

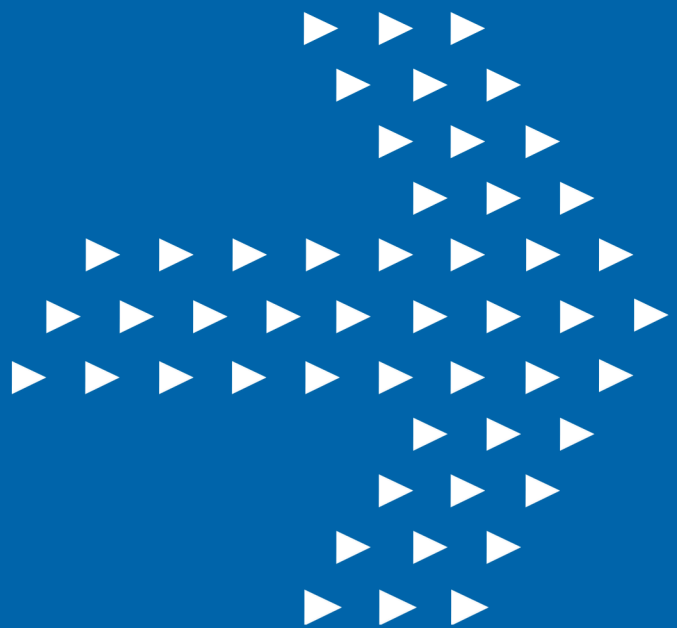


Draft Parking Management Framework
Engagement Feedback Report
February 2025

Acknowledgement of Traditional Owners
Yarra Ranges Council acknowledges the Wurundjeri and other Kulin Nations as the Traditional Owners and Custodians of these lands and waterways.

We pay our respects to all Elders, past, present, and emerging, who have been, and always will be, integral to the story of our region.

We proudly share custodianship to care for Country together



This report has been prepared by Yarra Ranges Council .

This document is available on the Yarra Ranges Council website. To request a copy, email or phone our Customer Service Centre using the details below:

Email: mail@yarraranges.vic.gov.au

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Project Background

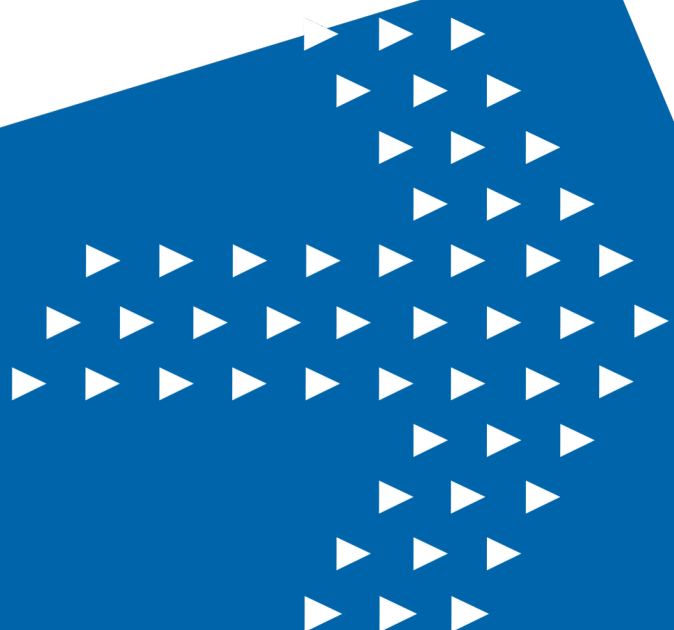
Parking Management is becoming an increasing issue in some areas of the municipality. In the past, the introduction of time limited restrictions has been able to deliver the level of control necessary to meet the needs of the community. However, with growing population, increased tourist visitation and economic development, a comprehensive Parking Management Framework is required to guide the implementation of parking restrictions and supporting technology to better manage the parking across the municipality.

The Parking Management Framework envisions parking in Yarra Ranges to provide equitable access to community facilities while protecting the natural environment and preserving unique character of its towns and villages. It aligns with the strategic objectives outlined in Council's Integrated Transport Strategy and establishes a clear structure for parking related decision making.

Key Elements of the Framework include:

- Hierarchy of Controls: Outlines the types of controls considered for parking management.
- Hierarchy of Parking Allocation: Prioritises parking allocation when implementing parking restrictions.
- Parking Investigations: Details the process for conducting investigations and making evidence-based decisions.
- Digital Parking Solutions and Paid Parking Schemes: Guides the adoption of modern technology to enhance parking efficiency.
- Parking Zones and Permits: Defines various zones and permits tailored to land use and user needs.
- Enforcement: Clarifies Council's approach to enforcement and its role in supporting parking management.

The Draft Parking Management Framework was released for community consultation from 14 August 2024 to 8 September 2024. During the engagement period, the community was encouraged to review and provide feedback on the draft Parking Management Framework.



How We Engaged



Comprehensive information on the draft documents were made available on the Shaping Yarra Ranges webpage. The webpage provided community members to:

- provide a feedback on areas of the draft document which could be explained better or does not address.
 - find information for drop-in information sessions
-



When launched, an email was sent via Shaping Yarra ranges website to 2,367 recipients (All suburbs, plus Technology and Transport & Movement categories).



The Star Mail published an online article on 16 August 2024 titled 'Draft Parking Management Framework open for feedback from Yarra Range residents' which appeared in the various local newspapers on 20 August 2024.



Social media was used to promote the project and direct people to the project webpage. Promoting the project page via Facebook, Instagram, and the YR Local e-newsletter recorded a total of 715 clicks from these channels.



Drop-in information Sessions

- Monday 19 August 2024, 9:00 am to 2:00 pm,
Lilydale Civic Centre/ Community Link, 15 Anderson Street, Lilydale
 - Wednesday 21 August 2024, 9:30 am to 2:00 pm,
Yarra Junction Community Link , 2442-2444 Warburton Hwy, Yarra Junction
 - Friday 23 August 2024, 9:00 am to 4:00 pm,
Healesville Community Link, 110 River Street, Healesville
 - Monday 26 August 2024, 10:00 am to 02:00 pm,
Monbulk Community Link, 21 Main Road, Monbulk
 - Thursday 29 August 2024 10:00 am to 02:00 pm,
Upwey Community Link, 40 Main Street, Upwey
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How We Heard From You

- The Engagement page attracted 1720 visitors across the engagement period
- 20 people followed the page
- 99 contributions online contributions and 9 emails were received
- 2 people attended the drop-in information sessions

Key Themes

Restrictions

- Range of restrictions are required
- Don't want parking restrictions/ There is not a parking problem
- Feedback related to Paid Parking or Digital Parking Solutions
- Clarification of which areas are being considered
- Need for unrestricted staff parking close to businesses
- Site Specific Parking Issues

Enforcement

- Need for enforcement

Development

- Increased Parking demand due to incremental development
- Road width on new developments must cater for on-street parking

Parking Demand

- Visitors to residential properties will not be able to find a park
- More parking is needed

Other

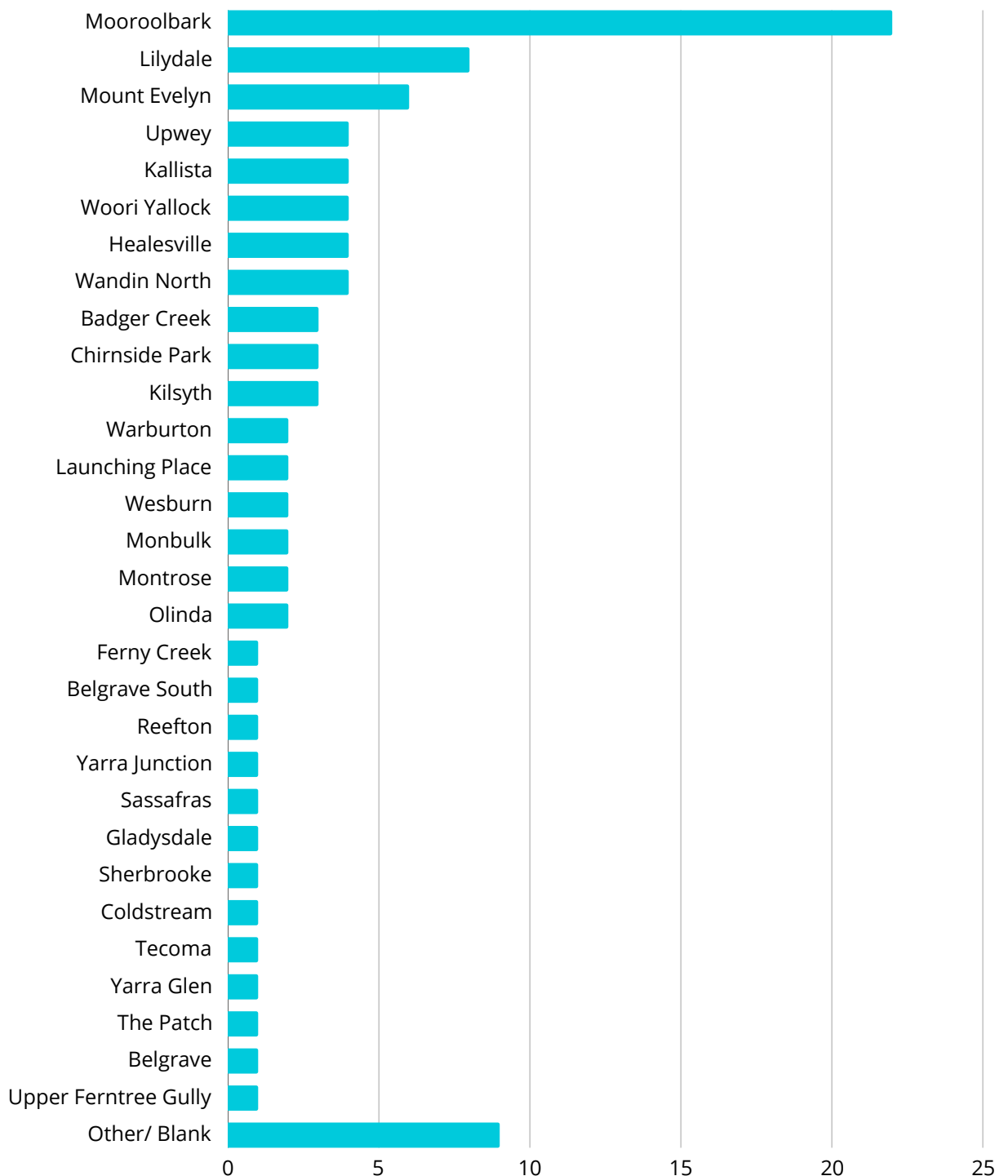
- Need more detail on the Management of permit process
- Consideration for other modes - e.g. cycling, walking, public transport

Further details and officer responses are provided later in the report.

Participant Demographics

Engagement Participants who made online submissions/ registered for the engagement sessions via the *Shaping Yarra Ranges* webpage were asked to volunteer information on where they live, which revealed the information shown below.

WHERE DO YOU LIVE?



Engagement Feedback - Restrictions

A Range of Restrictions are Required

There were 9 responses received regarding the need for a range of restrictions to be provided.

Feedback highlighted that a variety of restrictions are required to be provided to suit the needs of the community and abutting businesses.

Key pull out quotes:

“different times for specific areas eg : outside a post office or outside retail.”

“Short-term, free parking spaces are essential to prevent tourists parking around these services longer-term.”

“Trying to park for a quick stop ie. IGA is almost impossible. If shorter parking times could be introduced and monitored, it would make life a lot easier.”

Officer Response:

A range of suitable restrictions should form the basis of any parking investigation to provide a wider variety of parking options for various users. The Parking Management Framework emphasises a flexible approach, implementing restrictions such as time-limited parking, resident or trader permits, and designated spaces for specific purposes like loading zones, accessible parking.

These measures are designed to balance the needs of residents, businesses, and visitors while ensuring safety, accessibility, and efficient turnover. Parking restrictions will be informed by customer feedback, data analysis and community consultation to ensure they align with the unique requirements of each area.

Engagement Feedback - Restrictions

Don't want parking restrictions/ There is not a parking problem

There were 6 comments received expressing their view that parking was not a problem within the Yarra Ranges.

The feedback raised questioned the necessity of parking management. Some residents feel that parking is not an issue and parking restrictions will be implemented in areas which don't need it.

Key pull out quotes:

"No parking restrictions or charges. The parking in towns is poor anyway! We need to encourage people to towns."

"Never had any concerns parking in the Yarra Ranges. I'm sceptical that this is another council cash grab. "

"Our smaller towns like sassafra, Monbulk, Olinda, Kallista and the like do not need parking restrictions, as i can see parking meters being installed all over the municipality."

Officer Response:

Parking Management Framework ensures that restrictions are only installed when they are needed to address specific issues, such as high occupancy levels or safety concerns.

In areas where parking operates efficiently and there are no significant challenges, restrictions are not applied. However, as parking demand can change over time due to factors like population growth, tourism, or changes in land use, ongoing monitoring of parking patterns is essential. Where no issues are identified, the current unrestricted arrangements will remain in place, ensuring accessibility and convenience for all users.

Engagement Feedback - Restrictions

Feedback related to Paid Parking or Digital Parking Solutions

There were 45 responses received regarding paid parking or the implementation of digital parking solutions.

Feedback related to Paid Parking or Digital Parking Solutions including

- Do not support Paid Parking or Digital Parking Solutions in Yarra Ranges
- Their impact on businesses/ neighbourhood character/ tourism
- Lack of understanding of how paid parking is to be managed, or how the money is spent
- Need options for payment, not only apps

Key pull out quotes:

“I do not agree with paid parking even in town centres. This would drastically reduce my want to visit these areas and would force me to go to other areas. ”

“I am concerned about the impact on the smaller villages and stores that need short parking times.”

“Please avoid digital parking solutions where an app is the only payment option .“

Officer Response:

Paid parking is considered the highest level of parking control and is generally implemented if the availability target cannot be maintained using other control methods outlined Parking Management Hierarchy. It helps improve turnover and availability, ensuring customers and visitors can find parking when needed while supporting businesses. It also reduces congestion, guides tourists to available spaces, and reinvests in infrastructure that enhances the visitor experience and supports the local economy.

Careful design considerations and fee structures ensure parking solutions align with neighbourhood needs and character. Options such as trader permits, free parking, or discounted rates during off-peak times can be explored to minimise disruptions.

Parking meters are being considered alongside mobile applications to provide convenient and accessible payment methods.

Refer to Appendix 6: Implementation of Digital Parking Solutions and Paid Parking within the Framework for more information on how Paid Parking and Digital Parking Solutions will be managed.

Engagement Feedback - Restrictions

Clarification of which areas are being considered

There were 12 comments received seeking clarification of which areas are being considered.

Feedback indicated confusion to which areas are being considered within the framework and highlighted that specific plans are required for each unique area.

Key pull out quotes:

“Is there a one fit all solution across the entire Shire? The Shire is incredibly large & has very diverse areas requiring different management.”

“Exactly what areas are being targeted?”

“showing the specific areas council plan on issuing permits for residents and the like would be helpful”

Officer Response:

The Parking Management Framework is a high-level guide designed to inform parking-related decision-making. It provides overarching principles, but individual sites are investigated separately to ensure that local conditions and specific needs are addressed.

Rather than applying a one-size-fits-all solution, decisions are based on detailed assessments of factors such as parking demand, land use, and feedback from residents and stakeholders.

This approach ensures that parking measures are tailored to the unique characteristics and challenges of each area while maintaining fairness and accessibility for all users.

Engagement Feedback - Restrictions

Need for Unrestricted Staff Parking Close to Businesses

There were 6 submissions received regarding unrestricted staff parking close to businesses and town centre.

Feedback outlined that parking restrictions close to commercial areas cause issues for staff members having to move their vehicle to avoid fines. Another solution is for staff to leave their car far from work which causes safety concerns.

Key pull out quotes:

“Businesses operating in Lilydale have workers needing to constantly move their vehicles. Please take into account the safety of staff and workers that are going to be required to park at a distance and getting back to their vehicles alone at night. The crime rate is extremely high and this needs to be a factor.”

“You Should offer Traders ESPECIALLY in Belgrave Parking Permits. ALL traders in Belgrave have been fined NUIMEROUS times for parking in parking spots”

“please also help us keep our staff safe by allowing them to park near their work as parking at the station is not safe for my staff!!.”

Officer Response:

The Parking Management Framework highlights the importance of tailoring parking solutions to accommodate various user groups, including staff within a reasonable walking distance.

A mix of parking types, such as medium- to long-term parking options and Trader Permits (where appropriate), can be explored to address staff needs while maintaining availability for other users, such as customers. Integrating these options ensures a balanced approach that supports both staff accessibility and the broader needs of the community.

Engagement Feedback - Restrictions

Site Specific Parking Issues

There were 23 comments received regarding site specific parking concerns.

Feedback focused on specific parking issues within streets or townships and indicated that more parking spaces and/or parking restrictions are required. Train commuters and all day parking causes difficulty in finding parking during the day.

Key pull out quotes:

“Need to be more specific parking restrictions around all day parking zoned free areas.”

“More parking required around the train station is a main issue.”

“highway parking in the main st of Yarra Junction need to be sectioned into bays.”

“As a Kallista trader I am concerned about the parking. Our village needs

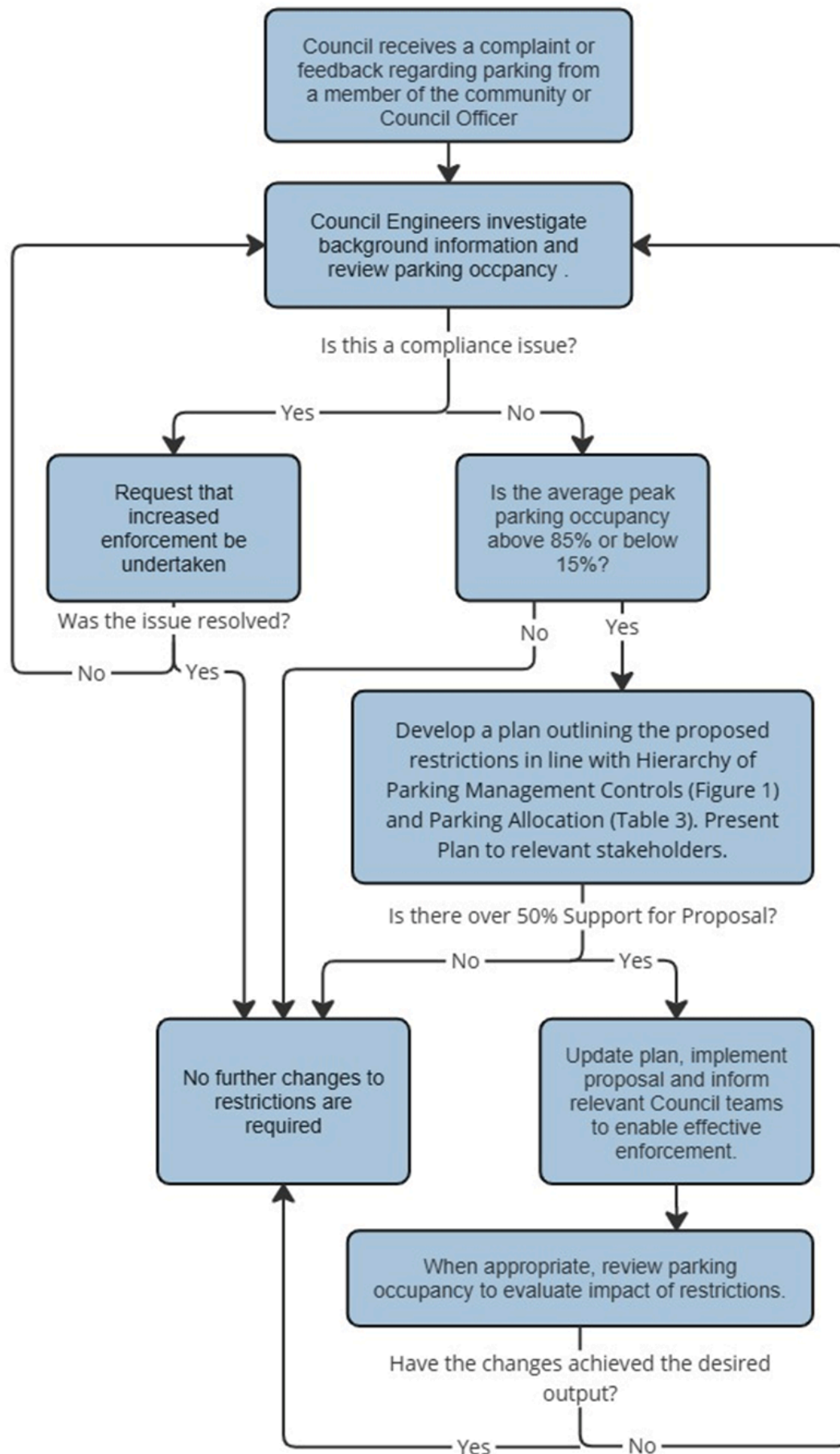
- 10 min spots at General Store

-2 hour limits in remaining spots

-parks opened up along the abandoned petrol station site.”

Officer Response:

Site specific parking issues were forwarded to traffic team for investigation. The parking issues will be assessed through the investigation process outlined in Appendix 2 within the updated Parking Management Framework outlined on the following page.



Engagement Feedback - Enforcement

Need for Enforcement

There were 11 responses received regarding the need to enforce existing parking restrictions.

Feedback highlighted that the community did not adequately enforce the restrictions that are provided which results in issues for residents and traders.

Key pull out quotes:

“You mention about parking on nature strip being a breach of the road rules, but this is not something that Council enforces. You need consistency with your application of the law.”

“Although it states current restrictions aren't working, they aren't getting enforced. We have a 4 hour parking restriction on our road and have had cars parked for days without any sign of infringement notices being issued. ”

“The council does not enforce local laws as it is. “

Officer Response:

Effective enforcement is essential for maintaining safety, ensuring fair access, and promoting the efficient use of parking spaces.

The Parking Management Framework supports targeted enforcement in areas with high demand, safety concerns, or identified issues such as illegal parking or overstay.

Enforcement efforts are guided by data, public feedback, and observations to address specific challenges while ensuring compliance with the Road Safety Act 1986 (Vic) and the Road Safety Road Rules 2017.

Through education, fair enforcement, and responsive action, the goal is to create a safe, accessible, and efficient parking environment that supports the needs of all users.

Engagement Feedback - Development

Increased Parking Demand Due to Incremental Development

There were 8 comments received regarding the increased demand on residential streets due to incremental development.

Feedback highlighted that there is inadequate parking provided with within multi-unit subdivisions which increases demand and reliance on on-street parking spaces.

Key pull out quotes:

“ With the amount of subdivisions and larger families due to children staying home longer there can be up to 4-5 cars per house hold. On our street in particular it is difficult to get out of our driveway as we have cars parked tight either side and cars parked directly opposite. ”

“stop over developing Yarra Ranges and causing new dwellings to have inadequate off street parking.”

“By allowing multiple housing, there are more cars parked on the streets because of lack of room on blocks.”

Officer Response:

Highlighted that new developments must comply with planning scheme requirements to adequately cater for parking needs, as outlined on Page 14 (New Developments section) of the Framework.

Additionally, streets experiencing parking congestion will be assessed through the investigation process detailed in Appendix 2, ensuring that any necessary measures are data-driven and aligned with community needs.

Engagement Feedback - Development

Road Widths on Developments Must Cater for On-Street Parking

There were 4 comments received regarding road widths within new developments and how they need to cater for on-street parking facilities.

Feedback focused on new developments that do not provide what is considered to be adequate on-street parking facilities allow have not suggested paid parking may be a deterrent to visit local retailers. Residents also expressed that paid parking is just another form generating revenue by council. They expressed paid parking is not needed.

Key pull out quotes:

“When developing new estates wider roads with more parking is needed. When allowing units and townhouses to be built they need to have more parking in the design ie parking for two vehicles per household to get cars off the street.”

“Regulations stipulating minimum widths to roads that developers must include allowances for visitors to park in residential areas.”

“The parking of cars in residential streets where cars are parked on both sides of the road leaving only room for one car to travel at a time.”

Officer Response:

New developments must ensure that road widths are sufficient to accommodate on-street parking, in line with planning scheme requirements. This approach balances the needs of residents, visitors, and service vehicles while maintaining safe and efficient traffic flow. Well-designed roads also help minimise parking congestion and enhance accessibility for all users.

This clarification is reflected in the updated Framework, as outlined on page 14 (New Developments section).

Engagement Feedback - Parking Demand

Visitors to residential properties will not be able to find a park

There were 4 comments expressing concern that visitors to properties in residential areas would not be able to park.

Feedback suggested paid parking may be a deterrent to visit local retailers. Residents also expressed that paid parking is just another form generating revenue by council. They expressed paid parking is not needed.

Key pull out quotes:

“Does this mean visitors eg family are not welcome in the Yarra Ranges. ”

“ I suppose any visitors will have to pay to come and see us now.”

“Regulations stipulating minimum widths to roads that developers must include allowances for visitors to park in residential areas”

Officer Response:

The Parking Management Framework aims to ensure equitable access to parking while minimising disruption to local communities. In residential areas with high parking demand, the following measures can help address visitor parking issues:

1. Time-Restricted Parking: Designated time-limited spaces encourage turnover, ensuring visitors have access to nearby parking when required.
2. Visitor Parking Permits: Where competition for on-street parking is significant, Council may introduce temporary or visitor permits as part of a Local Resident Parking Permit system. This allows residents to apply for permits tailored to visitor use or designate specific spaces for their guests.

For further details, refer to the following sections of the Parking Management Framework:

- Appendix 3: Residential Area Parking
- Appendix 5: Local Resident Parking Permits

Engagement Feedback - Parking Demand

More Parking is Needed

There were 11 comments received regarding the need for more parking to be provided across the municipality.

Feedback detailed that respondents believed that more on-street and off-street parking was required within townships and close to key destinations like schools and train stations.

Key pull out quotes:

“There is a lack of parking in the township as a whole is not addressed.”

***“That there is inadequate enough parking as it is around town.
More parking required around the train station is a main issue.”***

***“School carparks are no longer big enough to accommodate the school population.
This leaves staff and parent helpers to have to park on streets, sometimes all day”***

Officer Response:

Council’s Integrated Transport Strategy outlines a framework for addressing parking demands, prioritising better management of existing spaces and improved access to sustainable transport options before constructing additional parking.

While these measures often reduce the need for more parking spaces, there may be instances where constructing new spaces is necessary. Any decision to expand parking will be carefully assessed to ensure it aligns with current and future needs. For more information, please refer to Appendix 1 of the Parking Management Framework.

Engagement Feedback - Other

Need More Details on the Management of Permit Process

There were 7 comments expressing confusion about the management of the permit process.

Various respondents expressed concern or confusion about the permit application and management process and requested more detail.

Key pull out quotes:

“For how long will residents be provided parking permits at no cost? ”

“The residential parking permit is confusing.”

***“How I do Yarra Rangers residents get permits for all parking areas in the Yarra Ranges ?
Or we only get permit for our suburbs although we pay fees for the whole Yarra Ranges ?***

Officer Response:

Information in Appendix 5 within the Parking Management Framework was updated to provide clear details on the specific permit types and their management process.

Engagement Feedback - Other

Consideration for other modes - eg cycling, walking, Public transport

There were 6 responses received regarding other modes of transport.

Concerns were raised about the lack of infrastructure for pedestrians and alternative transport. While cycling is strongly promoted, there was concern for the lack of infrastructure which currently exists enabling cycling as a safe and viable option.

Key pull out quotes:

“I don't think the framework adequately addresses pedestrian access to and from parking areas.”

“Walking routes to public transport should be upgraded and maintained to discourage car use, and hence decrease need for additional parking.

Cycling is strongly promoted in the Framework. If this is to be taken seriously there should be a Commuter Cycling strategy in addition to the Paths and Trails plan. In the area I live, Kallista and environs, there appears to be very little or no attention to making roads "cycle friendly".

Officer Response:

The Integrated Transport Strategy (ITS) emphasises the importance of promoting sustainable and active transport options to reduce reliance on private vehicles and enhance connectivity.

The Parking Management Framework supports this vision by ensuring parking management aligns with broader transport goals. For instance, measures such as prioritising safe pedestrian access, integrating cycling infrastructure, and coordinating with public transport services are critical to achieving a balanced and efficient transport network.

Future planning and parking precinct designs will continue to incorporate features that support and encourage the use of these alternative modes, fostering sustainable mobility while addressing the diverse needs of the community.

Conclusion

Feedback received during the community engagement period has highlighted areas where greater clarification of key issues was required. As a result the Parking Management Framework was updated and revised to ensure that it was easier to read and effectively highlighted the overarching nature of the framework and the need for detailed analysis of site specific conditions when required.

The revised document will be presented to the Council for adoption at the meeting on 11 March 2025.

