

Design Guideline for Allocation of On-Street Parking

On-street Parking Design Guideline

User Groups Definition

The following “user groups” have been identified as those who desire access to on-street parking or space that could be used for on-street parking. Identifying the user groups is the first step towards working out how to apportion on-street space among these user groups.

USER GROUP	DEFINITION
Bike racks	on-street bank of bicycle parking hoops
Bus parking	on-street parking bay for use by buses other than scheduled public transport buses
Car sharing	on-street parking bay for use by formalised car sharing schemes
Customers	people destined for shopping/business, clients/patients, customers or other commercial interests etc
Disabled	on-street parking bay for use by people with disability
Drop-off/Pick-up	drop-off/pick-up zone typically associated with schools
Loading zone	on-street kerb-side space used by commercial vehicles for goods delivery
Local employees	employees of local institution / commercial organisation
Park-n-ride	commuters using streets of Yarra for park-n-ride (long-term parking)
Permit Area 50	on-street parking bay for use by doctors displaying permit
PT zone	kerb-side space related to public transport (tram/bus) or taxi
Residential	residents of households fronting the street section
Residential visitors	visitors destined for households fronting the street section
Short-term users	parking of short-term duration e.g. 15 min or 30 min

Street/Land-use Categories

This guideline applies to two generic categories of street/land use. These are:

- Shopping strips
- All other streets

In both of these land-use categories, kerb-side space required for traffic safety reasons and/or emergency purposes (e.g. ambulances, police, Permit Area 50) and/or access to off-street parking **takes precedence over all other uses.**

Application of the Guideline

This Guideline is intended to be used by the Council to help steer decisions about the design of on-street parking restrictions and the use of kerb-side space. The Guideline is intended to be read in conjunction with the Council's Vision, Goals and Principles for managing parking in Yarra (Attachment 1 – Page 7).

In both land-use categories, the Guideline identifies which user groups the Council should cater for first or as a higher priority. This does not necessarily mean that users lower on the priority list will have no access to on-street space. It implies that users higher up the list will be catered for first or that the parking restrictions will be designed to provide best access for users higher up the list.

For example, in shopping strips, local employees could find parking spaces near their employment but the restrictions will be designed to make these spaces unattractive or unavailable for long-term parking through the use of time restrictions or parking meters. The reason for this is that the Council considers the use of kerbside space in shopping strips, a higher priority for use by "customers".

In another example, in predominantly residential streets, some car parking spaces may be set-aside for "customers" after the needs of residents have largely been met.

SECTION 1 – SHOPPING STRIPS

Definition: Refers to the main shopping streets of Bridge Rd, Brunswick St, Smith St, Swan St and Victoria St as well as the other shopping streets like Church St, Johnston St and Gertrude St and the streets known as Designated Shopping Strips (DSS - Definition see ** below).

Table 1: Indicates Council’s hierarchy of priority when designing the parking restrictions and allocating kerb-side space for the various user groups in shopping strips.

Table1 - Shopping Strips		
Priority		Notes
Highest	Disabled	In accordance with strategy recommendations
	PT zone	Typically tram/bus stop or taxi rank
	Loading zone	Where off-street loading is not provided
	Bike racks	Where space for footpath bicycle parking is not available – to be located in consultation with representatives of local business
	Drop-off/Pick-up	Short-term parking for drop-off / pick-up e.g. station or school
	Customers	Time restrictions to vary from 15 minutes to 2 hours as required by nature of business/service e.g. typically 1 hour but short-term for uses such as post office, dry cleaner and couriers. In some instances 2P to cater for consultations, hairdresser, restaurants/cafes etc
	Bus parking	One or two bays where applicable
	Car sharing	One or two bays in areas of high scheme membership
	Residential/ Residential visitors	Only applies in DSS** with mix of shops and residences; requires balancing economic vibrancy of strip and resident need
	Local employees	Local employees should not park in shopping strips because it reduces parking turnover, undermining support to business. Employees are encouraged to use non-car based transport, park off-street, or park in side streets where parking does not adversely affect customer or residential parking
Lowest	Park-n-ride	In line with the Principle P2 – Attachment 1 (Page 7)

**** Designated Shopping Strips:**

- Nicholson St (North Carlton) - West side, Richardson St. to Park St.;
- Nicholson St (North Fitzroy) - East side Scotchmer St. to Park St.;
- Rathdowne St (North Carlton) - Lee to Fenwick St. excluding west side Newry to Curtain Sts.;
- St. Georges St (North Fitzroy) - Railway Place to Barkly St.;
- Queens Pde (North Fitzroy) - West side, Delbridge to end of shops north of Michael St.;
- Johnston St (Collingwood) - South side, Smith to Wellington St. 1 Hour Zone;
- Johnston St (Collingwood) - Both sides Hoddle to Park St.; and
- Burnley St (Richmond) - Both sides Swan to Newry St.

Example application 1 – in a shopping strip

In allocating parking spaces in a shopping strip, the Council would work through an evaluation process that includes the following steps:

- i. Ensure that some parking spaces are allocated for people with disabilities in accordance with its parking strategy for the disabled. (This is currently under development as part of the parking management policy review.)
- ii. Establish kerbside space for the tram or bus stops or taxi drop-off at suitable spacing in conjunction with the public transport operators.
- iii. Locate loading zones for businesses for which no off-street loading exists. Loading zones are located where their shared use can best be maximised by retailers/businesses.
- iv. If footpath space is inadequate to install bike racks/hoops for parking bicycles, a kerb extension may be constructed at the kerb side for placing the bike racks.
- v. Where necessary space for drop-off or pick-up locations at schools, train stations etc. is then provided.
- vi. The bulk of the remaining kerbside space is allocated to time restricted parking to cater for the general needs of “customers”. Time restrictions are designed to encourage turn-over whilst allowing sufficient time to engage in the prevailing businesses/retail activities.
- vii. The need for bus parking is then considered – these could be commercially organised discount shopping buses and would typically be accommodated in/adjacent to factory outlet shopping precincts.
- viii. Parking spaces for formal car-sharing schemes would then be allocated where this serves the shopping strip businesses or residential properties fronting the street.
- ix. Residents living in houses that front onto Designated Shopping Strips may apply to Council for the introduction of measures to assist them to park long-term during the restricted parking times.
- x. Where some longer-term parking e.g. either 4P, 5P or 6P can be introduced without adversely impacting on customers, it may be introduced to offer local employees and businesses another option. However, as the note indicates, this is not encouraged.
- xi. In general, no provision should be made for Park-n-ride in shopping strips.

SECTION 2 - OTHER STREETS

Definition: Refers to all streets or sections of street within the City of Yarra not covered under Section 1 hereof.

Table 2: Indicates Council’s hierarchy of priority when designing the parking restrictions and allocating kerb-side space for the various user groups in streets other than those defined in Section 1.

Table 2 - Other Streets		Notes
Priority		
Highest	Disabled	Where individual residents qualify & no off-street parking exists
	PT zone	Typically bus stop/ taxi drop-off
	Drop-off/Pick-up	Short-term parking for student drop-off / pick-up
	Residential	# Time restricted e.g. 1P or 2P and/or permit parking as required
	Car sharing	One or two bays in areas of high scheme membership
	Short-term/Loading Zone	For local activity e.g. corner milk bar (minimum 1 bay) to support a local business
	Residential visitors	Time restricted e.g. 1P or 2P and/or permit parking as required
	Bike racks	Where space for footpath bicycle parking is not available
	Customers	Where its provision does not adversely effect residential parking
	Local employees	Where its provision does not adversely effect residential parking
	Park-n-ride	In line with the Principle P2 – Attachment 1 (Page 7)
	Lowest	Bus parking

Note

Where it is necessary to introduce a Permit Zone, the number of permit parking bays shall be a function of the number of households fronting the street, an allowance for residential visitors and an allowance for business permit holders within the local “walking catchment”.

Example application 2 – in a predominantly residential street

In allocating parking spaces in a predominantly residential street, the Council works through a process that includes the following steps:

- i. Ensure that some parking spaces are allocated for people with disabilities in accordance with its parking strategy for the disabled. (This is currently under development as part of the parking management policy review.)
- ii. Establish kerbside space for tram or bus stops at suitable spacing in conjunction with the public transport operators.
- iii. Provide space for any drop-off or pick-up locations at schools, train stations etc.
- iv. Allocate the bulk of the kerbside space to cater for the general needs of residents. This might include time restrictions or permit-only spaces especially during evening hours depending on competing parking demand from other user groups.
- v. Provide one or two spaces for any formal car-sharing schemes.

- vi. Allocate space for short-term parking or loading zones to support businesses such as milk bars located in predominantly residential streets.
- vii. Provide space for bicycle parking where this cannot be provided on the footpath.
- viii. Allocate some spaces to serve shopping or business customers where this does not adversely affect residential parking needs. This would generally be accomplished through the use of time restrictions and is usually determined through consultation/negotiation with stakeholders in an area-wide parking review workshop.
- xii. Where some longer-term parking e.g. either 4P, 5P or 6P can be introduced without adversely impacting on residents, it may be introduced on request to cater for local employees that have no other transport alternative. However, as the note indicates, this is not encouraged.
- xiii. No explicit provision is to be made for Park-n-ride. However it is acknowledged that at present some unrestricted parking spaces in low-demand areas are occupied all day by people travelling further into the Melbourne central business area.
- ix. In exceptional cases where this can be accommodated it may be necessary to allocate a bay or two for an unscheduled school bus or buses that serve specific sectors of the local community.

Attachment 1

Council's Over-arching Parking Management Policy Statements

Parking Vision

Parking is managed to ensure the safety of all road users, optimise residents' access to homes while seeking to accommodate the parking needs of visitors, businesses and community facilities in a fair and equitable manner, promoting sustainable solutions.

Strategic Goals

- SG1 To plan and manage transport and urban development so that the demand for parking is contained and managed effectively.
- SG2 To ensure a safe, convenient and high amenity street environment for pedestrians, cyclists and all road users.
- SG3 To encourage residents and all other property occupiers who have access to off-street parking to maximise its use.
- SG4 To ensure that parking solutions accommodate people with disabilities so that they can participate in day-to-day activities across the city.
- SG5 To give priority to households particularly to those with no or limited access to off-street parking when allocating available on-street parking in residential streets.
- SG6 To support the commercial sector as well as health, education and other community facilities by facilitating convenient access without negative impacts on residents.
- SG7 To ensure that new developments are self-sufficient in meeting their parking needs.
- SG8 To ensure the adequate provision of bicycle and motorcycle parking.

Parking Management Principles

- P1 Maximise the use of both private and public car parking before new parking opportunities are created.
- P2 Visitors to the City of Yarra contribute to the cost of providing and maintaining the parking infrastructure they use.
- P3 Restrictions, signage and road marking associated with parking are clear and unambiguous.
- P4 All stakeholders are consulted on proposed parking changes.
- P5 Parking enforcement is effective and equitable.