

April 2023

Resident Parking Permit Policy – Have your say – FAQs

1. What is this Parking Permit Policy review about?

The review of Council's Parking Permit Policy is an action in the Council Plan 2021-2025. The Parking Permit Policy project seeks to ensure the Policy achieves greater equity, responds to the needs of our growing and changing community and is user-friendly.

2. What happened during Stage 1 community engagement?

Stage 1 community engagement occurred between October and November 2022. In Stage 1 we proposed four options to improve the policy ranging from small adjustments to big changes. We asked for feedback on the options and other ideas about access and eligibility.

3. How did you develop the draft Policy?

The draft Parking Permit Policy considered feedback received during stage 1 community engagement, transport industry standards and technical guidelines, the recommendations of a peer review, and decisions made at a Council meeting.

The stage 1 community engagement and peer review can be viewed in the document library at yoursay.darebin.vic.gov.au/parkingpolicy.

4. Why were options 3 or 4 not included in the draft Policy?

During stage 1 community engagement we heard from many people about the four options we prepared. Options 3 and 4 received the least support. Some people were concerned about more people parking in streets with permits causing congestion and others felt option 4 was confusing.

5. 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. The project in 2019 proposed a Darebin-wide approach to changing 'parking restrictions'. The project was stopped after the community told us the proposal did not meet people's needs. We are not proposing changes to parking restrictions as part of this project.

6. How is this different to parking restrictions?

Parking restrictions place time limits on how long people can park in some streets. Parking permits can be used to park for as long as required in a legal place on the road that has timed parking restrictions or a permit zone.

As a result of community feedback in 2019, parking restrictions are now determined on a street-by-street basis or small area in response to a community request.

This Parking Permit Policy project 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 Parking Permits to use in streets where restrictions are in place.

7. What happens after this second round of community engagement?

After the second round of community engagement, Council officers will review all the feedback and consider it against technical standards and best practice to develop an updated Parking Permit Policy. This will then be considered by Council for adoption, most likely in July 2023.

8. When will the new parking permit policy come into effect?

If Council adopts a new Parking Permit Policy, the removal of old and introduction of new parking permits will be done over time. Depending on the final Parking Permit Policy, this may take several months. All existing permits will be honoured until their expiry date.

9. 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 if the car does not have a permit. 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) 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 restriction areas, such as a no standing zone.

10. What are parking permits used for?

When placed in a vehicle, Parking Permits provide an exemption from time-based parking restrictions or allow the vehicle to park in a permit zone. Parking permits do not guarantee a parking space. Parking permits don't let you park anywhere it is illegal to park, such as a no standing zone or bus zone.

11. 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. The 2004 rule means that Council won't be responsible for storing cars of residents living in newer dwellings (built after December 2004).

12. 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 off-street parking.

13. Does the Policy apply to all of Darebin?

Yes, the policy applies to all properties within the City of Darebin.

14. Can renters apply for permits?

Yes, renters living in eligible properties can apply for parking permits.

FAQs about the proposed changes to the draft Parking Permit Policy

15. What has changed in the draft Parking Permit Policy?

The draft Parking Permit Policy introduces some new parking permit types that many residents would be eligible for, including Carer, Service, and User-Pays permits. The draft policy also allows some newer developments to access permits. The draft Parking Permit Policy also allows for extenuating circumstances to be considered.

It is important to note that increasing eligibility for parking permits may result in increased demand for on-street parking and increased fees for permits.

16. Who is eligible for resident parking permits?

Residents living in homes built before December 2004 will continue to be eligible for parking permits.

Residents living in single dwellings on a lot built after 2004 will now be eligible for parking permits, if the lot has not been subdivided since 2004. Single dwellings on a lot that have been renovated are also eligible.

Residents living in a 2 dwelling on-a-lot development can also access permits provided the development:

- wasn't granted a planning permit with a parking waiver, and
- was built between December 2004 and the commencement date of the new Parking Permit Policy will be eligible.

Further information on our draft Parking Permit Policy and who is eligible is available [here](#).

17. Why are only some homes eligible for resident permits?

Only people living in houses built before December 2004 are currently 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 the parking needs of residents living in older homes are catered for, whilst managing the demand for on-street parking created by new development. It helps to ensure when people build new homes in Darebin, they include enough off-street parking to meet the needs of the occupants.

In response to what we heard through stage 1 community engagement, the draft Parking Permit Policy allows residents of single dwellings on a lot and some 2

dwelling on a lot* developments built after December 2004 to access parking permits.

* Residents living in a 2 dwelling on-a-lot development can also access permits provided the development:

- wasn't granted a planning permit with a parking waiver, and
- was built between December 2004 and the commencement date of the new Parking Permit Policy will be eligible.

18. Why are you allowing some newer developments to access parking permits?

Since the Parking Permit Policy (Policy) was introduced, our community has continued to grow and change, as have our parking needs. During stage 1 community engagement we heard that allowing 2 dwellings on a lot to access permits received community support.

Our draft Policy proposes allowing some newer developments to access permits to support our diverse community, including families with children, intergenerational families, and residents who reside in newer and lower density homes.

To manage parking demand into the future, only 2 dwelling on-a-lot developments built between 2004 and the commencement date of the new Parking Permit Policy will be eligible for resident parking permits.

19. Won't relaxed eligibility with more property types eligible for permits result in too much demand for parking and encourage people to buy cars?

Making more parking permits available for more people could encourage more parking on the street, and more car ownership. If this happens there will be an increased demand for on-street parking. If too many permits are sold, we might need to significantly increase fees to manage demand for additional permits.

20. Why is the draft Policy different to the recommendations of the technical peer review?

The draft Parking Permit Policy was informed by many inputs, including a technical analysis, transport codes, a technical peer review, community feedback and Council deliberations.

21. If I rebuild or renovate my house, will I lose my eligibility for residential parking permits?

No. If the new dwelling is replacing a single dwelling on the lot (rebuilds and renovations) the property will retain parking permit eligibility.

22. How many permits can I get?

Eligible residents with off-street parking (garage, car port or parking space) can have 1 resident permit. Residents with no off-street parking can have 2 resident permits.

Some residents may qualify for an extenuating circumstance permit.

23. Who can get a visitor parking permit and how does it work?

Visitor permits are only available to residents that are eligible for resident parking permits.

Residents can purchase daily visitor permits in sets of 10. Each individual permit can only be used for one day only. Multiple sets of visitor permits can be purchased at a time.

We think daily visitor permits will be more flexible for residents who have short-stay or unannounced guests or larger gatherings when compared to the existing temporary parking permits which are discontinued in the draft Parking Permit Policy.

24. 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. 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).

25. Why are you removing the temporary parking permit?

The proposed introduction of daily visitor permits provides more flexibility for residents than the existing temporary permits. For residents who require tradie or contractor parking over a longer period of time, residents can apply for the Service Permit or a [Work Zone permit](#) for larger construction projects.

The current Parking Permit Policy also allows houses built after 2004 to buy a 'type 2 temporary 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. We are replacing the Type 2 Temporary Permits with the User-Pays Permit.

26. Who can get a Service (Trade) Parking Permit and what is it?

This permit allows Tradies, removalists, cleaners etc servicing Darebin residents to park in a street longer than the timed restrictions (e.g. 2p or 3P).

Any Darebin resident can purchase a Service (trade) permit with supporting documentation such as quote or invoice. The permit can be used for 4 weeks.

A maximum of 2 service permits is available each year. Trades people will also be able to apply for the permit on behalf of the resident.

27. How does the proposed carer permit work?

The carer permit is free, and would be available to households with people who require a visiting carer. The carer permit can be used by formal carers, as well as family and friends who provide informal care.

Residents must meet certain eligibility requirements such as having a companion card and would be eligible for one permit. The Carer permit is free and is given to the resident who can then give it to their Carers when they visit.

Further information on our Carer permits is available [here](#).

28. What is a User Pays Permit?

The user-pays permit would allow longer-term access to on-street parking in areas where Timed Restrictions or Permit Zones apply. This may suit visitors to Darebin, businesses or residents who occasionally require a temporary permit.

Any person may apply for this permit. The permit is valid for four weeks and can be renewed every subsequent month within a 12-month period.

The user pays permit will be priced significantly higher than other permits to manage demand.

29. What is the extenuating circumstance permit and who is eligible?

Our draft Parking Permit Policy allows for residents who not eligible to be issued a resident permit under extenuating circumstances.

The draft Parking Permit Policy provides some situations where an extenuating circumstance permit may be granted and where it would not.

Some situations where a permit would be granted include; fleeing domestic violence, natural event, or major construction works.

To view all the situations, please visit our [webpage](#).

30. Why are you removing the transferable parking permit?

People can currently choose to have their Resident 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 Permits are assigned to a vehicle only. Daily visitor permits would then be used when visitors come over.

31. How will these proposed changes help intergenerational families and large households?

The draft Parking Permit Policy (Policy) includes the introduction of carer permits, both for formal and informal carers, as well as daily visitor permits for eligible households. These will help with the parking needs of some intergenerational families. The draft Policy also gives some people in newer developments access to resident permits.

The draft Policy also includes extenuating circumstances, including if an eligible resident owns more vehicles than the number of car spaces on their property

32. I currently don't have parking permits, does this affect me?

If there are no parking restrictions on your street, you will not need any parking permits.

However, there are a number of reasons why we might need to change parking restrictions in the future, so it is still important for you to understand the draft Parking

Permit Policy (Policy). It is important to note that this draft Policy does not propose introducing or changing any parking restrictions.

The draft Policy expands permit eligibility, so if you were previously ineligible for parking permits, you may now be eligible for some permits.

Even if you don't own a car, we still want to hear from you. On-street parking and road space is a community asset, so we want to hear from you about how we manage access to that asset.

33. What is the cost of parking permits?

The cost of parking permits is outside of the scope of this consultation.

Parking Permit fees are set annually through Council's budget process.

The cost of a parking permit does affect demand, and this is why we are indicating that the proposed User-Pays permit will be significantly higher than the cost of other permits.

Sometime in the future, if demand for on-street parking grows and creates parking pressures, we may need to consider increasing the cost permits to manage demand.

The Carers Permit will remain free.

Resident parking permits currently range from \$23 (pensioner first permit) to \$70 (non-pensioner second permit). We are sure User-Pays permits should be much higher than the others.

Permit fees for our existing Policy is available to view [here](#).

34. Why does Council charge a fee for parking permits?

We charge a fee for parking permits to cover the administration and maintenance cost of the program. Charging a fee also encourages residents to use their off-street parking first.

35. 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 or participated during the November community engagement, we would really like you to complete our survey so we can understand your views on the draft Parking Permit Policy.

36. Why has Council been consulting residents in Parking Study Areas to change restrictions?

There have been several street, or small-area investigations that have looked at whether improvements can be made for residents by adjusting timed parking restrictions. These investigations took place because residents let us know they

wanted change, and because our parking assessments found that the streets had high demand that created safety and access risks.

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.

37. But why is Council currently looking at parking change areas?

We are working through a backlog of resident requests for change to parking restrictions 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, which introduces safety and access risks on our road network.

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.

38. 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 draft Parking Permit Policy we are seeking feedback on will allow Council to confirm with the community which homes should be eligible for permits.