



Regulatory Impact Statement

Parking Facilities By-Law No. 1 of 2026

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BACKGROUND

For many years Council has received complaints from residents and businesses about vehicles parking on streets for long periods of time restricting access for residents/customers to those businesses. These are mainly during summer months with large numbers of tourists and shack owners visiting the coastal towns.

This is a major concern in Triabunna where parking for the Maria Island Ferry customers is very limited. This forces customers to park in the nearby streets adjacent to businesses in the centre of the town. Overnight visitors to the island leave cars and caravans parked for several days without moving.

Similar complaints have been made about parking areas such as Spring Beach and the Gulch and Lions Park in Bicheno.

OBJECTIVES

The objectives of the by-law are:

1. To regulate the parking of vehicles in parking areas.
2. To regulate the parking of vehicles in disabled parking spaces.
3. To establish maximum time limits for parking in certain parking spaces.
4. To establish the location and conditions of parking spaces and parking areas.
5. To regulate certain activities in parking areas.

These objectives will be achieved as follows:

Objective 1 – To regulate the parking of vehicles in parking areas

- Establish “rules of use” and specific requirements to control behaviour for public safety and amenity.
- Restrict long term parking to increase available parking spaces for casual visitors.
- Establish disabled parking spaces close to public amenities.

Objective 2 - To regulate the parking of vehicles in disabled parking spaces.

- Ability to enforce restrictions for disabled parking spaces.
- Ensure these parking spaces are kept vacant for the sole use by people with disabilities.
- Establish these parking spaces near entrances to shops and public amenities.

Objective 3 - To establish maximum time limits for parking in certain parking spaces.

- Install signs with appropriate time limits near shops, public buildings and amenities.

Objective 4 - To establish the location and conditions of parking spaces and parking areas.

- Install signs for no parking, parking time limits, reserved spaces and disabled parking spaces at appropriate locations in towns, public places and designated parking areas.

Objective 5 - To regulate certain activities in parking areas.

- Establish prohibited activities for vehicles in public areas and parking spaces such as skidding and repair of vehicles.
- Establish “rules of use” and specific requirements to control behaviour for public safety and amenity.

The objectives will be achieved using signage restrictions. Pay for parking options will not be imposed.

RESTRICTION ON COMPETITION

The by-law has little or no impact on restricting competition or the conduct of business in the municipality. The only identified negative impact is that parking restrictions could affect restaurant patronage for diners that wish to stay longer than the time limit shown on parking signs. This matter will be addressed by council when setting parking time limits in areas which could be affected.

Time limiting signs were installed in Charles Street in Triabunna to limit Maria Island ferry customers from long term parking adjacent to shops which prevented local residents from having close access to these shops. This action did make more parking spaces available near these shops which was beneficial to business. Accordingly, the by-law would make these signage restrictions enforceable.

Letters were sent to businesses in Orford, Triabunna, Swansea, Coles Bay and Bicheno about the proposed parking by-law that sought feedback on:

- The nature of any restrictions on competition
- An assessment of the costs and the benefits of:
 - Any restriction on competition, or
 - Any impact on the conduct of business.

Three responses were received from these businesses:

- No negative impact will occur from implementing a parking by-law. I encourage the Council to move forward with the process without delay.
- If we wanted parking restrictions we could move to the city. Yet another rule and layer of bureaucracy totally unneeded anywhere in the Glamorgan Spring Bay Council at this time. Place your energy into positive influences not hindrances.
- We need to be able to move unauthorised people from parking in disabled parking spaces. Please don't put parking times that would limit parking for dinner customers.

ASSESSMENT OF COSTS AND BENEFITS

Issue	Costs	Benefits
Enforcement and implementation of the by-law	Minimal as staff would only issue infringement notices as deemed necessary to meet the objectives of the by-law and include time for. • issuing infringement notices • administering the receipt of penalties • referrals to the Monetary Penalties Enforcement Service	Parking spaces would not be occupied for long periods of time that would restrict access to businesses. Parking areas near parks, playgrounds and beaches would have more parking spaces available which would attract more visitors and residents
Cost of fines for offences	These would be borne by person who have committed an offence under the by-law	This would act as a deterrent for persons to commit an offence.
Time limits for parking spaces	There would be an indirect cost for people in that they would only be able to park in spaces for a certain amount of time	Businesses would have better access for customers. Local amenity would be improved.
Creating reserved parking spaces	There would be an indirect cost for people in that they would only be able to park in designated areas for a certain amount of time	Reserved spaces such as disabled parking would ensure persons with disabilities would have clear access to parking spaces near shops and amenities. Parking areas near parks, playgrounds and beaches would have more parking spaces available which would attract more visitors and residents
Establishing prohibited activities	Nil	This would limit unruly or obstructive behaviour in parking areas. Sets standards for appropriate behaviour which would protect public safety and amenity.

		Protection of public safety by reducing the likelihood of vehicle accidents.
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ASSESSMENT OF DIRECT OR INDIRECT ECONOMIC, ENVIRONMENTAL OR SOCIAL IMPACTS

Direct Economic Impact:

- More parking spaces will be available for visitors/tourists to frequent local shops and restaurants.
- Parking spaces would not be occupied for long periods of time that would restrict access to businesses

Indirect Economic Impact:

- Customers will be less inclined to travel to another town for shopping with improved parking available at local shops.
- Parking areas near parks, playgrounds and beaches would have more parking spaces available which would attract more visitors and residents which would provide opportunities for local businesses.

Direct Environmental Impact:

- Freeing up spaces in parking areas will lessen parking on nature strips and unformed parking areas.

Indirect Environmental Impact:

- Visual amenity in towns will be protected by stopping long term parking of caravans and large recreational vehicles in town centres.
- Protection of wildlife habitat and ecosystems and prevent damage to trees and flora adjacent to parking areas.

Direct Social Impact:

- Ability to enforce restrictions for disabled parking spots.
- Improved visual amenity.

Indirect Social Impact:

- Elderly and people with disabilities will be able to park closer to shops with more parking spaces made available by restricting parking times near shopping areas.
- Revenue from parking fines that can be used to maintain assets.
- Reduction of unruly behaviour in parking areas.

SIMILAR LOCAL GOVERNMENT BY-LAWS

This by-law has been developed considering the parking by-laws of the Launceston City Council and Devonport City Council.

DISCUSSION OF ALTERNATIVES

Three alternatives were considered:

- Do nothing. Retain the status quo.

- Having no by-law means that council does not have the authority to prohibit, restrict or control the parking of vehicles in towns and public areas such as beach parking lots.
- Erect no parking signs and time limit parking signs.
 - This might dissuade some persons but does not stop unrestricted parking in sensitive areas. Council has no power to enforce these
- Making the by-law applicable for only some parts of the municipality
 - The issues surrounding parking near businesses is most prevalent in Triabunna due to the lack of parking spaces for the Maria Island ferry customers. However, similar issues apply to other towns. There are parking areas near beaches and public facilities that should have parking controls for persons with disabilities and time limits to prevent taking up limited parking space availability.
 - It is considered in the best public interest to include the entire municipal area of the council.

ASSESSMENT OF PUBLIC BENEFIT

Residents, visitors and businesses will benefit from the implementation of this by-law. It will control parking near commercial businesses, provide better access to shops for customers and protect amenity by limiting long term parking of vehicles in town centres.

The by-law will control the parking of vehicles in parking areas near parks, playgrounds and beaches making more parking spaces available for visitors and residents.

Reserved spaces such as disabled parking will ensure persons with disabilities will have clear access to parking spaces near shops and amenities.

The by-law provides a head of power to take action when people occupy parking spaces for long periods of time to the detriment of business and recreational activities. Without these controls nuisance complaints from residents and businesses could not be resolved appropriately.

Regulation is considered the only feasible option to achieve the by-law's objectives and the by-law has been carefully constructed to ensure it imposes the least regulatory burden on the community as possible.

PUBLIC CONSULTATION

A public consultation process will commence following receipt of a certificate from the Director certifying that the Regulatory Impact Statement is satisfactory.

1. Council will publish a notice that it intends to make a Parking Facilities By-Law:
 - on its Website
 - on its Facebook page
 - in the Mercury newspaper
 - in the Examiner newspaper

The notice will state the following:

2. The purposes and general effect of the by-law:
 - a. That a copy of the By-Law and Regulatory Impact Statement may be inspected at the council offices or downloaded from council's website.
 - b. That submissions in respect of the By-Law may be made in writing addressed to and lodged with the Chief Executive Officer, stating the grounds of the submission and the facts relied to support those grounds.
 - c. That a submission must be lodged before the specified day.
3. The specified day will be no earlier than 21 days after the publication of the notice in the Mercury and Examiner newspapers.
4. Council will consider all submissions made concerning the By-Law and, if it decides to make any amendments as a result of any of these submissions; it will do so by absolute majority. Council does not need to give further public notice unless an amendment substantially changes the purpose or effect of the proposed By-Law.
5. Council will then pass, by an absolute majority, a resolution to formally make the By-Law.
6. The By-law will then be submitted to a legal practitioner for certification and signed by the Chief Executive Officer.
7. Council will then cause the By-Law to be gazetted within 21 days of being made.
8. Council will also submit the By-Law to the Subordinate Legislation Committee within 7 working days of gazettal, and to both Houses of Parliament within 10 sitting days of gazettal.
9. Finally, Council will send to the Director of Local Government a signed, sealed and certified original, together with a statement of purpose and effect and the outcome of public consultation.

COMMENTS ON THE BY-LAW

Submissions about the By-Law and Regulatory Impact Statement may be made in writing, addressed to and lodged with the Chief Executive Officer, stating the reasons for the submission and the facts relied upon to support those reasons.

The submission must be received before the day specified in the advertisement which is no earlier than 21 days after the publication of the advertisement in the Mercury and Examiner newspapers.

Council will consider all submissions that have been made concerning the By-Law and Regulatory Impact Statement and if it decides to amend the By-Law as a result of any of these submissions it will do so by absolute majority. Council does not need to give further public notice unless an amendment substantially changes the purpose or effect of the proposed By-Law.

If a person makes a submission they will be notified of Council's decision in writing.

If a person has any questions about the proposed By-Law please contact council's Director of Works and Infrastructure on 6256 4777.

Copies of the proposed By-Law are available on council's website or from the council offices.