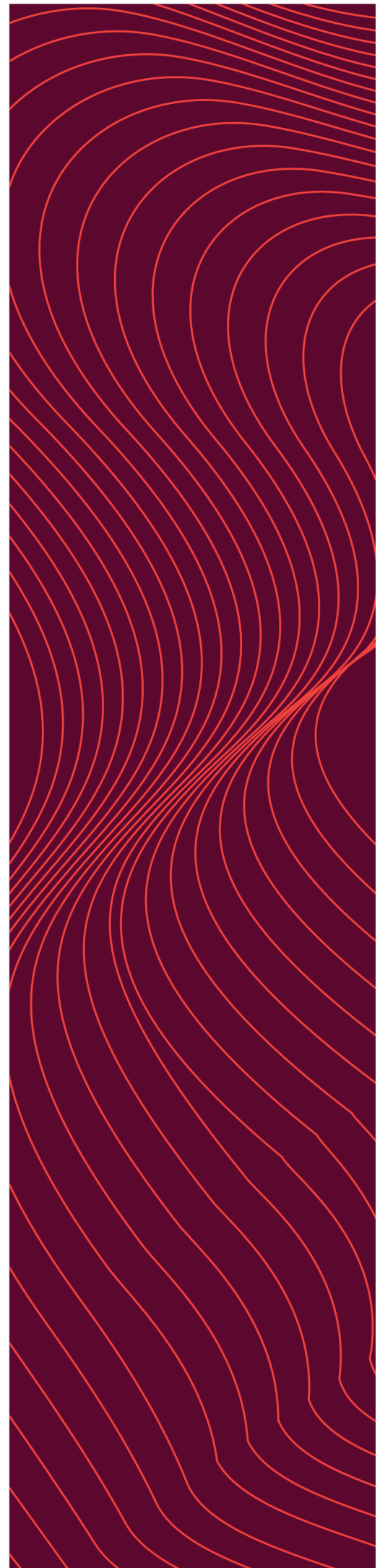

Parking Management Policy

Version no.1

Approval date: 15/12/2025

Review date: 15/12/2029



Document control

Responsible GM	Jody Riordan	
Division	Infrastructure and Sustainability	
Last updated (who and when)	Manager City Assets	2025

Document history		
Authority	Date	Description of change
Council	15/12/2025	Initial endorsement
References	Refer to section 8 and 9 of this policy	
Next review date	2029	
Published on website	Yes	
Document reference no.	2908685	

1. Background

Council provides and manages public car parking across the municipality to benefit the community. Growth in population has also seen the demand for parking rise over time, particularly in Activity Centres. Parking is a limited and shared resource, and several legislative instruments are used to ensure fair access while also supporting local amenity and economic vitality of the City.

2. Objectives

The objective of this Parking Management Policy is to provide a framework to manage parking to best satisfy the needs of the whole community based on the Movement and Place typology of each street.

The objective is to protect amenity, whilst managing competing demands for parking by across different street typologies by:

- promoting safe, accessible and sustainable environment for all road users;
- providing access for vehicles (including emergency services) cyclists and pedestrians;
- providing equitable access to on-street parking; and
- supporting access and turnover to car parking in activity centres to improve economic activity.

3. Scope

This Policy applies to urban Council roads, Council public car parks, and private parking areas where agreements exist between Latrobe City Council and the property owner.

The Policy outlines the types of parking restrictions the Council uses, and the type of parking permits the Council issues to manage parking.

The Policy also refers to other common parking issues such as parking on the nature strip, indented parking.

4. Principles of management

The focus of parking management is to optimise the use of that space for public benefit based on the street typology and available infrastructure.

The supply of parking is relatively fixed and the ability to expand that supply is constrained in a predict and provide approach. A travel demand management approach that emphasises the efficient movement of people is a greater opportunity to improve car park user experience, particularly under congested condition.

4.1 Movement and Place Framework and Street Typology.

The Department of Transport's adopted Movement and Place Framework recognising that streets perform multiple functions. They not only move people from one destination to another (Movement), but they also serve as key places and destinations to spend time in their own right (Place).

The result is that a road network hierarchy is replaced with the following Movement and Place Street Typologies within the Municipality for this Policy:

- **City Hubs** – Have a strong emphasis on movement, such as a national highway, and can also be lined with retail businesses.

- **City Places** - should provide a pedestrian friendly environment. Aim to support businesses, on-street activity and public life while ensuring excellent connections with the wider transport network.
- **Activity Street & Boulevards** - provide access to shops and services by all modes. There is high demand for movement as well as place with a need to balance different demands within the available road space. Activity Streets and Boulevards aim to ensure a high-quality public realm with a strong focus on supporting businesses, traders and neighbourhood life.
- **Connectors** - should provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.
- **Local Streets** - provide quiet, safe and desirable residential access that foster community spirit and local pride. They are part of the fabric of our neighbourhoods, where we live our lives and facilitate local community access.

A matrix of priority users by street typology is attached in Appendix - 1.

4.2 Safe Systems

Public safety is the highest priority for parking management and a Safe Systems approach will be utilised that relies on four pillars; Safe Speeds; Safe Roads; Safe Vehicles; and Safe People. The specific approach will be tailored to each site based on the applicable risks and road user cohorts.

4.3 Desirable Levels of Service

Desirable Levels of Service by street typology have been developed to set out goal and thresholds for parking as attached in Appendix 2. These set out the performance goals for parking and thresholds for consideration of further intervention.

Parking surveys will be conducted to confirm the existing peak parking occupancy levels against the desirable levels of service.

4.4 Parking Controls

In order to manage the utilisation of parking areas, regulatory parking treatments will be implemented to influence the parking demand profiles towards the desirable level of service.

4.5 Community Consultation

Community consultation will help inform parking management decision making. Community feedback will be sought on proposed changes to parking with the size and scope of consultation to reflect the size and scope of the proposed change. Property frontages abutting any changes will be a focus for feedback.

Parking changes may be required for strategic reasons or safety requirements. In these cases, advice will be provided on the proposed change to restrictions and accompanying reasoning, but the scope to respond to feedback may be limited.

4.6 Parking Permits

A range of permits will be provided to balance the different needs of road users across the road network:

- Accessible Parking Permits;
- Residential Parking Permit;
- Temporary Parking Permit; and
- Other permits where required.

The cost associated with provision of parking permits will be detailed in Council's Fees and Charges.

4.7 Other Parking Management Issues - Schools, Early Learning and Other Similar Uses

When investigating parking restrictions near schools, the primary concern is the safety of vulnerable road users such as pedestrians and cyclists. Accordingly, a Safe System approach will be considered that can see the school community engaged to see road safety improvements, rather than focusing on infrastructure changes.

This can include:

- encouraging more walking and cycling to reduce traffic congestion and the demand for parking;
- providing safe drop-off and pick-up zones;
- changing parking restrictions to reduce congestion; and
- ensuring neighbouring properties have adequate on-street parking opportunities.
- A similar approach will be considered at kindergartens, hospitals, and childcare centres.

Parking on the Nature Strip

Parking on the nature strip in Victoria is prohibited by the Road Rules. Signage to reinforce the existing road rules is not encouraged, except where compliance is proven to be a repeated risk to safety or sees repeated damage to community assets.

Provision of Indented Parking

The construction of new indented parking bays will be considered if:

- the width of the nature strip can accommodate the new bays without compromise to footpath safety and access;
- sight lines are not compromised;
- existing infrastructure and landscaping are not impacted;
- it is consistent with the existing streetscape;
- the indented parking space is provided for wider community use and not for the sole use of any individual property;
- It is considered in line with the Special Charge Policy; and
- The asset will remain under the care and maintenance of Council.

Private Parking Areas

Council has agreements with the landowner of private parking parks to enforce parking restrictions. It is expected that, generally, the parking provisions in these private parking areas will be consistent with this Policy.

5. Accountability and responsibility

Accountability and responsibility for this policy is outlined below.

5.1 Council

- Responsibility to ensure this Policy is consistent with Latrobe City Council Strategic Direction and other Latrobe City Council Policy
- Responsibility for the decision to approve this Policy by Council Resolution

5.2 Chief Executive Officer

- Overall responsibility for compliance with this policy
- Overall responsibility for enforcing accountability
- Overall responsibility for providing resources
- Overall responsibility for performance monitoring

5.3 General Manager

- Responsibility for compliance with this policy
- Responsibility for enforcing accountability
- Responsibility for providing resources
- Responsibility for performance monitoring

5.4 Manager

- Develop frameworks and procedures in compliance with this policy
- Enforce responsibilities to achieve compliance with frameworks and procedures
- Provide appropriate resources for the execution of the frameworks and procedures

5.5 Employees, Contractors and Volunteers

- Participate where required in the development of frameworks and procedures in compliance with this policy.
- Comply with frameworks and procedures developed to achieve compliance with this policy.

6. Evaluation and Review

This policy will be reviewed on request of Council, in the event of significant change in the Executive team, significant changes to legislation applicable to the subject matter of the policy or, in any other case, during each Council term (generally four years).

7. Definitions

Nil.

8. Related Documents

List all related Latrobe City Council Policies, Frameworks and Procedures.

- Special Charge Scheme Policy

9. Reference Documents

List any external reference materials, such as Acts, Regulations, Guidance, Industrial Instruments, Planning Instruments, etc.


- Road Safety Road Rules 2017
- Local Government Act 1989
- Road Safety Act 2009
- Road Management Act 2004
- Transport Integration Act 2010
- Disability Discrimination Act 1992

10. Appendices

Appendix 1 – Parking User Priority by Street Typology

Appendix 2 – Desirable Levels of Service

Appendix 1 – Parking User Priority by Street Typology

	City Hubs	City Places	Activity Streets & Boulevards	Connectors	Local Streets
	Safety	Safety	Safety	Safety	Safety
	Public Transport	Public Transport	Public Transport	Public Transport	Residents
	Accessible Parking	Bicycle parking, Pedestrian Infrastructure and Public Realm	Bicycle parking, Pedestrian Infrastructure and Public Realm	Accessible Parking	Customers and Visitors
	Customers and Visitors	Accessible Parking	Accessible Parking	Residents	Employees and Commuters
	Employees and Commuters	Customers and Visitors	Customers and Visitors	Employees and Commuters	
	Residents	Loading Zones	Loading Zones	Loading Zones	
	Loading Zones	Employees and Commuters	Employees and Commuters		
		Residents	Residents		

Appendix 2 – Desirable Levels of Service

	City Hubs	City Places	Activity Streets & Boulevards	Connectors	Local Streets
Safety	Legislative compliance	Legislative compliance. Provide safe alternative transport options.	Legislative compliance. Provide safe alternative transport options.	Legislative compliance. Encourage alternative transport option.	Legislative compliance. Encourage alternative transport option.
Public Transport, Municipal and Emergency Services	No obstruction to access	No obstruction to access	No obstruction to access	No obstruction to access	No obstruction to access
Bicycle Parking	-	Bicycle Parking available with 100m of destination	Bicycle Parking available with 100m of destination	-	-
Loading Zone	Rear access or 100m to on-street bay	Rear access or 100m to on-street bay	Rear access or 100m to on-street bay	-	-
Accessible Parking	2% Public Parking Stock Accessible. ≤80% parking occupancy within 100m	2% Public Parking Stock Accessible. ≤80% parking occupancy within 100m	2% Public Parking Stock Accessible. ≤80% parking occupancy within 100m	-	-
Customers and Visitors	≤85% parking occupancy on-street parking (P2min to P2) within 200m.	≤85% parking occupancy on-street parking (P2min to P2) within 200m. ≤85% parking occupancy on-street or off-street 3P within 400m.	≤85% parking occupancy on-street parking (P2min to P2) within 200m. ≤85% parking occupancy on-street or off-street 3P within 400m.	-	-
Employees and Commuters	All day parking available within 400m from destination	All day parking available within 400m from destination	All day parking available within 400m from destination	All day parking available within 400m from destination	-
Residents	-	-	≤80% parking occupancy within 200m of property. No obstruction to access.	≤80% on-street parking occupancy within 100m of property. No obstruction to access.	≤80% on-street parking occupancy within 50m of property. No obstruction to access.