City of
STONNINGTON

2026-2030

Parking Action Plan

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Reconciliation Acknowledgement Statement

We acknowledge the City of Stonnington is situated on the Traditional Lands of the Wurundjeri Woi-wurrung and Bunurong peoples of the East Kulin Nations and pay our respect to their Elders past and present.

We extend that respect to all Aboriginal and Torres Strait Islander peoples. We acknowledge their living connection to Country, relationship with the land and all living things extending back tens of thousands of years

Why are we planning for parking?

Few parts of the transport system generate more debate than parking, and yet it can be overlooked as a secondary rather than core part of the network. Parking shapes how people access homes, jobs, shops, services and other destinations, and plays a significant role in how our streets feel and function. How parking is managed has consequences that extend well beyond the kerb.

People may rely on driving for a range of reasons including mobility needs, caring responsibilities, work requirements, time constraints, the need to transport goods, or limited practical alternatives. In these situations, having a reliable place to park close to a destination can make a significant difference to the overall experience of a trip.

At the same time, parking is one of the largest uses of public space in Stonnington. Every parking space represents a decision about how limited public land is allocated – space used for parking is space that cannot be used for other purposes such as wider footpaths, safer crossings, protected bike lanes, street trees, outdoor dining or other public facilities.

As our city grows, pressure on parking and competition for public space is increasing. Population and housing growth, changing travel patterns and State Government policies are already affecting how parking is managed, used and experienced. Without change, these mounting pressures will continue to reduce parking reliability, increase congestion, impact safety, and undermine other parts of the transport system.

This Parking Action Plan sets out how we will respond to these challenges over the next four years. It focuses on improving how parking is planned and managed across Stonnington, so that the right type of parking is available in the right places, and the system as a whole works fairly and consistently for residents, businesses and visitors.

(Cover image)

Transport Strategy 2040

Delivering the Transport Strategy 2040

This Parking Action Plan is one of three transport action plans that deliver the priorities of our Transport Strategy 2040.

Together with the **Road Safety Action Plan** and **Sustainable Transport Action Plan**, it forms part of an integrated approach to improving how people move around Stonnington.

These three plans are designed to be read alongside each other – actions in one often support the goals of another.

How parking environments work together

Parking is provided through a mix of on-street and off-street spaces. Understanding the distinct but interrelated role of these two environments is fundamental to understanding how the whole parking system performs.

On-street parking

Kerbside parking spaces along public streets are typically the most visible option, and highly convenient – located close to shops, services and destinations. They are best suited to short stays, where turnover ensures access is available to as many people as possible.



Off-street parking

Car parks provide larger volumes of parking and provide an option for longer stays in addition to serving shorter trips. These include open-air, ground-level car parks (referred to as 'at-grade'), as well as multi-deck and underground facilities. If well-located, they can be just as convenient as on-street options.



When these two environments are well-aligned with controls, pricing and time limits that reflect their respective roles, they work together to distribute demand across the network and guide people toward the most appropriate option for their trip.

When they are not aligned, demand concentrates in the most convenient locations regardless of whether those locations are the most suitable. Drivers circle for on-street spaces while nearby off-street car parks sit underused. Short-stay spaces get occupied by long-stay parkers, shifting their vehicles periodically throughout the day. Pressure spills into residential streets. The system becomes harder to use, harder to enforce, and less efficient for everyone.

This Plan is built around the principle that on-street and off-street parking need to be actively managed together as a system, not in isolation.

Who manages parking in Stonnington?

Parking is supplied, managed and shaped by a combination of organisation and settings, each playing a different role in how parking is used across Stonnington.



The Victorian Government influences parking through planning and transport policy. This includes setting requirements for parking provision in new developments, as well as broader policies that affect how parking is managed at a local level. These settings have a direct bearing on how much parking is available across the city and can significantly influence travel behaviour over time.

The Victorian Government's **congestion levy** applies to certain off-street car parks in higher-density and activity centre areas, including the area of Stonnington west of Williams Road. Car park operators must pay a levy of $2,150 per parking space (increasing yearly by CPI), with the intent of discouraging car use in areas well-served by public transport and reducing traffic congestion. For Council's levied off-street car parks, that stacked up to $4.09 million in 2025-26.

The levy is designed to be passed on to users through higher off-street parking prices. In practice, this can shift demand to on-street spaces or into surrounding residential streets, particularly where these environments are free or cheaper than off-street options. This increases circulating traffic as drivers spend longer searching for an on-street space, creating pressure that works against the levy's own objectives. Council must then manage this pressure through corresponding adjustment to on-street controls.

It is one example of how State Government policy decisions, made at arm's length from local conditions, can have direct and tangible consequences for how parking functions at a street level across Stonnington.



Council manages most on-street parking and a number of off-street car parks across Stonnington. Through this role, we are responsible for balancing the many competing demands for parking and kerbside space – supporting access to homes, businesses and community destinations, while also considering safety, traffic flow, amenity and broader transport outcomes.

The main tools available to manage how spaces are used include:

- **Time limits** to encourage turnover in high-demand areas by restricting how long a vehicle can park in a given location.
- **User limits** such as permit zones, loading zones or accessible parking bays, to designate spaces for specific vehicles or users.
- **Pricing** to help manage demand or give users flexibility in how long they stay.

These controls can be applied individually or in combination, and the right approach will vary depending on local conditions and the outcomes being sought.



Private providers and private property also contribute significantly to overall parking supply. This includes residential driveways and apartment basements, commercial car parks and privately operated parking facilities. These spaces play an important role in the overall system and can meaningfully influence demand for on-street and Council-managed parking, particularly in activity centres and higher-density areas.

How this action plan was developed

This is Stonnington's first dedicated Parking Action Plan. It brings together evidence, community input and a clear set of priorities to guide how parking is planned and managed across the municipality over the next four years.

1

Review

Existing strategies, policies and parking studies were reviewed to understand how parking is currently approached across Stonnington, including previous projects, permit systems and relevant Council and State policy settings. This provided a clear picture of what has been delivered, what has changed, and where gaps remain.

2

Analysis

Data and technical analysis were used to assess how parking is used across the municipality including supply, demand, occupancy, turnover and compliance, alongside broader trends such as population growth, changing travel behaviour and evolving State policy. A background report summarising this analysis was published in August 2024 and is available on our website.

3

Engagement

Community feedback was gathered through one of the most extensive engagement processes Council has undertaken. Residents, businesses and visitors shared their experiences of parking across a range of locations and contexts including commuter pressure near stations, time limits in activity centres, permit zones in residential streets, and the impact of parking on safety and access.

4

Prioritisation

Findings from the review, analysis and engagement were brought together to identify the most pressing challenges and opportunities, and to prioritise actions that can make a meaningful difference over the next four years.

Where we are now

Parking is widely available across Stonnington – on residential streets, in activity centres, beside parks, near schools and train stations. For most people, most of the time, there is somewhere to park. But availability alone does not mean the system is working well. The location and management of parking can also shape how streets feel, how safely people can move through them, and whether public space is being put to its best use.

How we got here

Much of Stonnington's parking system was designed for a time when there were fewer people, fewer cars and less competition for street space. As the city has grown and changed, parking space and restrictions have been added and adjusted incrementally in response to specific resident concerns, business needs or changes in land use. Each response may have been reasonable in isolation, but the cumulative result is a patchwork of controls that varies significantly across the municipality. In some locations, controls can overlap and layer in ways that make it difficult to navigate, particularly for visitors or people new to an area.

This approach has allowed Council to respond to immediate and site-specific needs. However, it has also meant that some restrictions have not been revisited as circumstances changed. Where changes have been made, a street-by-street approach has limits – resolving pressure in one location without addressing the underlying cause often just shifts it to the next street, where the cycle begins again. An area-based approach is needed to better understand demand patterns, potential spillover effects and the relationship between nearby streets, activity centres and off-street parking.



The **Resident Parking Scheme** is a good illustration of how parking settings can outlast their original purpose.

Introduced in 1995 and largely unchanged since, it was designed to ensure residents without off-street parking could park near their homes. Today, permits can be issued to households regardless of whether they have a driveway or garage, with allocations of up to five permits per property in some areas.

In parts of Stonnington, more permits have been issued than there are spaces available. Variable permits, intended for short-term visitor use, account for more than half of all permits issued, with recent data showing that around 28% of variable permit holders use them for their own vehicles rather than visitors or tradespeople.

The scheme is a product of its time, and the gap between its original intent and how it operates today has widened considerably.

How the system performs today

Council controls many thousands of on-street parking spaces across residential streets and activity centres, alongside 85 off-street car parks providing more than 5,000 parking spaces. On paper, this is a substantial network. And yet parking availability remains a persistent source of frustration for residents, visitors and businesses. This is because an effective parking system isn't just about the total number of spaces, it's about where they are, how they are managed, and who they are available to at any given time.

Across the municipality, demand is not even. Some locations experience intense competition for spaces while others have parking that sits largely unused. On-street spaces in and around activity centres attract the highest and most consistent pressure – these are the most visible and convenient locations, and drivers will seek them out first regardless of what else is available nearby.

At the same time, Council's off-street car parks frequently operate well below their capacity – many below 60% occupancy on average and some underused even at peak times. Poor wayfinding, sense of safety or perceptions about convenience, and the availability of free on-street alternatives, mean drivers often default to searching for a kerbside space rather than using a nearby car park that is more likely to have space available.

In the Chapel Street precinct alone, there are estimated to be more than 6,600 Council-controlled spaces across the main and surrounding streets, and off-street car parks. Parking pressure in this area isn't due to undersupply,

it's a symptom of misalignment between on-street and off-street pricing, causing demand to concentrate where the fewest spaces are actually available. It will therefore be important to explore how these settings can be better aligned to make parking more available and reliable for people who need it.

Planning for growth ahead

Stonnington is growing, and the shape of that growth matters for how parking is planned and managed. The State Government has identified 15 activity centres in Stonnington where new planning controls are proposed, aimed at delivering significant housing growth by 2051. The residents arriving in new developments will experience parking differently to those who came before them.

Recent State Government planning reforms now tie car parking requirements in new developments to public transport accessibility, reflecting a deliberate policy intent to reduce car dependency over time. Developments in well-serviced areas like these activity centres can be built with significantly fewer parking spaces, and in the highest-accessibility areas, minimum parking requirements may even be removed, depending on the applicable planning controls. Residents of newer multi-dwelling developments are also ineligible for resident parking permits, so that on-street parking in surrounding streets does not absorb the shortfall.

These changes may mean new residents tend to have lower car ownership by design, which creates a different kind of pressure on the system – less parking demand, more demand for the alternatives that support living with fewer cars. The transport system needs to be ready to meet that demand with walkable streets, reliable public transport, safe routes for bike riding and access to shared mobility options. Where those alternatives fall short, the absence of private parking creates real disadvantage rather than the intended change in travel behaviour.

Alongside this, new forms of mobility are changing what kerbside space needs to accommodate. For example, the growth of ride share and delivery services generates short-stay demand that existing static restrictions were not designed to handle. The kerbside is becoming a more dynamic and contested resource and managing it well requires a more deliberate approach that anticipates these demands rather than responding to them after the fact.

What the community is telling us

To develop this plan, we engaged extensively with residents, businesses and visitors. More than 1,100 surveys were completed, nearly 420 location-specific pins were placed on an interactive map, and we spoke to more than 100 participants across six pop-up sessions and four drop-in sessions. Parking was also raised extensively through the Transport Strategy engagement process.

The two streams of engagement brought different perspectives. The Parking Action Plan survey mostly attracted responses from vehicle owners, particularly those with multiple cars, while the Transport Strategy survey captured a broader range of voices, including people who walk, ride and use public transport regularly. Together they give a more complete picture of how parking is experienced across the community.

Residential parking

Residential parking was the most common topic raised, with 83% of survey respondents choosing to give feedback on it. Residents broadly support the use of permits to manage on-street parking, but only around half (48%) of permit holders agreed that permit conditions were clear and easy to understand. There was strong agreement (77%) that Council should enforce permit conditions to discourage misuse.

Better managing on-street parking and permit allocation was rated very or extremely important by 63% of respondents. When asked how Council can improve permits and residential parking, understanding permits was the most common theme (21%) – with confusion centred on zone boundaries, overlapping restrictions, and a lack of maps showing where permits apply. Around one in six respondents (17%) said the existing system was working well and needed no change.

Shopping area parking

Just over 600 respondents gave feedback on shopping area parking. Congestion was the dominant concern with 72% agreeing that roads around shopping areas are very congested with cars looking for on-street parking, and 53% saying they often find it difficult to locate a space. Half of respondents (50%) identified a lack of space for pick-up and drop-off of passengers and deliveries.

Across the survey, pin drop map and in-person sessions, people consistently called for better wayfinding to off-street car parks and more consistent enforcement, with Toorak Village, Chapel Street, Prahran Market and High Street/Glenferrie Road in Malvern generating the most location-specific feedback.

School zones

Around 200 respondents gave feedback on school area parking. Agreement was high across all four statements tested: 81% agreed that pick-up and drop-off causes traffic congestion, 69% agreed people often drive dangerously during these periods, 66% agreed there is a lack of drop-off space within school grounds, and only 32% agreed that infrastructure supported safe active travel to school.

In-person sessions reinforced these findings, with participants pointing to the compressed drop-off and pick-up window as the primary driver of congestion, and expressing frustration that schools themselves were not taking adequate responsibility for managing the traffic they generate. Enforcement of existing no-standing restrictions was the most common improvement suggested. There was also support for staggered drop-off times, walking school buses, and better active travel infrastructure as longer-term solutions.

Competing expectations

The engagement also highlighted that community views on parking and the transport network more broadly are not always aligned, with many priorities competing for the same limited space.

Many people told us they want safer and greener streets, better pedestrian and riding connections, more welcoming activity centres, and less congestion. At the same time, people also value convenient parking and want confidence they can still access homes, businesses and local destinations by car when needed. Because street space is limited, improving one outcome can sometimes reduce space available for another.

Residents often emphasised the desire to park close to home, particularly in streets affected by commuter, visitor or activity centre spillover. Businesses and visitors commonly focused on short-stay availability, turnover and ease of access to shops and services. People with disability, carers, support workers, delivery drivers and families with young children highlighted the importance of being able to park close to specific destinations.

As we deliver this plan, we'll need to balance these needs in a fair and transparent way, using evidence, local context and long-term planning to guide decisions about how street space is used.

Competing demands: What our community wants

- Safer streets and more space for pedestrians
- Protected bicycle infrastructure
- More greenery and street trees
- Outdoor dining and street activation
- Faster, more reliable public transport
- Better accessibility for all users



- More on-street parking close to home
- Free and readily available parking
- Longer time limits near shops and services
- Fair access to residential parking permits
- Parking close to activity centres and schools
- Space for deliveries and service vehicles

Where we're headed

Our Transport Strategy 2040 commits to making our parking system work better. This isn't as simple as just adding more parking – it requires more deliberate, consistent management of the existing network, in a way that keeps pace with how the community is changing.

This Action Plan focuses on the initial steps required to move in that direction. This includes establishing clear policy foundations so that the system operates with a logic that residents, businesses and visitors can understand and trust. It also includes taking stock of the parking supply we have, how it is performing, and whether it is serving the community as well as it could be.

Some changes will be visible quickly, while others will take longer and will requiring careful balancing of trade-offs between competing uses, or between the needs of today and the demands of a growing and changing city. Those trade-offs will be made transparently, on the basis of evidence, and with a consistent set of principles behind them.

Parking and the broader transport system

Parking can directly affect how safely people can walk, ride and move through the street environment. In some locations, parked vehicles can reduce visibility and limit space for movement.

Allocating space to parking over bicycle infrastructure, shared mobility, or pedestrian space also makes these alternatives less viable and reinforces reliance on driving.

Some of the actions in our **Road Safety Action Plan** and **Sustainable Transport Action Plan** will therefore involve decisions about where and how people park. All three plans are designed to work together.

What good parking looks like in practice

Good parking management is about making sure parking works as a shared public asset. This means monitoring how parking is used at different times, understanding who it serves, and making deliberate adjustments so parking supports access to shops, services, jobs and homes.

Parking occupancy is a practical signal of whether parking is working effectively. Occupancy rates demonstrate how full parking is at any given time, in any given location. Many councils use occupancy and turnover data to help guide decisions about time limits, permit settings, enforcement and, in some cases, pricing.

If occupancy is consistently low, spaces are sitting idle instead of providing the access they're intended for. If occupancy is consistently too high, people cannot reliably find a space and end up circling, adding to congestion and frustration. Well-functioning parking areas sit comfortably in between: busy enough to show demand, but with spaces still available within reasonable distance of a destination.

Evidence suggests that on-street parking in activity centres performs best when peak occupancy does not exceed 85%, meaning roughly one in seven spaces are available at any given moment (Pierce & Shoup, 2013). At this level, there is almost always a space available within a short walk, turnover is healthy, and businesses benefit from reliable customer access. For off-street car parks and residential streets, the right occupancy range differs according to location, time of day, and who the parking is primarily serving.

Our Transport Strategy 2040 sets a target that around one in seven on-street spaces in activity centres are available during peak times – a zone where parking is both well-used and reliably available for the people who need it. Appropriate targets for other settings will also be considered through future parking policy development.

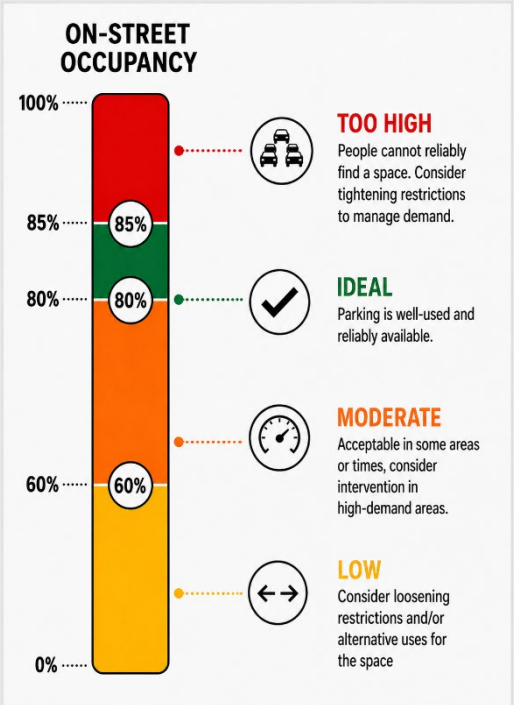


Figure 1. On-street occupancy targets for activity centres.

Ongoing activities

Parking management is an ongoing part of our work. The activities below reflect what we already deliver as part of our core service. They will continue alongside the new actions outlined in this Plan.

Permit administration

Resident parking permits are issued and managed in accordance with policy. This includes processing applications, managing renewals, investigating misuse and responding to eligibility queries.

Parking enforcement

Compliance is monitored and enforced across the municipality to ensure restrictions are observed and the system operates as intended. Consistent enforcement ensures restrictions are observed and the system operates fairly for everyone.

Responding to service requests

Council assesses requests for parking changes from residents, businesses and community members on an ongoing basis, and implements changes where they are supported by evidence and policy.

Managing Council car parks

Council's off-street car parks are operated, maintained and managed on an ongoing basis, including responding to operational issues, monitoring utilisation, and managing access, safety and the user experience across each facility.

Signage and line marking

Parking signs and line markings are maintained and replaced as part of Council's infrastructure renewal program. Accurate and legible signage is essential for the system to function effectively and for people to understand and comply with restrictions.

Data collection and monitoring

Occupancy, turnover and compliance data is collected across the parking network to support evidence-based decision-making and identify emerging issues. This includes the use of parking sensors to enhance data accuracy.

Our focus for the next four years

The actions in this Plan are organised around three focus areas that represent the fundamental components of an effective parking system – how it operates, how space is used, and who it serves.



Reading the action tables

Each focus area includes an action table setting out what we will deliver over the next four years. For each action:

Timing shows when an action is expected to begin, progress or be completed across the life of the Plan.
Key: ● Active years | ○ Years where the action is not yet underway or has been completed.
Note: Years refers to financial years, with 'Year 1' of this plan being financial year 2026-27.

Cost provides a high-level indication of the likely scale of investment required.

- Staff time only: Deliverable within existing resources.
- $ (Low): Less than $50,000 per year
- $$ (Medium): Approximately $50,000 to $250,000 per year
- $$$ (High): Greater than $250,000 per year, generally associated with capital works or multi-site delivery programs.

Cost estimates are indicative and intended to guide planning. Funding decisions are considered through Council's annual budget process and actual costs may vary depending on scope, design, delivery timing and opportunities to secure external funding.

Focus area 1: Sensible system

Managing parking in a fair, consistent and transparent way that is easy for residents, businesses and visitors to understand and use.

Most of the frustrations people experience with parking in Stonnington don't stem from a genuine shortage of spaces – they stem from a system that has gradually become inconsistent, difficult to understand, and harder to navigate.

The first step to shifting this is establishing the policy foundations for clear, more consistent decision-making. We'll do this through a Parking Management Policy, which will guide how controls are applied and enforced consistently across the municipality, and a Parking Permit Policy, which will reset a scheme that has shifted from its original purpose over time. Together these policies will give Council, residents and businesses a shared understanding of how the system works and why.

Those policy frameworks will be translated into action through a new Area Parking Review Program that will assess how parking is functioning across whole precincts, identify where the system is working and where it isn't, and develop tailored improvement plans. This ensures that streets with genuine need are not overlooked because their residents are less likely to lodge a formal request, and that changes in one location are designed with their neighbours in mind.

We'll also work to simplify the parts of the system that compound confusion when left unattended, including time-variable restrictions that are hard to read at a glance, and improve how information is communicated so residents, businesses and visitors can more easily understand how parking operates and why decisions are made.

Together this work represents a shift from a system that mainly reacts to pressure toward one that plans ahead, applies decisions consistently, and reviews conditions regularly. This makes the system easier to manage, as well as fairer and more predictable for the people who use it.

CASE STUDY

City of Melbourne

In 2023 the City of Melbourne switched to an area-based approach to parking management, with the first round of Neighbourhood Parking Reviews focusing on the CBD, Southbank and Carlton.

Their approach involves community consultation and the collection of data driven evidence and is guided by the vision and strategic directives of their Parking and Kerbside Management Plan.

As a result, initial changes have included:

» simplifying all parking in the CBD to two-hour (2P) parking between 7am and 10pm

» simplifying controls to 7am to 7pm weekdays / daily in Kensington

» time-limiting loading zones so they can be freed up for use by other vehicles later in the day

» introducing designated pick up / drop off spaces allowing 2-minute stops at intersections.

These changes make it easier to find an available parking space and parking restrictions are simpler to understand for drivers.

Action		Timing	Cost
1.1	**Establish a Parking Management Policy** Develop and adopt a Parking Management Policy that sets out clear principles and criteria for when and how parking controls are introduced, reviewed or changed, including types of restrictions applicable and standard hours/days of operation, supporting more consistent, evidence-based and transparent decision-making. The Policy will incorporate and replace our existing Narrow Streets Policy, addressing footpath parking in narrow streets with a clear enforcement position and a transition framework for streets currently subject to that policy. It will also incorporate and replace our existing Vehicle Crossover Policy, establishing how redundant vehicle crossovers are identified, managed and enforced to protect on-street parking supply and improve fairness and clarity for property owners and the wider community. Some elements of the Policy may require corresponding updates to Council's local law. Where relevant, these will be progressed as part of the scheduled local law review in 2028.	●○○○	Staff time only
1.2	**Establish a Parking Permit Policy** Develop and adopt a Parking Permit Policy to replace and modernise the existing Resident Parking Scheme. The policy will set out permit areas, permit types, eligibility, fees and conditions to improve clarity, consistency and compliance.	●○○○	Staff time only
1.3	**Establish an Area Parking Reviews program** Develop and endorse an Area Parking Reviews program framework, aligned with the Parking Management Policy, to guide a rolling program of area-based parking assessments across the city. The framework will include review objectives, processes, inputs, engagement guidelines, area boundaries and delivery schedule based on evidence of current parking pressures. In most cases, area reviews will consider both residential and activity centre streets. In larger or more complex activity centres, particularly those spanning multiple precincts or experiencing significant growth, a dedicated activity centre parking strategy or precinct parking plan will be required. The framework will identify where activity centre-specific parking strategies or precinct parking plans are required, particularly in areas with high demand, mixed land uses, significant growth or known spillover impacts.	●○○○	Staff time only
1.4	**Undertake Area Parking Reviews and develop improvement plans** Conduct Area Parking Reviews in two areas per year and prepare area-based improvement plans. Engage with the local community to refine proposed improvements, including any changes to restrictions, and seek Council endorsement to fund delivery through the annual budget process, supported by external grant opportunities where available.	●●●●	$$
1.5	**Deliver area parking improvements** Implement funded Area Parking Review improvement plans through adjustments to parking controls, updated signage, line markings or other measures, and associated resident communications.	○●●●	$$$
1.6	**Trial alternative kerbside signage to improve legibility** Investigate and trial the use of alternative kerbside signage to better communicate time-variable parking designations, improving readability for drivers and supporting more consistent use of spaces that operate under different restrictions at different times of day.	○●●●	$

Action		Timing	Cost
1.7	**Update parking-related web content** Review and update Council's website to ensure information about parking permits, restrictions and enforcement is accurate, complete and easy to navigate. This includes clear explanations of permit types and eligibility, how to request a parking change, and how restrictions in specific locations work. Content should be reviewed alongside the adoption of the Parking Management Policy and Parking Permit Policy to reflect current rules and reduce the need for direct enquiries.	●●○○	Staff time only
1.8	**Advocate for planning tools that manage development-related parking impacts** Advocate for tailored State planning controls that recognise Stonnington's specific urban context, including its established activity centres, constrained street network and strong public transport access. This should include parking overlays where appropriate, to support efficient network use while managing parking, loading, servicing and access impacts on surrounding streets.	●●●●	Staff time only

Focus area 2: Smart use of space

Making the best use of limited public space by providing the right mix of parking in the right places.

Stonnington's activity centres and off-street car parks hold more parking capacity than is often apparent. Council data shows that many off-street car parks have space available even at busy times, yet remain underutilised because they are harder to find, feel less convenient, or cost more than nearby on-street alternatives. Meanwhile, the most visible on-street spaces in shopping strips can feel impossible to find at peak times – not necessarily because there isn't enough parking in the area, but because demand is concentrated in the wrong places. This mismatch between where parking is available and where people look for it can be addressed in many ways –better wayfinding, clearer information and adjusted time-limit settings can shift behaviour without requiring new infrastructure. Community feedback strongly supported this approach, with redirecting drivers to off-street parking and improving signage among the most supported responses to parking pressure.

Pricing is a more complex lever, but an important one to understand. Where on-street parking is free and nearby off-street parking is paid, the system naturally encourages people to spend longer searching for the most convenient space, even where alternatives are available nearby. To consider this more carefully, we will undertake an economic impact assessment to understand how pricing tools could influence behaviour, access and local economic activity – and what the right settings might look like in Stonnington's context.

Beyond managing demand, this focus area is also about taking a harder look at what our parking assets are worth and whether they are delivering the best return for the community. Council owns 85 off-street car parks, many in prime locations near public transport, shops and services. A structured assessment of the portfolio will help identify which facilities are performing well, which are underutilised, and whether any could deliver greater long-term value in a different form.

At the same time, not every on-street parking space needs to remain a parking space forever. Conversions to greening, outdoor dining and active transport infrastructure have proven benefits. Identifying the right locations for these changes, and sequencing them carefully alongside broader streetscape improvements, is how we ensure reallocation delivers genuine benefit rather than simply shifting pressure elsewhere.

EVIDENCE SNAPSHOT

Parking, street space and local activity

Evidence consistently shows that how street space is used has a strong influence on local economic activity. Factors such as footpath width, street amenity, safety and the ability to linger can play a greater role in attracting people and supporting local businesses than parking supply alone.

Local and international studies have found that reallocating some street space to uses such as outdoor dining, wider footpaths or bike parking can increase foot traffic and spending, even where some on-street parking is removed. In Stonnington, a 2021 evaluation of the Extended Outdoor Dining Program found that 78% of participating businesses reported increased revenue and 86% reported increased foot traffic, with strong community support for retaining parklets. An Urbis study also found that street space used for on-street car parking generated an average of $950 per day in revenue to local businesses, while those converted to bike parking or outdoor dining generated $1,660 - $1,700 per day.

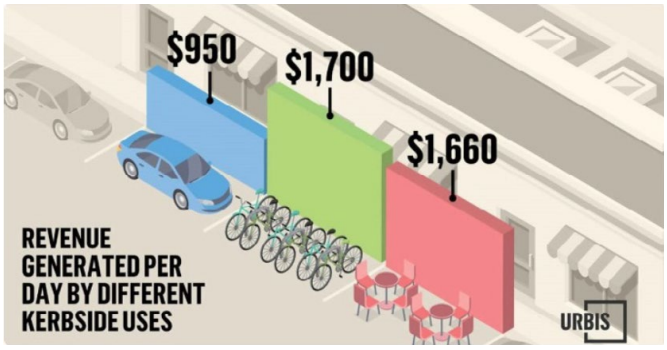


Figure 2. Revenue generated in parking space by alternative uses (Urbis, 2021)

The expansion of the Congestion Levy adds another layer of complexity. The levy has significantly changed the economics of off-street parking west of Williams Road and is already influencing parking behaviour and demand patterns across nearby streets. Council will continue advocating to the State Government to recognise these local impacts and support mechanisms that allow councils to respond effectively as conditions change over time.

Action		Timing	Cost
2.1	**Complete the parking sensor roll-out** Complete the implementation of parking sensors at remaining locations identified for the current roll-out, to enable more accurate monitoring of occupancy and turnover across high-demand areas. Data collected will inform decisions about parking restrictions, enforcement priorities and future management of the network.	●○○○	$$
2.2	**Assess the case for on-street parking pricing** Undertake an economic impact assessment of on-street parking pricing in high-demand activity centres, examining how pricing could improve alignment between on-street and off-street settings, influence parking behaviour and demand, and affect visitation and economic activity. The assessment will inform future decisions about whether and how pricing tools could be introduced.	●●○○	$$
2.3	**Improve off-street car park wayfinding** Audit existing wayfinding to Council-managed off-street car parks and implement improvements, including updated signage, digital information and real-time availability tools where feasible, to help direct drivers to available off-street spaces and reduce circulating traffic.	●●●●	$$
2.4	**Review off-street car park performance** Assess the role and performance of Council's off-street car park portfolio against a framework that considers utilisation, financial sustainability and public value, to inform future management, pricing and investment decisions.	●○○○	$
2.5	**Reallocate kerbside space to alternative uses where appropriate** Through the Area Parking Review Program and activity centre upgrade programs, identify locations where on-street parking could be converted to alternative uses such as greening, streetscape improvements, outdoor dining or active transport infrastructure, without undue impact on overall area parking supply. Delivery will be subject to design, community engagement and funding allocation.	●●●●	Included in 1.4
2.6	**Advocate for a fair share of the Congestion Levy revenue** The State Government will return a portion of Congestion Levy revenue to affected councils for investment in active transport. Council will actively advocate for a return of at least 50% of Congestion Levy revenue collected in Stonnington, to ensure the community benefits from the investment they fund through this tax.	●●●●	Staff time only

Focus area 3: Priority access

Ensuring people who rely on driving can access parking reliably, close to where it's needed.

Not everyone can get around without a car. For people with a disability or limited mobility, for those with caring responsibilities, and for workers who travel to multiple locations throughout the day, parking close to a destination is not a matter of convenience – it is a matter of access. When spaces are not available in the right places, these users are disproportionately affected.

On-street accessible parking is more dependent on local street conditions than off-street parking. The appropriate number, location and design of bays depends on factors such as land use, demand, road width, traffic volumes, speed environment, gradients, kerb layout and whether a safe and accessible path of travel can be achieved. This means gaps can develop or persist where accessible parking has not been reviewed systematically across an area. The challenge is greater in older parts of Stonnington's street network, where constrained street dimensions can make it difficult to provide fully compliant accessible spaces even where demand is clear.

Council regularly receives requests for new or relocated accessible bays, reflecting demand that is not currently captured through a consistent municipal-wide review process. Community feedback reinforced this need, with only 23% of respondents saying the current supply of accessible parking is sufficient.

Pressure on kerbside space also comes from a growing range of users beyond private vehicles. Delivery vehicles and ride share services each have specific access needs that shift across the day and can, when not well managed, create conflict with other users or contribute to unsafe kerbside conditions. Managing these competing demands requires clearer allocation of the space in the right place at the right time.

A gap that is less visible but equally important is parking access for carers and support workers. People who provide in-home care, whether through formal aged care services, disability support or community health programs, often travel between multiple properties throughout the day in permit zones where they have no entitlement to park. This creates real friction for essential workers and, more significantly, for the people who depend on them. During our community engagement, support for addressing this gap was clear, with many respondents identifying home care workers as a group the current permit system fails to accommodate. Our existing digital permit platform creates a practical foundation for a more flexible permit type that can follow a worker across the city rather than being tied to a fixed address.

School access

School zones present a particular concentration of these access pressures. The combination of high volumes of short-stay, pick-up and drop-off activity, the likelihood that drivers are rushing or distracted, and the presence of children creates kerbside conditions where poor parking management directly translates into safety risk.

Improving these conditions goes beyond parking management alone, therefore school precincts are addressed through our **Road Safety Action Plan**, which includes dedicated actions for school streets and travel behaviour.

Action		Timing	Cost
3.1	**Address gaps in accessible parking provision** Through the Area Parking Review Program, identify and address gaps in accessible parking provision across activity centres and residential areas. Council will seek to provide accessible parking bays that are appropriately located, clearly marked and compliant wherever practicable. Where site constraints make full compliance difficult, Council will consider alternative responses informed by technical assessment, legal and insurance advice, and disability access outcomes.	○●●●	Included in 1.5
3.2	**Improve loading, pick-up/drop-off and service vehicle access** Through the Area Parking Review Program, review the provision and location of loading zones, pick-up and drop-off bays, and service vehicle access across activity centres, identifying gaps and implementing changes to better accommodate delivery, rideshare and other service vehicle needs. Include assessment of dynamic loading zone opportunities where spaces could serve multiple functions across the day.	○●●●	Included in 1.5
3.3	**Pilot seniors and pram bays** Pilot the installation of clearly marked bays for seniors and people with prams in activity centres and near community facilities, assessing utilisation and community response to inform future rollout across the municipality.	○●●●	$
3.4	**Investigate a carer and support worker permit** Investigate the feasibility of a dedicated permit type for carers and support workers, considering demand, eligibility criteria, permit conditions, and any operational requirements. Findings will inform a recommendation to Council on whether and how these permits could be introduced.	●●○○	Staff time only
3.5	**Pilot a carer and support worker permit** Based on the findings of the feasibility investigation, pilot a carer and support worker permit, monitoring uptake, compliance and community response to inform a decision on permanent adoption across the municipality.	○○●●	$
3.6	**Trial targeted enforcement technology for accessible parking** Investigate and trial the use of targeted monitoring technology, including pole-mounted sensors or cameras, to improve enforcement in locations where non-compliance has the greatest impact on priority users, such as accessible parking bays in activity centres and residential areas. Findings from any trial will be used to assess the case for broader rollout and inform how enforcement resources are directed across the network.	○○●●	$
3.7	**Improve public information about accessible parking** Develop improved public information about accessible parking across Stonnington, including the location and key features of accessible parking bays. This may include information such as bay type, dimensions, nearby kerb ramps, surface conditions, gradients, time restrictions and proximity to key destinations, to help people with disability or limited mobility plan trips with greater confidence.	○○●●	$

How we'll measure progress

We will track progress at two levels, to monitor both the delivery of actions and the outcomes they are intended to influence.

Strategic indicators

This Plan contributes to the following indicators established in the Transport Strategy 2040, which measure whether parking and access outcomes across Stonnington are improving over the long term.

Many of these outcomes are influenced by multiple factors and may take time to shift. We will track these indicators each year, looking for improvement over time but recognising there may be some fluctuation year to year.

Indicator	Measure	Baseline[1]	Target (2040)	Data source
Parking in our activity centres is well-used but reliably available	Share of monitored on-street sites in major activity centres with around one in seven spaces available at peak times.	To be established[2]	≥90% TBC	Council data
Council-managed off-street car parks are better used	Share of monitored Council-managed off-street car parks that fall within target occupancy range, according to function.	To be established[2]	≥90% TBC	Council data
People with mobility or access needs can park close to where they need to be	% of respondents that report being satisfied with the availability of accessible parking.	To be established[2]	Increase (by area)	Parking Area Studies engagement surveys
Community more satisfied with parking facilities	Parking facilities performance index score.	51 (2024-25)	Increase	Community Satisfaction Survey

Notes: (1) Baseline measures reflect most recent data available at time of development; (2) Baselines for indicators 'to be established' will be collected in the course of delivering actions in this plan.

Delivery indicators

The following indicators track whether and how actions are being delivered over 2026-2030.

Indicator	Target (2030)
Proportion of actions delivered on schedule	≥85%
Areas reviewed under the Area Parking Review Program	Up to two per year

Monitoring, review and reporting

Delivery will be monitored through an internal implementation plan, which tracks progress against each action and captures program-level outcomes such as participation numbers, reach and satisfaction. This will be monitored and reported internally on a quarterly basis to inform and refine delivery over time.

Delivery progress for this Plan along with the Road Safety and Sustainable Transport Action Plans will be reported publicly through an annual Transport Strategy update.

This Plan reflects our priorities and commitments at the time of adoption. As delivery progresses, new opportunities, partnerships or emerging issues may be identified that warrant a response. Where additional actions are developed during the four-year period, these will be tracked through the internal implementation plan and reported as part of the annual update.

The Plan will be formally reviewed at the end of the four-year period, or sooner if circumstances require it.

References

Pierce, G., & Shoup, D. (2013). Getting the Prices Right: An Evaluation of Pricing Parking by Demand in San Francisco. *Journal of the American Planning Association*, 67-81. doi:https://doi.org/10.1080/01944363.2013.787307

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