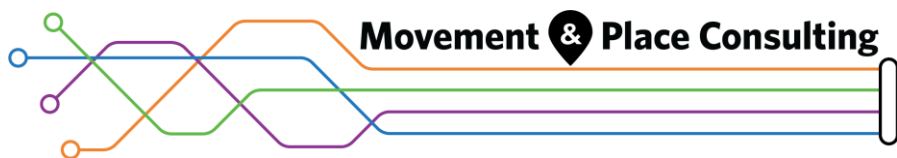


Docklands and Fishermans Bend On-street parking review Engagement Summary Report

Final Report
15 May 2026





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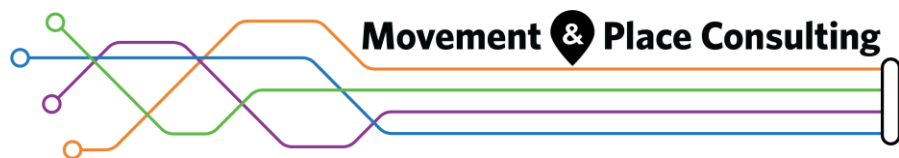


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1 Project background

The City of Melbourne (CoM) has approximately 190,000 residents and over 500,000 daily workers, making space highly contested among transport modes, housing, businesses, and public spaces. Managing the space at the kerbside effectively is crucial for balancing all these needs in compact areas.

The City is projected to continue growing. By 2040, it is expected that there will be 100,000 more residents, 200,000 more jobs, and a 42% increase in tourism. If kerbside space is not managed well, congestion and parking issues will worsen as more people travel to, through and from the City.

The CoM has adopted the Parking and Kerbside Management Plan (PKMP), a best-practice approach to managing parking and kerbside space. The PKMP establishes a cyclical process for parking reviews and community engagement. This report summarises the outcomes of community and key stakeholder engagement activities conducted in 2026 as part of the Neighbourhood Parking Review of Docklands and Fishermans Bend.

Report structure

This report summarises the activities undertaken in preparation for and during the community engagement process, along with the key findings. It also outlines a series of short- and long-term community suggestions and identifies issues and opportunities.

2 Background analysis

This section of the report provides a comprehensive overview of the findings from the 'Knowledge Bank' (a series of insights on parking conditions in Docklands and Fishermans Bend, derived from community engagement initiatives conducted outside standard parking consultations), and the 'Neighbourhood Parking Survey'

2.1 Docklands Knowledge Bank Report Summary

Feedback on parking in Docklands and Fishermans Bend is mixed, with support for pedestrianisation to improve liveability, but concern about traffic and parking impacts from specific projects. Affordability is also a key issue, particularly in supporting local businesses during winter, alongside feedback on accessible parking for people with disabilities. Feedback included:

- User-based restrictions: participants have expressed a lack of bays for people with disabilities, and short-term bays such as pick-up/drop-off areas (no specific location was stated)
- Time-based restrictions: illegal parking and vehicles parked for longer periods of time than allowed on Bourke Street
- Fee-based restrictions: 'Locals need some low-cost overnight street parking so they can have visits from friends and family', 'Local businesses, shops and restaurants are struggling here. It is a downward spiral where they shorten hours to reduce costs, which gives fewer incentives for customers to come'

2.2 Neighbourhood Parking Survey analysis

This survey seeks to understand participants' connection to the area, including demographic characteristics such as age, diversity, and gender (see Table 1). It also seeks to assess the extent to which current parking restrictions meet the needs of the Docklands and Fishermans Bend neighbourhoods. A total of 186 responses were collected between October 2023 and March 2026. As the survey did not require all questions to be completed, the number of responses varies across individual questions.

Table 1. Demographic characteristics

Question	Responses	Results
Connection to the neighbourhood	175	- Residents: 59% - Sport Hub users: 21% - Visitors: 12% - Workers: 5% - Business owners: 3%
Age	161	- Under 15 Years: 1% 15-54 years: 55% 55-84 years: 40% 85+ years: 0% - Prefer not to say: 4%
Gender	146	- Female: 54% - Male: 40% - Non-binary/gender diverse: 1% - Prefer not to say: 5% - I use a different term: 0%
Diversity	199 (multiple choice)	- Aboriginal: 1% - Torres Strait Islander: 0% - Person with a disability: 6% - Carer: 3% - LGBTIQ+: 12% - Speak a language other than English at home: 10% - Born overseas: 15% - International student: 1% - Prefer not to say: 8% - None of these: 46%

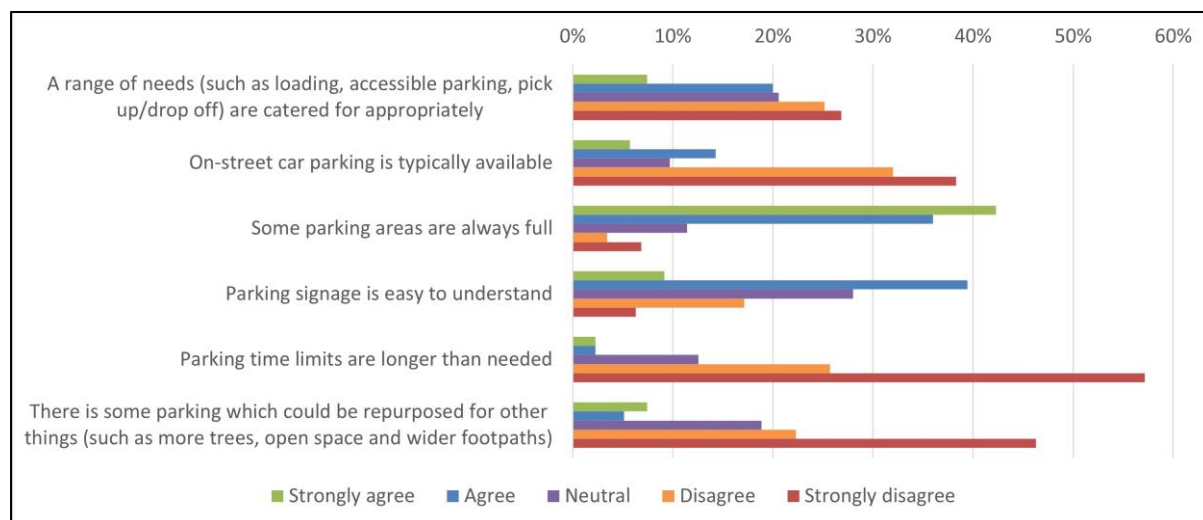
Source: M&PC analysis based on CoM Neighbourhood Parking Survey (2026)

The participants were asked to agree or disagree with six different statements:

- A range of needs (loading, accessible parking, and pick-up/drop-off areas) are catered for appropriately
- On-street parking is typically available
- Some parking areas are always full
- Parking signage is easy to understand
- Parking time limits are longer than needed
- There is some parking which could be repurposed for other things (more trees, open spaces and footpaths)

The results from asking these six questions are presented in Figure 1 below.

Figure 1. How well do the current parking restrictions serve Docklands and Fishermans Bend



Source: M&PC analysis based on CoM Neighbourhood Parking Survey (2026)

Analysis by user type showed that sentiment was similar between residents, business owners, workers and visitors regarding on-street parking in Docklands and Fishermans Bend.



Positive feedback

- Parking signage is easy to understand



Negative feedback

- Loading, accessible parking, and pick-up/drop-off areas are not catered for appropriately
- Parking is not typically available
- Some parking areas are always full
- Parking times are not long enough
- Most of the community strongly disagree with the statement of repurposing parking for other things such as more trees, open space and wider footpaths

Additionally, the participants were asked, 'What else would you like to tell us about parking in this neighbourhood?'. Feedback was assigned to 10 themes aligned with the PKMP, and a high-level summary of the feedback is presented in Table 2 below.

Table 2. Additional feedback about parking in Docklands

Theme	Overall feedback	Specific locations	Key comments
User-Based Restriction			
Permits	Permits in the neighbourhood are requested	• Lorimer Street • Docklands Drive	• 'I wish there were permit areas for residents or their visitors to park' • 'Residents could have permits to give to visitors'
Pick-up/drop-off areas	Pick-up/drop-off areas on specific streets are required	• Waterfront Way • 2 Newquay Prom	• 'Dedicated drop off points for the high-use areas in front of hotels' • 'Some buildings don't have stopping areas for drop off or pick up' • 'With many residents having only one, or no car, there is a lot of use of Uber, and often the driver does not have a safe place to pick-up/drop-off'
Loading	Feedback on loading zones states that it is not adequate, especially for people moving into the apartments	• Around the District Docklands	• 'Many delivery trucks park across or limit access to residential parking' • 'Moving in the area is nearly impossible without coping fines to boost your revenue as the loading zone times are inadequate'
Roadworks	Residents and visitors have expressed their frustration as the parking spaces are mostly taken by construction vehicles	• Marvel Stadium • Collins Street • Bourke Street • Wurundjeri Way • Harbour Esplanade • Victoria Harbour	• 'Impossible to get a parking place due to construction workers taking all places, including parking garages' • 'Tradies are taking up the majority of the parking spaces. Get there early and then park all day; fines do not deter them' • 'Serious lack of parking and available parking taken up with tradies from the construction sites'
Time-Based Restriction			
Time restriction (length of stay and length of restriction)	The parking time restriction is insufficient, especially on Saturday morning	• Bourke Street • Community Hub at the Dock • Victoria Harbour • Around Marvel Stadium • South Wharf Drive	• 'Should create more 3P during the weekends, that also help around area to reduce congestion in CBD parking'
Enforcement	Increase enforcement, send inspectors to the area	• Village Street • Brentani Way • Adela Lane • Victoria Harbour • Doepel Way	• 'We see a parking inspector once in a blue moon. It's a running joke amongst residents'

Theme	Overall feedback	Specific locations	Key comments
		- Glenti Place - Lorimer Street	'People park in bays all day or use them as permanent parking in loading zones or no parking zones. Docklands is especially bad during events such as the Firelight or major Marvel events'
Fee-Based Restriction			
Paid parking	Provide various price points and options based on location	- Victoria Harbour - Docklands Hub	'Parking facilities at no or low cost are difficult to find' 'Since becoming a resident, I have lost contact with my friends because the parking costs and time limits put them off visiting' 'The cost of commercial parking in Docklands has risen on weekends from \$15 to \$28 for just 2-3 hrs, making it prohibitive to come to training'
Span and kerbside use			
Greening	Supporting more green areas	No specific location was mentioned in the feedback; key comments were: 'Kerbside parking should be de-prioritised in favour of all other uses, such as protected bike lanes, increased vegetation, wider footpaths, restaurant seating, and pop-up art spaces. Basically, anything except parked cars will improve the area' 'Fewer cars on street means moving activation can occur on ground level, revitalising the neighbourhood through discovery of shops and activities' 'We have excellent public transport here, and I would love to see Docklands more friendly for pedestrians, with better road crossings and intersections (priority for pedestrians/trams), more green spaces or spaces for business' 'Some street parking could easily be repurposed for protected bike lanes and trees, and it would significantly improve the urban environment and make the area a more attractive place to walk, dine, or hang out'	
Additional parking request	Some survey respondents request more parking in the neighbourhood	- Docklands Drive - Harbour Esplanade - Caravel Lane - Newquay - Library - Waterview Walk	'There is not enough and keeps being reduced' 'Most of my friends don't want to visit because it's too hard to find parking even for a weekend dinner after 6.30 pm'
Other	Confusion with signage, traffic management issues, and the wish for a separate parking study between Docklands and Fishermans Bend	- Caravel Lane - traffic management issues - The District Docklands - lack of disability parking - Docklands Library and Community Hub – it can take a long time to find parking, which creates frustration	'Difficulties finding parking have a direct impact on the ability of families to participate in the programs and services available to them, such as those offered by the City of Melbourne Family and Children's Services team' 'Confusing signage, parking meters are even more confusing. No one knows about free 15-minute parking; an app is needed for this' 'I understand that the survey relates to both Docklands and Fishermans Bend, but the two areas are very different!'

Source: M&PC analysis based on CoM Neighbourhood Parking Survey (2026)

3 Engagement approach

Community engagement was conducted in March and April 2026 to gather further feedback on parking and kerbside space management. The engagement activities were conducted only in Docklands, due to limited pedestrian activity observed in Fishermans Bend during the engagement period.

This lack of pedestrian activity is likely due to predominantly industrial land use within the area, where lower levels of street activity are typically expected outside of specific business operations and shift times.

3.1 Who we reached

Business surveys We spoke to 104 business owners across Docklands. Business types include restaurants and cafes, retail, professional services, health and wellness centres, and entertainment	Intercept surveys We conducted 111 surveys in Docklands. These were from four two-hour sessions in March and April, and one weekend surveying people at the Marvel Stadium before AFL games	Phone calls to visitors We conducted two phone calls with sports members and visitors of the Docklands Community Hub	Stakeholders' interviews We hosted interviews with Docklands Primary School, Marvel Stadium, and Docklands Chamber of Commerce	Enforcement officers We hosted interviews with two parking enforcement officers from the CoM
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4 Engagement results

This section of the report summarises the results of the community engagement across the five different streams described in section 3.1 above.

4.1 Business surveys

Business owners have mixed opinions about who their main customers are and who should have priority access to their businesses in Docklands. Most businesses surveyed use the loading zone on the street regularly as shown in Figure 2 below.

Figure 2. Business survey results



Source: M&PC analysis (2026)

Overall feedback from businesses is summarised in Table 4 (section 4.6). Many businesses (and some members of the public) also provided feedback unrelated to on-street parking. The most common of which was a request for more public toilets in the neighbourhood.

4.2 Intercept surveys

Intercept surveys were conducted at key locations, including The District Docklands, Victoria Harbour, Yarra's Edge, Docklands Drive and the Marvel Stadium. The participants' demographics included:

- Most participants in the survey were workers at the City of Melbourne (43%), followed by visitors (24%), residents (21%), and students (12%)
- Gender: men (63%), women (36%) and non-binary / gender diverse (1%)
- Age: most of the participants were between 30 and 59 years old (68%), followed by 15-29 (18%), and 70 years or older (14%)

Participants were asked to identify their mode of transport to Docklands and explain the reasons for their choice with most visitors arriving by public transport as shown in Table 3 below.

Table 3. Transport mode used to travel to Docklands

 11%	 3%	 51%	 5%	 31%
• Cheapest • Most convenient • Workout / walking the dog	• Workout • Fastest • Usually travel this way	• Most reliable and predictable • Most convenient • Parking availability and price • Environmental reasons • Cheapest	• Fastest • Easy • Most convenient	• Most reliable • Fastest • No public transport is available to me • Currently injured

Source: M&PC analysis (2026)

Those who travelled by vehicle (either as drivers or passengers) were also asked whether they parked on-street or off-street, how easy it was to find a parking space, and how long it took to find one.

- Most of the participants parked off-street (66%), compared to on the street (34%)
- Most participants, regardless of whether they park on-street or off-street, stated it was very easy to find parking (81%), followed by a neutral opinion (9%), hard to find parking (6%) and very hard to find parking (4%)
- Most drivers parking off-street stated that finding parking could take between 1 and 2 minutes (76%) compared to 5-10 minutes (19%). In contrast, drivers parking on street have mixed opinions about the time they could take to find parking: 1-2 minutes (27%), 2-5 minutes (27%), 5-10 minutes (27%) and over 10 minutes (19%)

Participants provided additional feedback about improving parking or kerbside space in the neighbourhood. Some key comments include:

- 'On-street parking is good; we don't want to see the loss of good road space'
- 'We would like to see cleaner streets'

4.3 Phone calls (visitors)

We conducted two phone calls with members of the Dragon Boat Club. They highlighted the Hub's importance to various sports teams (including the Dragon Boat Victoria State Team) and provided a detailed explanation of parking issues and opportunities near the Docklands Hub (these are included in the summary provided in Table 4).

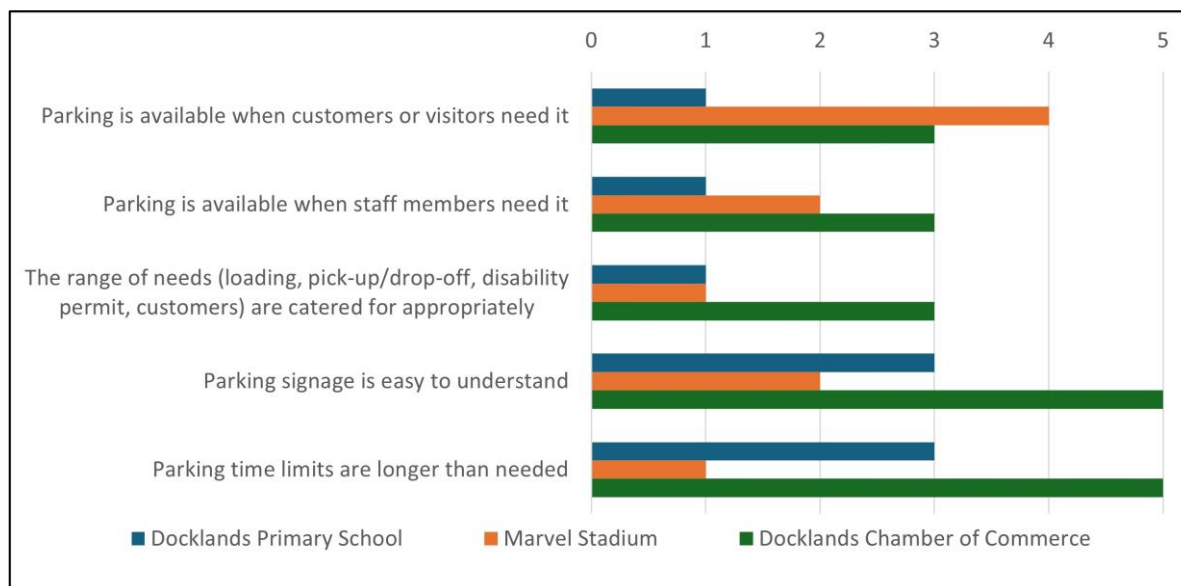
Members of the club have also raised concerns about limited storage capacity, as not all can store their equipment at the club. As a result, senior members who train multiple times per week must carry their gear to each session, limiting their ability to use public transport, and highlighting the importance of parking. This is further compounded by the long distances some members travel.

4.4 Key stakeholders' interviews

We hosted interviews with Docklands Primary School (DPS), Marvel Stadium, and the Docklands Chamber of Commerce (DCC). At these interviews, stakeholders were asked to rate statements on how well on-street parking currently meets their needs (1 = strongly disagree, 5 = strongly agree).

Figure 3 below shows that DCC generally adopted a more positive view of parking than the other stakeholders.

Figure 3. How well do the current parking restrictions serve key stakeholders?



Source: M&PC analysis (2026). Note 1 = strongly disagree, 5 = strongly agree

Overall feedback from key stakeholders is summarised in Table 4 (section 4.6).

4.5 On-street parking enforcement officers interview

Parking enforcement officers help manage on-street parking compliance and support safe and accessible streets by monitoring parking regulations across the municipality. Overall feedback from enforcement officers is summarised in Table 4 (section 4.6).

4.6 Summary of all feedback

Feedback from the business surveys, intercept surveys, phone calls, key stakeholder interviews, and parking enforcement officers has been summarised under the three main restriction categories (user-based, time-based, and fee-based), aligned with the PKMP. Table 4 below summarises the feedback.

Table 4. Feedback summary

Source	User-based restrictions	Time-based restrictions	Fee-Based restriction
Business surveys	Most surveyed businesses indicated that on-street loading zones are adequately meeting their needs, except for those located on Batmans Hill Drive	- There is a general perception that parking time limits should be extended - There is a general view that increased enforcement is required in the neighbourhood, as current time restrictions are frequently not adhered to by users	- Business owners consider that \$3.50 per hour is a high price for parking - They consider that more disability parking bays in the area are needed - They also consider that one-hour free parking on Bourke Street for visitors will increase visitation

Source	User-based restrictions	Time-based restrictions	Fee-Based restriction
Intercept surveys	- Some participants suggested removal of loading zones, as they are often empty - Some participants requested simpler signage: 'unclear signage, too many different zones'	Survey participants have mixed opinions about how long people should be able to park for during the day in different areas of Docklands: Around 380 Docklands Drive: 'as long as they like, if they pay for the space' (50%), 2P (40%) and 3P (10%) District Docklands: 'as long as they like, if they pay for the space' (38%), 3P (38%), 2P (17%) and 1P or less (7%) Victoria Harbour: 2P (34%), 'as long as they like if they pay for the space' (22%), 1P (17%) Yarra's Edge 3P (50%), 2P (17%), 'it should vary depending on the time of the day' (17%), 'as long as they like if they pay for the space' (17%) Marvel Stadium: 'it should vary by time of the day' (38%), 'as long as they like if they pay for the space' (38%), 3P (13%)	Participants were asked how likely it was that they would still park in Docklands if on-street parking increased by \$0.50 to \$1 per hour: Around 380 Docklands Drive: very unlikely District Docklands: likely Victoria Harbour: very likely Yarra's Edge: likely Marvel Stadium: very likely Other feedback includes the suggestion of only charging for on-street parking in the case of specific events around Marvel Stadium
Phone surveys (visitors)	No comments were made regarding loading zones, pick-up/drop-off area, Taxi zones or other user-based restrictions	On Saturdays, athletes seek private parking options for training sessions, as the two-hour parking restriction at the Community Hub does not accommodate the typical three-hour duration	A comparison between the cost of an annual membership and the annual cost of parking indicates parking is approximately five times higher than the membership fee
Stakeholder interview – Docklands Chamber of Commerce	- Concerns about the lack of bays for tourist buses - The bus dock is too far - Illegal parking by delivery drivers (Waterfront Way) - Docklands Primary School is a tenant for parking; they also use bicycle parking	- Docklands Primary School leases bicycle parking to some staff members, who are allowed to park their bicycles all day - Concerns were raised regarding buses parking for extended periods during school excursions, with the view that continued growth in Docklands may result in insufficient space to accommodate increasing demand	- Currently, 90 minutes of free parking, and then it costs \$18 per day - Overall, there was a general dissatisfaction with paying for parking
Stakeholder interview - Marvel Stadium	Would like to see more pick-up/drop-off areas on Bourke Street	They provide end-of-trip facilities that support sustainable transport options and enable visitors to stay for extended periods	No concerns were raised regarding on-street parking fees
Stakeholder interview - Docklands Primary School	- Limited options for parents to pick up children, which is contributing to non-compliance with rules in the pick-up/drop-off area - Due to construction works, a new loading zone has been designated on St Mangos Drive as a pick-up/drop-off area; however, construction workers often park in this area	Parents often report that short-stay bays (10-15 minutes) do not provide sufficient time to pick up their children	Staff who drive or cycle to school can access private parking on Anchor Lane, where a discount is available for staff members

Source	User-based restrictions	Time-based restrictions	Fee-Based restriction
Parking enforcement officers	- Concerns were raised regarding the misuse of disability parking permits - Some parking signage in Docklands is considered outdated and needs to be easier to understand	It was believed that increasing parking limits from two to four hours may result in disability parking spaces being occupied for the full day	- Officers are aware that certain drivers regularly breach parking regulations and appear willing to accept fines as part of their parking behaviour - The absence of demerit point implications for parking infringements may contribute to some drivers being willing to pay fines regardless of cost

Source: M&PC analysis (2026)

5 Issues and opportunities

Based on the analysis and feedback gathered in the sections 2 and 4 above, M&PC identified a series of parking-related issues and opportunities. These have been summarised into three main restriction categories (user-based, time-based, and fee-based), aligned with the PKMP, and presented in Table 5 below.

Table 5. Parking-related issues and opportunities

Issue / opportunity	Source	Location
User-based restrictions		
Lack of disability bays and short-term parking	- Neighbourhood Parking Survey - Knowledge Bank Report - Business surveys	- Docklands neighbourhood - The District Docklands
Opportunity to evaluate the loading zones' use, particularly for residents moving into the apartments	- Neighbourhood Parking Survey - Business surveys - Intercept surveys	- Batman's Hill Drive and across the neighbourhood - The District Docklands
Opportunity to investigate pick-up/drop-off areas on specific streets and during events at Marvel Stadium	Neighbourhood Parking Survey	- Waterfront Way 2 Newquay Prom - Bourke Street
Improve enforcement outcomes through more consistent constables (officers) and regular patrols within the neighbourhood	- Neighbourhood Parking Survey - Parking enforcement officers	Docklands neighbourhood
Opportunity to improve signage and make it simpler to understand	- Intercept surveys - Parking enforcement officers	Docklands neighbourhood
Time-based restrictions		
Opportunity to review the parking time restrictions and the length of stay, especially on Saturday morning	- Neighbourhood Parking Survey - Visitor phone calls	- Bourke Street - Community Hub at the Dock - Victoria Harbour - Around Marvel Stadium - South Wharf Drive
Opportunity to investigate illegal parking and people parking for longer times than allowed	- Knowledge Bank Report - Parking enforcement officers	Bourke Street
Fee-based restrictions		
Provide various price points and options based on location	Neighbourhood Parking Survey	- Victoria Harbour - Docklands Hub
An opportunity to consider one hour free parking for visitors will increase visitation to the area	Business Surveys	Bourke Street

Issue / opportunity	Source	Location
Opportunity to review parking prices as the community is considering price for parking is too high, specifically in Docklands	• Neighbourhood Parking Survey • Knowledge Bank Report • Business surveys • Intercept surveys	• Docklands neighbourhood

Source: M&PC analysis (2026)

In addition, some opportunities were identified that did not relate to parking as shown in Table 6 below.

Table 6. Non-parking related issues and opportunities

Issue / opportunity	Source
• Increase the neighbourhood attractiveness by organising more events • Add more public toilets to the neighbourhood • Deliver cleaner streets • Support more green areas • Consider a permit system for specifically for Docklands	• Neighbourhood Parking Survey • Business & intercept surveys • Intercept surveys • Neighbourhood Parking Survey • Neighbourhood Parking Survey

Source: M&PC analysis (2026)

6 Potential limitations of the community engagement

While this report provides an overview of engagement outcomes, several limitations should be considered when interpreting the findings.

Qualitative feedback: The qualitative feedback has been analysed thematically; however, it should not be considered statistically representative. Mitigations include:

- Findings have been triangulated with survey results and other data sources where possible.
- Key demographics who have not been heard from will be prioritised in future rounds of engagement

Workshops: An initial workshop was cancelled due to low registration (n=6), reflecting constrained staffing and budget parameters of the project. Workshops were conducted via phone, which may have limited the depth of interaction. Mitigations include:

- Follow-up calls with registered participants
- Place-based surveys implemented to supplement input

Surveys

- Sample size: The intercept and business surveys received 215 responses, providing valuable insights into local parking and kerbside usage. However, the sample size may not fully represent the views or behaviours of all users across Docklands.
- Access: Fishermans Bend, intercept surveys were not undertaken due to low pedestrian volumes. This may influence the representativeness of the findings for this suburb
- Non-response bias: certain groups may be less likely to participate (for example, people riding a bicycle or using scooters, people with hearing and speaking impairments)
- Weather conditions: the number of responses may vary depending on weather conditions and the ability to engage with people in public spaces (for example, the lowest number of surveys completed was on 7 April 2026, when rain was persistent)

Mitigations include:

- Surveys conducted across multiple days, times, and locations
- Inclusion of both intercept and business surveys to broaden coverage

7 Next steps

An assessment of parking data (collected through the Docklands and Fishermans Bend Neighbourhood Parking Review) will be used to assess whether the opportunities identified in Table 5 above are supported by empirical evidence. This approach will support an effective evaluation of existing parking and kerbside usage, enabling improved prioritisation and management of parking resources.