

## Summary of Stage 1 Community Engagement – Parking Permit Policy

Between October and November 2022, the first phase of community engagement took place. The community were asked to provide feedback on four policy options and to answer a series of open-ended questions around other parking needs and concerns. Below is a summary of Stage 1. The detailed community engagement report can be found in the document library on the Your Say page.

### Who did we hear from?

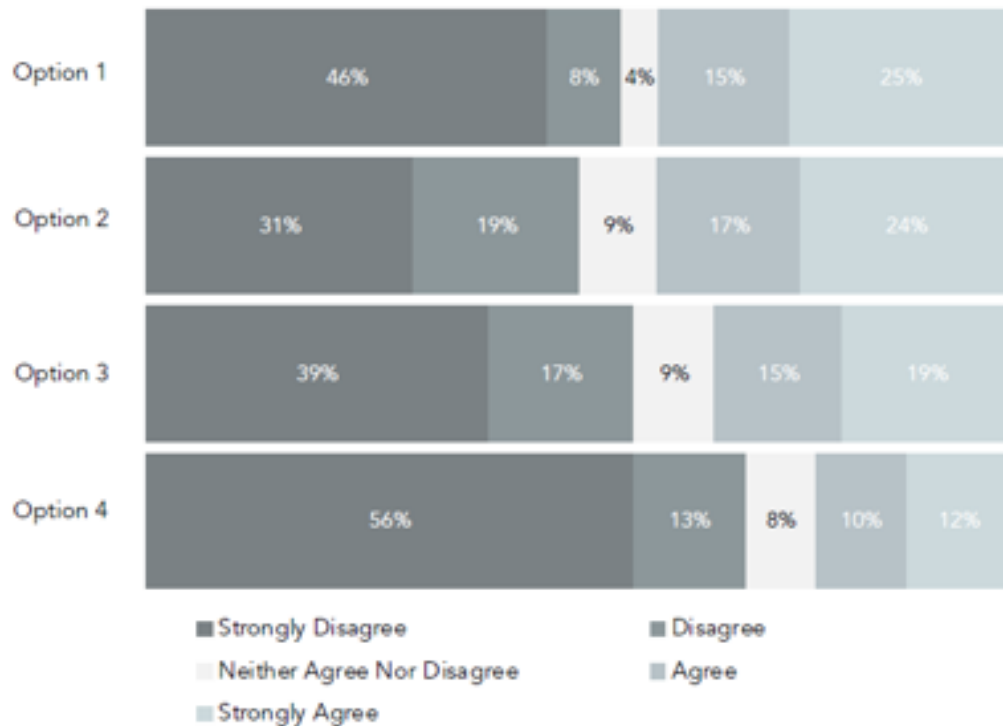
An overview of the community engagement techniques and our community reach is shown below:



### What did we hear from the community about the four options?

Of the four options presented, Option 3 and Option 4 received the least support. Options 1 and 2, while also not receiving significant community support, were the most popular. These mixed views reflect the many diverse needs and opinions around parking found across our community.

Indicate your level of agreement with each of the Parking Permit Policy Options.



Note: Data from respondents who selected 'Cannot Say' (n = 26) has not been included in this graph

Common themes in the 'comments section' of all the options were:

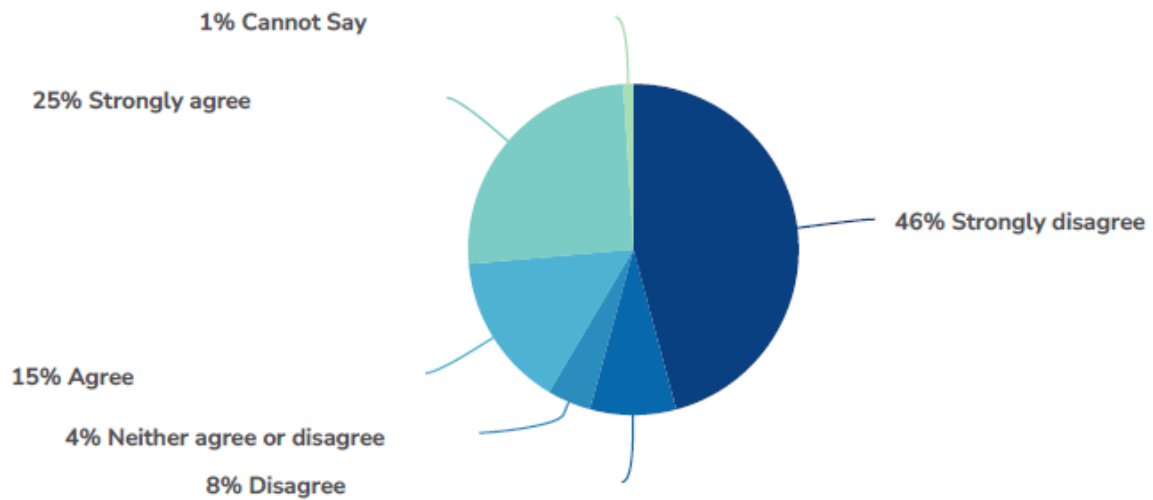
- Not wanting blanket parking restrictions, and subsequently needing parking permits. Particularly in areas that don't currently have parking restrictions or experience significant parking pressure
- Parking pressure is created by Council allowing higher density developments, and parking reductions in some developments
- Continued frustration from earlier community engagement on the proposed 2019 Parking Strategy and associated updates to parking permit policy.

70 respondents (11%) strongly disagreed with all four options. These respondents raised the above concerns, as well as not wanting limits on the number of daily visitor permits. Some examples of the comments received are shown below:

- "No permits. No changes to parking. Leave things as they are. Find a different way to raise revenue"
- "Parking permits are not required in our street at the moment and I do not want that to change"
- "I do not think permit parking is necessary in our area, particularly our street."

Some respondents stated that they disagreed with all options as there was not an option for 'no change'.

### Option 1 - Keep existing Policy with minor adjustments



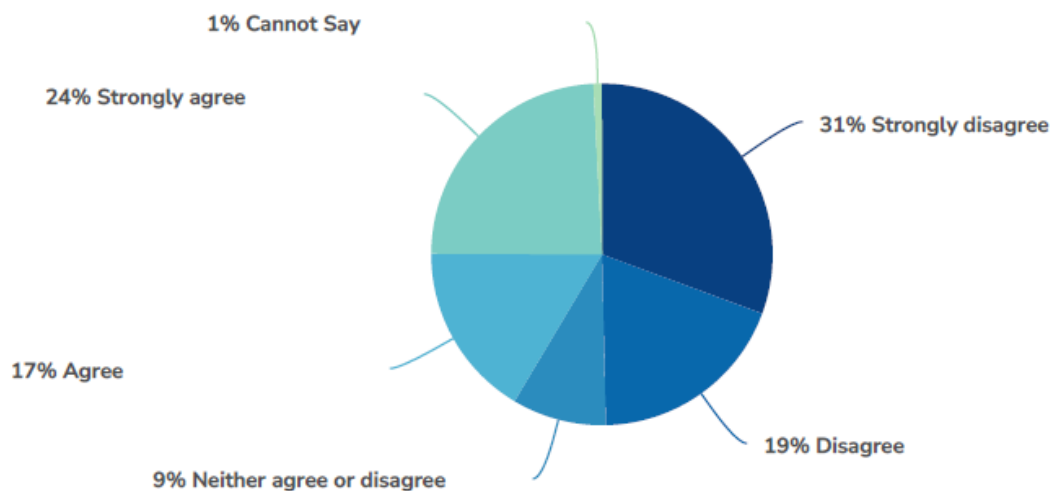
While Option 1 received a similar level of community support as Option 2, it also received a significant number of respondents who strongly disagreed with it (46%).

Of those that did not agree with Option 1, many suggested that the '2004 rule' was unfair because it means people living in new developments do not have equal access to parking permits.

Of those that strongly disagreed with Option 1, 44% agreed or strongly agreed with Option 2 and 53% agreed or strongly agreed with Option 3.

Respondents living in homes built after 2004 were much more likely to disagree with Option 1 compared to those living in homes built before 2004, as under this option they would remain ineligible for resident parking permits.

### Option 2 - Expand access to resident parking permits to include people living in homes in new developments of up to 2 dwellings on a lot

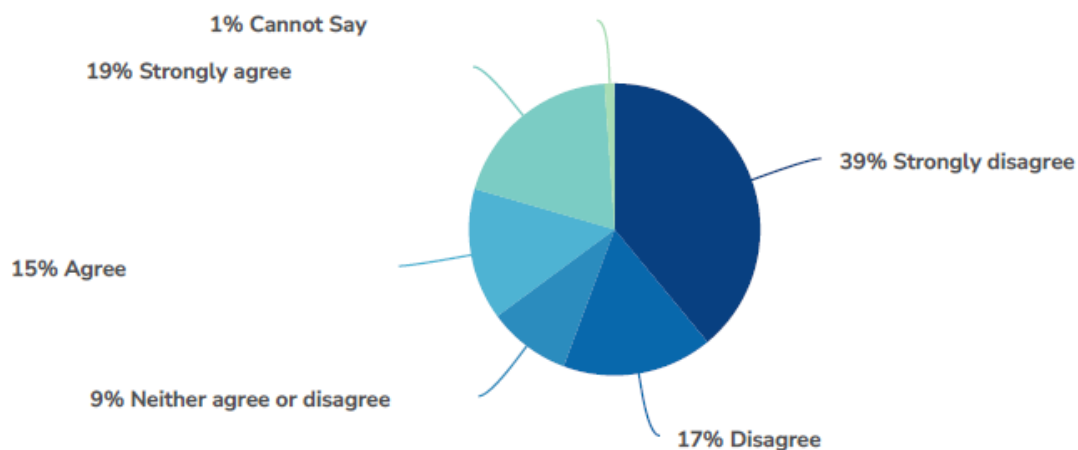


Option 2 received the most community support, and less opposition than all the other options. Respondents identified this option as a fairer way to allocate permits, whilst balancing access to the limited supply of on-street parking.

This option allows people living in homes built after 2004 that are part of developments of up to 2 dwellings on a lot, to access resident parking permits.

For those who strongly disagreed with Option 2, Option 1 was their most popular option, with 28% of those respondents either agreeing or strongly agreeing with Option 1.

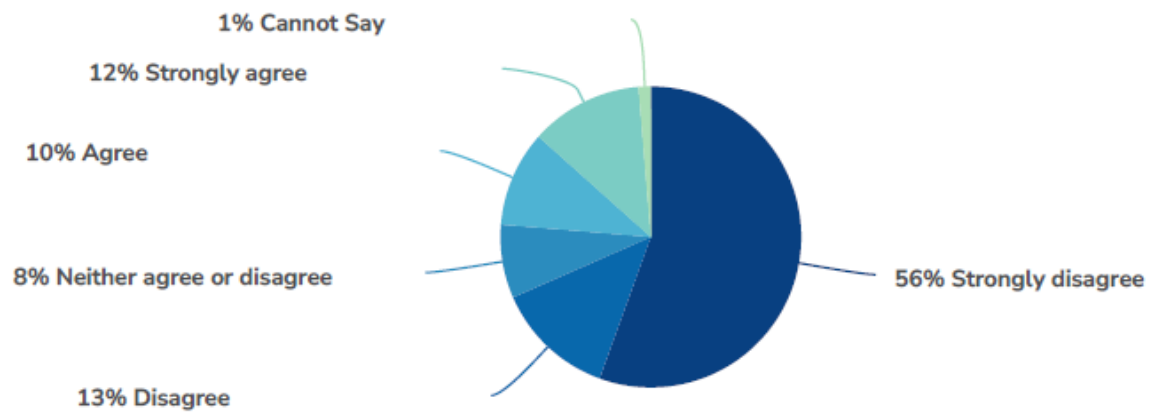
Option 3 - Expand access to resident parking permits to include people living in homes in new developments of up to 4 dwellings on a lot



Qualitative feedback received for Option 3 was similar in nature to Option 2, however it received less quantitative support. While many thought this was a more reasonable approach

to allocating permits than the current policy, some respondents identified that it could lead to increased demand for on street parking.

#### Option 4 - Parking permits to be allocated based on parking capacity and a priority system



Option 4 was the least popular option amongst respondents. The feedback received indicated that this option was too confusing, did not offer residents enough certainty year-to-year, and would create a large administrative burden for Council officers.

#### **What did we hear from the community about additional parking permit needs?**

The community was asked about any additional permit needs that they had, or thought should be addressed through the review of the Policy.

All 4 options proposed to introduce carer permits and daily visitor permits, capped at 100 per home per year.

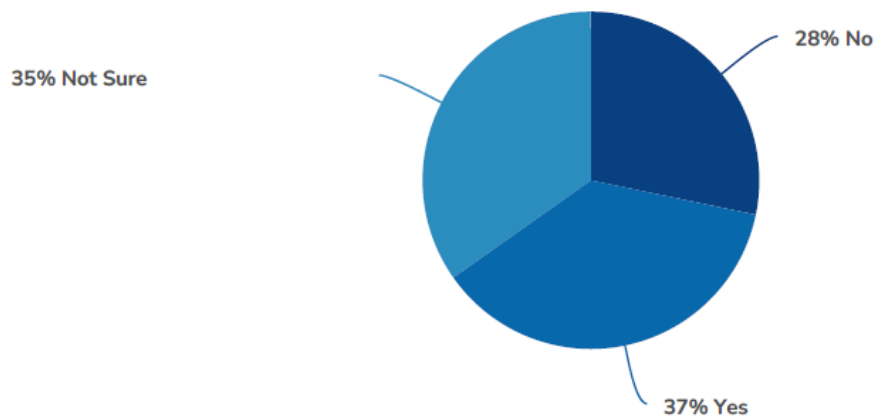
#### Carer permits

There was strong support for introducing a carer permit.

Some respondents raised concerns with ensuring carer permits are easy to access for those who need them, whilst making sure that they can't be misused. Officers have met with the Darebin Disability Advisory Committee to collaboratively develop how a carer permit scheme would best serve people living with a disability in Darebin.

#### Daily visitor permits

While there was support for daily visitor permits, there was not consensus on whether a limit of 100 daily visitor permits was reasonable amongst respondents (see graph below), and a significant number of respondents were not sure.

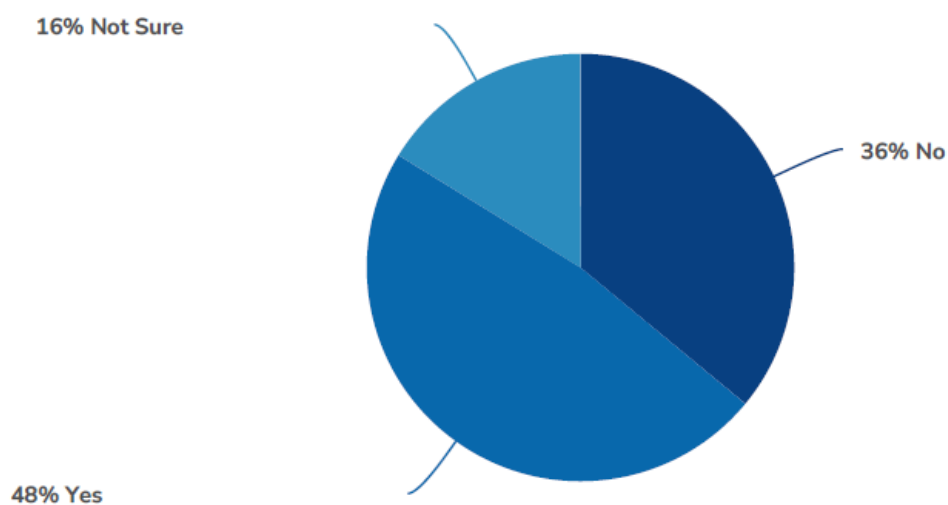


Some of the reasons provided by respondents for their answers are shown below:

- “No cap, whatsoever would be appropriate. Why should people have to remember to go to the trouble of obtaining a visitor's permit every time someone comes visiting?”
- “I feel this would meet our needs on most occasions but at times we have two visitors with two cars.”
- “Yes, on average. Depends on each household. If they need more, they should be able to apply.”

#### Multigenerational households, families, and households with more than one adult

Similarly, there was division amongst respondents on whether multigenerational households, families, and households with more than one adult should have access to additional parking permits (see graph below).



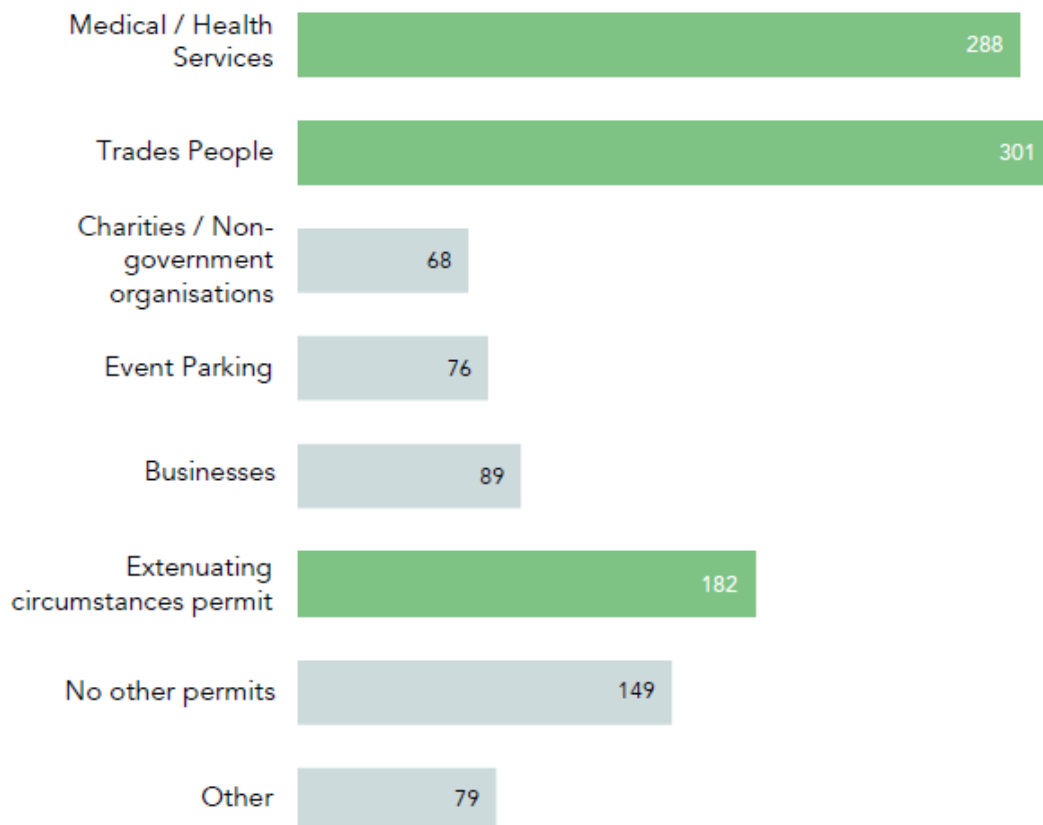
Some examples of the qualitative feedback we received about this question are shown below:

- “It is unfair to others, especially in small streets with already limited spaces, if one household is taking up numerous parking spaces.”
- “More families have extended family members at home for longer... there are also many share houses.”
- “Rules should be the same for all. Where will all these cars park? These households should share cars.”
- “There are many instances of multigenerational households they should not be disadvantaged.”

#### Other permit types

In addition to resident, daily visitor, and carer permits, the community identified ‘Trades People / Services’ and ‘Medical / Health Services’ as additional permit types that should be considered. Other popular responses were ‘extenuating circumstances’.

#### Which additional parking permits should Darebin City Council consider?



#### Applying for permits

80% of respondents stated that their preference is to apply for parking permits online. However, feedback highlighted the importance of ensuring people not comfortable with online applications being able to apply for permits via post, in person at customer service offices, and over the phone.