October 2022

Resident Parking Permit Policy – Have your say – FAQs

1. **What is this policy (Resident Parking Permit Policy – 2022 review) about?**
   The Resident Parking Permit Policy we are asking for your input on is about how who is eligible for resident parking permits. Resident parking permits are provided to people in streets that have parking restrictions in place.

2. **Is this the same as what Council tried to introduce in 2019?**
   No. It's important to know this is different to the Darebin Parking Strategy and policies we sought feedback on in 2019. Those proposed a Darebin-wide approach to changing 'parking restrictions'. They were rejected after the community told us they did not meet people's needs. We are not trying to propose those again.

3. **How is this different to parking restrictions?**
   Parking restrictions place time limits on how long people can park in some streets. They only apply to people who do not have a Resident Parking Permit. As a result of community feedback in 2019, parking restrictions are now determined on a street-by-street basis at community request.

   This Resident Parking Permit Policy is not about determining which streets should have parking restrictions – nor about how long restrictions should be. It is about who should be eligible for Resident Parking Permits on streets where restrictions are in place.

4. **Why are we engaging with community now about the Resident Parking Permit Policy?**
   The review of Council's Parking Permit Policy is an action item in the Council Plan 2021-2025. We are reviewing the Parking Permit Policy to ensure it achieves greater equity, responds to the needs of our growing and changing community and is user-friendly.

5. **What happens after community engagement?**
   After community engagement, Council officers will review all the feedback and draft a new proposed parking permit policy. We expect to have a draft policy ready during the first half of 2023 and will again ask for community feedback on it. Once we understand your views on the draft policy we will again consider any changes and the proposed policy will then go to a Council meeting for consideration by elected Councillors.

6. **What is the difference between parking restrictions and parking permits?**
   - There are three types of **parking restrictions:**
     - **1) Timed parking** - determines how long a vehicle can stay parked in a street. People can only park for the time limit shown on the parking sign, which starts as soon as you stop in the bay. For example, 2P = 2 hours only. If you need to stay longer, you must move your vehicle to another area.
     - **2) Residential permit zones** - prohibits anyone from parking in the zone without a permit.
     - **3) Other types of restrictions** – to address road safety and access needs. For example 'No Standing' 'Works Zone' 'Bus Zone' and 'Accessible Parking'.

   - **Parking Permits** give eligible residents exemptions from time based parking restrictions in streets with restrictions in place. Parking permits allow you to park near your property for as long as you need to, but they do not guarantee you a parking space. Parking permits don't let you park in other parking restrictions, such as a no standing zone.

7. **What is Darebin's '2004 rule'?**
   People living in houses built after December 2004 are currently not eligible for most types of parking permits. This is known as the '2004 rule' in Darebin. The purpose of the '2004 rule' is to ensure that when additional homes are built in Darebin, they also build enough parking space on site to meet the parking needs of occupants. It's part of an approach seeking to ensure that new homes are built to provide enough space to meet the parking needs of occupants without reducing on-street parking access for existing residents.

8. **Why are we updating the policy?**
   The review of Council's Resident Parking Permit Policy is an action in the Council Plan 2021-2025. Reviewing the policy helps to ensure it achieves greater equity, responds to the needs of our growing and changing community and is user-friendly.

9. **What does off-street parking mean?**
   Off-street parking means a parking space on your property. This is usually a driveway, a carport, or a garage. Even if you don't use your garage or car space to park your car, if you have one, we still consider that you have access to an off-street parking space.

10. **Does the Policy apply to all of Darebin?**
    Yes, the policy applies to all properties within the City of Darebin.

11. **Can renters apply for permits?**
    Yes, renters within eligible properties can apply for parking permits.

12. Is the outcome of this community engagement already determined?

No. Community input will be carefully considered and will inform the review and development of an updated draft policy that will be considered by Council. After the community has provided feedback in this round of consultation, Council Officers will review all feedback and use it to draft a new proposed policy. We expect to have a draft policy ready during the first half of 2023 and will again ask for community feedback on it. We are using all the community input through the consultations to develop a draft proposed policy that can best meet the needs of the diverse community.

At Darebin we strive to put residents, business owners and the community sector at the heart of our decision-making, because we are committed to building a fair, inclusive and equitable city.

We have a Community Engagement Policy that reflects this, ensuring we conduct our community engagement in a way that includes all voices in our community by actively seeking to remove the barriers people and groups in the community might encounter, and is open and transparent to ensure the community can trust the decisions we make.

The Policy includes our community engagement principles and our commitment to the community, which underpins and guide our approach to community engagement. Our community engagement principles also align to the principles in the Local Government Act 2020 to ensure the transparency of Council's decisions and actions, and to ensure that Council decision making processes are transparent.

FAQs about the proposed changes to the Resident Parking Permit Policy

13. What changes are you proposing to the Resident Parking Permit Policy?

We have developed 4 different options, from a small change to the policy, to a significant change. We are seeking your feedback on these options, as well as other parking permit needs and access. You can find these options by reading and responding to the survey, or by reading the flier.

14. How did you come up with the four options?

The four options were developed through researching best practice permit policy in Australia and overseas, taking into consideration local factors, community feedback that has been shared with us, and reviewing neighbouring councils' policies.

We have developed four options that range from a small change to a significant, major change to the existing policy.

15. How does the proposed carer permit work?

The permit would be available to households with people who require a visiting carer. We think it should be available for formal carers, as well as family and friends who provide informal care.

We haven't worked out the exact operation of carer permits yet. Your feedback is important and will help us develop the details. We're seeking the community's feedback around eligibility criteria, (for example do you need to have a Companion Card, a Carer Card, or an appropriate medical or doctor's certificate?) and other ideas for how it could work.

16. **Option 1 – the small change - won't fix anything, why should we consult on it?**
Option 1 is the most closely aligned with neighbouring Councils' policies. Of the four options it is considered the option that would minimise demand overall for parking permits and on-street parking. Option 1 also proposes introducing a carer permits for all households that require them, and daily visitor permits for eligible households, addressing some of the key concerns we've already heard from the community.

17. **Why is option 3 – the major change - limited to developments with more than 4 homes on a lot?**
Our policy options have been designed to align with neighbouring councils' approach to parking permit policies, where people living in higher density housing are typically ineligible for parking permits. Developments of more than 4 homes on a lot are considered higher density and we expect all parking needs to be provided within the property boundary. The parking provisions in the planning scheme, under Clause 52.06, require developments of 5 or more homes on a lot to include a visitor parking space, as well as the parking for each home within the property boundary.

18. **How will these proposed changes help intergenerational families and households?**
All policy options include the introduction of carer permits, both for formal and informal carers, as well as daily visitor passes for eligible households. These will help with the parking needs of some intergenerational families. Options 2 and 3 would give more people access to more permits, and Option 4 would give priority access to permits for those who need them most. Option 4 also does not have a limit on the number of permits per household. The allocation of permits would only be limited (by a cap) by the overall availability of on-street parking in the area.

We are also asking the community for their views on other types of parking permits Council should consider.

19. **Will visitor permits be exempt from parking restrictions?**
If you're eligible for visitor permits, you would be able to provide your visitor with a daily visitor permit (we're proposing each eligible property gets 100 daily permits each year, and we want to hear what you think about this). Your visitor would then be allowed to park on the street all day – regardless of the parking restrictions displayed on your street (e.g. 2P or 3P). Visitors who do not have a daily visitor permit must park in accordance with any parking restrictions (e.g. 2P or 3P).

20. **What is the cost of parking permits?**
The cost of parking permits is outside of the scope of this round of consultation. However, if we pursue options 2-4, one of the 'cons' is that we may need to charge higher fees for parking permits to manage increased demand for permits and parking. Resident parking permits currently range from $22.50 (pensioner first permit) to $69 (non-pensioner second permit).

21. **Won't options 2, 3 and 4 result in too much demand for parking / encourage people to buy cars?**
Making more parking permits available for more people could encourage more car ownership, which would increase demand for on-street parking. If we were to pursue these options, demand might need to be reduced with higher fees for additional permits. Option 4 includes a cap on the overall number of permits that would be issued for a street, which would also help to reduce the demand for on-street parking.

22. **Why is Council encouraging more people to drive by proposing wider eligibility for permits?**
Since the Parking Permit Policy was introduced, our community has continued to grow and change, as have our parking needs. Some of the options proposed allow more residents to access parking permits. These permits have been proposed to support our diverse community, including families with children, intergenerational families, and residents who reside in newer and lower density homes.

Options 2 and 3 would increase access to parking permits and might encourage increased car ownership and demand for on-street parking. If we were to pursue these options, demand may need to be managed through higher fees for additional permits. Option 4 includes a cap on the overall number of permits that would be issued on a street, which would also help to manage the demand for on-street parking.

23. **So will we be removing the current temporary permits that are available for properties built after 2004?**
The current policy allows houses built after 2004 to buy a 'temporary type 2 permit'. These permits are valid for 4 weeks. The first permit costs $100, and any additional permits issued cost $300. The 'type 2' permit has been in place since 2017, and since that time very few have been issued, which indicates low demand. The proposed options 2 to 4 provide much more flexibility for residents. For residents who require tradie or contractor parking over a longer period of time, Council currently offers 'construction vehicle parking permits'.

24. **What is a transferable permit and why are you proposing to remove them?**
Currently, people can choose to have their Resident Parking Permit as a transferable permit that they can move between different vehicles, instead of being fixed to one vehicle. To ensure parking permits are being used appropriately, we are proposing Resident Parking Permits are assigned to a vehicle.

25. **I have already let Council know what I think about parking - do I need to resubmit?**
Yes please! Even if you have previously contacted Council in the past about parking permits we would really like you to complete our survey so we can understand your views around parking in Darebin and the four options we have presented.

26. Why has Council been consulting residents on Parking Study Areas to change restrictions?

There have been several specific investigations in progress into whether improvements can be made for residents by adjusting timed parking restrictions in specific local areas. These processes are initiated by residents who would like change. Any local investigations combine community feedback and an engineering assessment to consider if changes are needed. Information about the process can be found on our website. This is a regular process for supporting our community in a constantly changing urban environment.

27. But why is Council currently looking at big areas?

Unfortunately we have a backlog of resident parking change requests, and we recognise that this delay has inconvenienced residents and businesses. People usually request a change to parking restrictions when there are challenges like high demand, which can lead to problems such as not being able to find parking spots on a street, and parked cars that overhang driveways.

To work through the backlog we are processing a number of local street by street requests (where a request for change has been made and engineers have assessed high parking demand) at the same time.

We also know that when a change is made in one street, it often moves the parking pressure to the next area. To improve our decision making and to reduce unintended parking pressures in surrounding streets, we are also including surrounding streets in our consultation.

28. Will Council need to re-do all of their parking study work once the Policy has been updated?

No, the parking change requests that we are working through is a different process, and the two can be completed at the same time.

The Parking Permit Policy project we are consulting on will allow Council to confirm with the community which homes should be eligible and have priority to Permits.