Paid Parking Areas will not be issued to tenants of short-term rental properties or accommodation.

Trader Parking Permits

A Trader Permit allows vehicles to park for unlimited periods only within the designated Trader Permit Parking Zones. These areas would be signed for either the sole use of permit holders or be shared with timed restrictions with the general public. The permit does not guarantee a parking space. Holders of Trader Parking Permits are still subject to other parking restrictions and road rules in the area.

Trader Permits will be issued for individual businesses owners to manage. The number of permits issued to individual businesses will be based on the size of the business and the availability of parking

within the zone. Details of available parking areas and number of permits will be detailed in the area wide Parking Precinct Plan.

To be eligible for a Trader Permit within specific area, business owners must be able to:

- Provide a registered Australian Business Number or a registered Business Name and/or registered company with the appropriate licence, registration or other approval required by law relevant to the business type.
- Be a person entitled to make application on behalf of the business.
- Confirm that their business is located within the specific parking zone as described within the area wide Parking Precinct Plan.
- Confirm that the business is not linked to a residence within the same property.
- Demonstrate that there is not adequate space within the property for parking or have access to other private parking areas.

Trader Permits must only be issued to staff associated with the business and must not be leased out, rented out, loaned or sold to any person. In addition, a fee must not be charged to any person to use the Permit and no consideration (monetary or otherwise) must be gained from any person for use of the Permit. Permits can be transferred between users and Council must be informed of any changes to the business or permit holders which may affect the eligibility of access to a Trader Parking Permit.

Volunteer or community organisations within the relevant specific parking zone as described within the area wide Parking Precinct Plan will also be permitted to access a specified number of Trader Permits for use of their members.

Construction Parking Permits

A Construction Parking Permit allows for construction workers or tradespeople working on smaller construction projects of between one and twelve weeks duration to park their vehicles in areas where parking restrictions are shown.

A maximum of four (4) Construction Parking Permits may be issued for each construction site however the permit can be transferred between users. Costs associated with these permits will be based on the restrictions and any applicable paid parking requirements. These will be outlined in the relevant area wide Parking Precinct Plan.

Construction Parking Permits are only valid for construction-related vehicles that do not exceed 7.5 metres in length or 4.5 tonnes in gross weight and must not be used for private passenger vehicles, motor homes, caravans, boats, earth-moving machinery or equipment.

If works are not completed within the design by the estimated date end, then an extension can be requested, but extra costs may be incurred.

Appendix 6: Implementation of Digital Parking Solutions and Paid Parking

Digital parking solutions consists of the use of sensors and/or cameras to record occupancy of parking spaces with real time information shown on signage to direct drivers to available parking spaces. The technology can also record how long vehicles stay in a single space and occupancy data which will enable Council to regularly evaluate parking occupancy rates. Digital parking solutions can also be linked with enforcement to identify illegal activity and/ or highlight when overstays occur so that Council Officers can respond to issue appropriate infringements.

A common misunderstanding of businesses is that paid parking will deter customers. Paid parking, particularly when supported by digital parking solutions often improves the customer experience since it increases the likelihood of finding a parking spot near a preferred destination.

Considerations when Introducing Digital Parking Solutions

While use of digital parking solutions and paid parking measures can be requested by the community, it would generally be initiated by Council and only be implemented where it would be considered beneficial to manage higher demand for parking within a wider township or precinct. An investigation would be undertaken to include multiple departments across Council to consider:

- Location of parking areas where digital parking solutions and/ or paid parking measures would be suitable.
- Level of use by the local community and visitors from outside Yarra Ranges Council.
- Availability of private parking areas for residents, businesses and their visitors.
- Need for permits for residents, staff and volunteers of local businesses or community groups.
- Type of treatment and associated costs required.
- Identification of areas with different restrictions to meet the needs of different users.
- Appropriate costs of parking for visitors.
- Feedback from the local community on proposed digital parking solutions and/ or paid parking measures

When digital parking solutions and/ or paid parking measures are considered appropriate, a Pilot Study of at least 6 months will be undertaken to evaluate the impact to the community.

Paid parking measures would only be considered appropriate where there is a high proportion of tourists which often results in parking issues. In these situations, the provision of alternative parking areas will be available to facilitate parking options for visitors.

Paid parking areas will be supported by timed parking restrictions. Residents and landowners of Yarra Ranges can obtain a Permit for Free Parking for Residents in Paid Parking Areas which will allow them to be exempt from paying for parking however they will be subject to adhering to the requirements of the parking restriction in the area. Details of the Permit for Free Parking for Residents in Paid Parking Areas is outlined in Appendix 5.

Implementation and Review of Parking Fees

A proportion of rates, which are paid by property owners, are allocated to the construction and maintenance of roads and parking infrastructure. Parking fees in high tourist areas facilitates the costs of road and parking infrastructure to be shared by visitors who would not pay for them through rates or other means. As a result, residents and landowners of Yarra Ranges will be exempt from paying for parking in all public areas of the municipality.

The initial charging rate for paid parking areas will be investigated as part of the development of the specific area wide Parking Precinct Plans and will be based on rates in other similar locations and/ or community feedback. The charging rate will be regularly reviewed and may be adjusted, as appropriate, to maximise space turnover and regulate peak parking occupancy rates to approximately 80% which maintains some parking availability. If parking occupancy is consistently above 80%, fees will be increased, likewise, if parking occupancy is consistently lower than 80%, fees can be reduced. Details on charging rates and arrangements will be clearly detailed within individual area wide Parking Precinct Plans with appropriate signage provided for drivers. Council Officers will communicate with the community before making any changes to rates.

The inclusion of an initial free parking period could be considered appropriate in some areas to facilitate finding a car space and/or short drop off or pick up requirements. This will be assessed and included in the Parking Precinct Plan when appropriate.

In areas where paid parking measures are implemented, a proportion of the revenue from parking fees will be directed back into the local community.