


Community Engagement
Stage 2 Report – June 2023

Parking Permit Policy



What we did

Between 19th of April 2023 and 28th of May 2023, Council exhibited a draft Parking Permit Policy to the community and asked for their feedback. Feedback was received primarily through an online survey on the [Your Say Darebin](#)  website, as well as through a number of face-to-face community engagement events. A summary of the community engagement program can be seen below:

555
survey responses

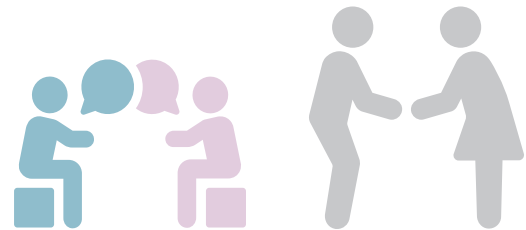


7

face-to-face
engagement
sessions



2 community
workshops with
CALD groups



665

Individuals engaged (including 109 people at face to face sessions and people who completed the survey)

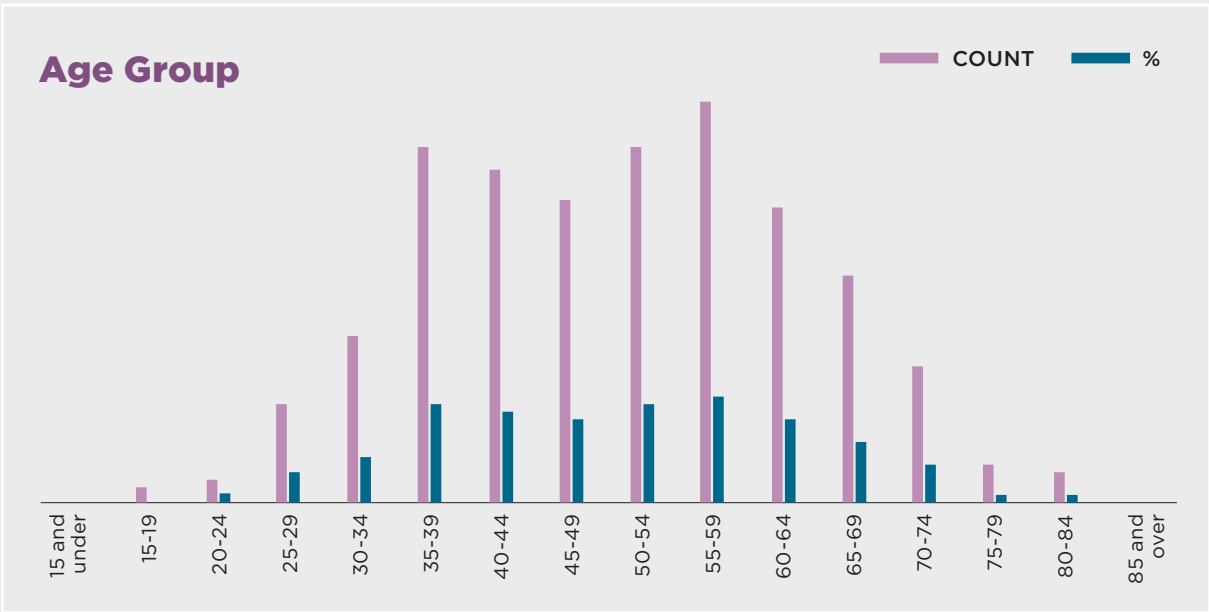
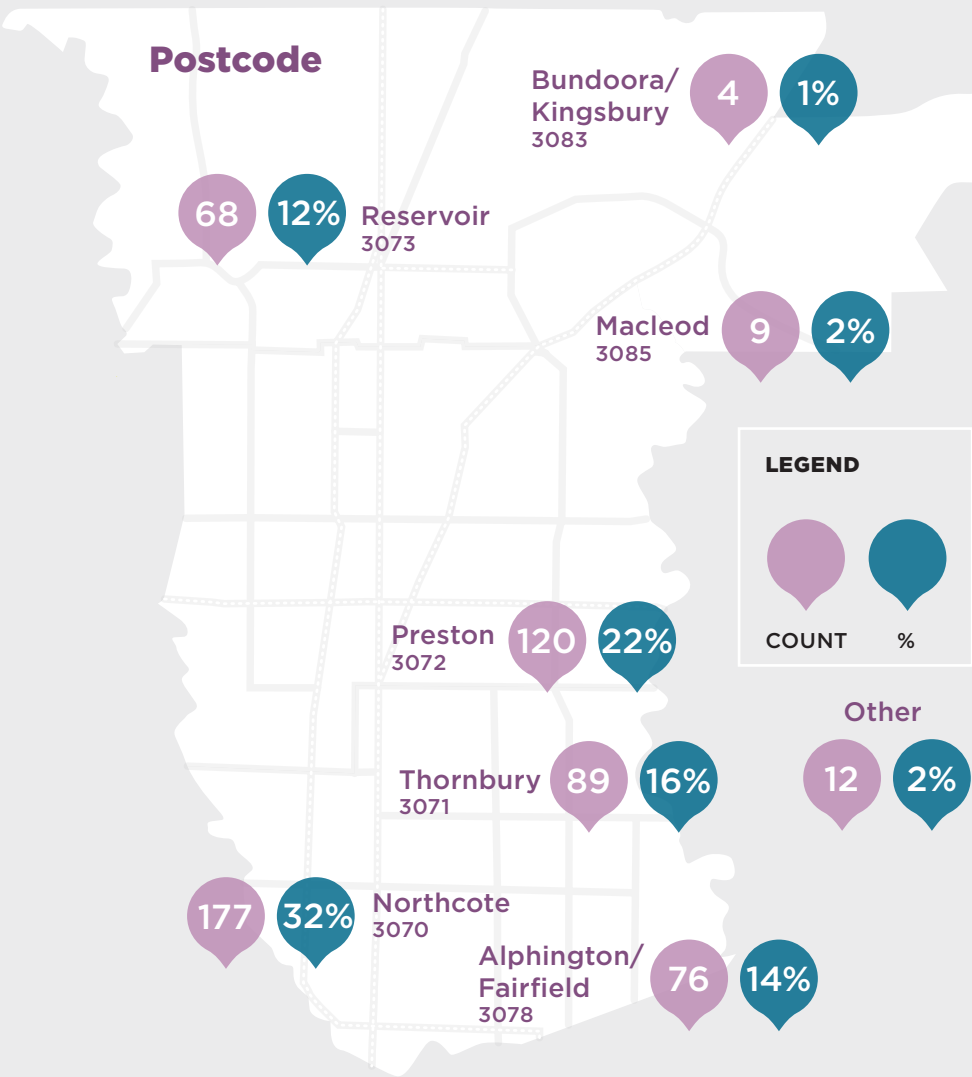
Who we heard from

General demographics

Below is a snapshot of the demographics of the respondents to the community survey.

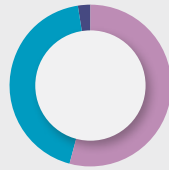
Connection to Darebin

532	Live
142	Work
29	Visit
51	Own a business
15	Study



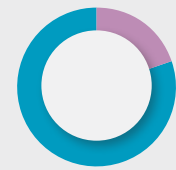
Who we heard from

Gender



	Count	%
Female	188	54%
Male	150	43%
Other identity	8	2%

Language other than English



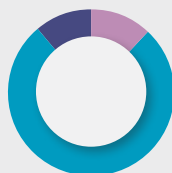
	Count	%
Yes	87	20%
No	352	80%

Languages spoken: Italian, German, Macedonian, Spanish, German, Japanese, Hindi, Thai, Tagalog, Tamil, Albanian, Arabic, Lithuanian, Yiddish, Lebanese, Mandarin, Croatian, Portuguese, Russian, Turkish, Dutch, Cantonese, Greek, and AUSLAN.

Do you identify as Aboriginal or Torres Strait Islander or both?

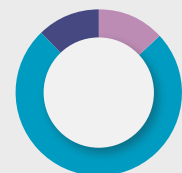
	Count	%
No	384	87%
Yes, Aboriginal	11	3%
Yes, Aboriginal and Torres Strait Islander	4	1%
Yes, Torres Strait Islander	0	0%
I prefer not to say	41	9%

Do you identify as having a disability?



	Count	%
I prefer not to say	53	12%
No	339	77%
Yes	49	11%

Do you have carers visit your home?



	Count	%
I prefer not to say	58	13%
No	331	75%
Yes	53	12%

It was not mandatory for respondents to provide demographic information other than a postcode.

Who we heard from

Project specific information

Survey participants who live in Darebin were also asked some questions about their households more specifically related the draft Parking Permit Policy. An overview of these responses can be seen below.

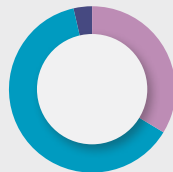
Number of cars in household

	Count	%
0	13	2%
1	169	32%
2	230	43%
3	65	12%
4+	55	10%

How many homes are there in your development?

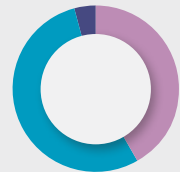
	Count	%
1	66	33%
2	67	34%
3	14	7%
4	15	8%
5+	27	14%
Not sure	10	5%

Year house was built

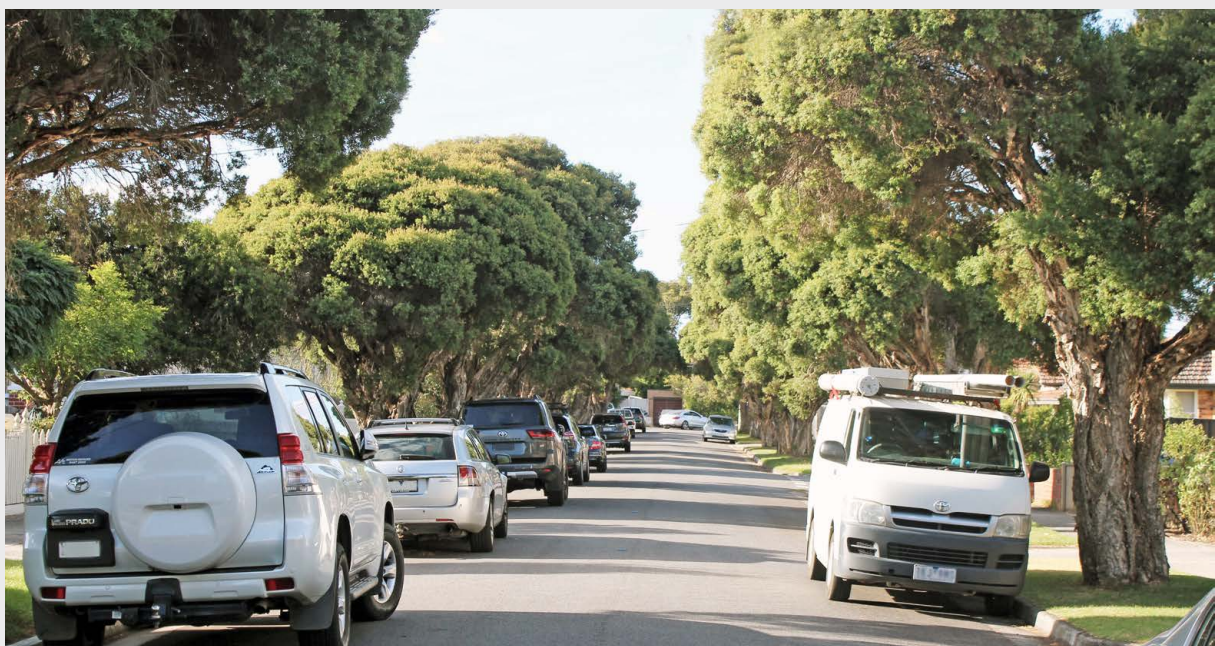


	Count	%
After 2004	180	34%
Before 2004	333	63%
Not sure	19	4%

Are there parking restrictions on your street?



	Count	%
Yes	223	42%
No	287	54%
Not sure	22	4%

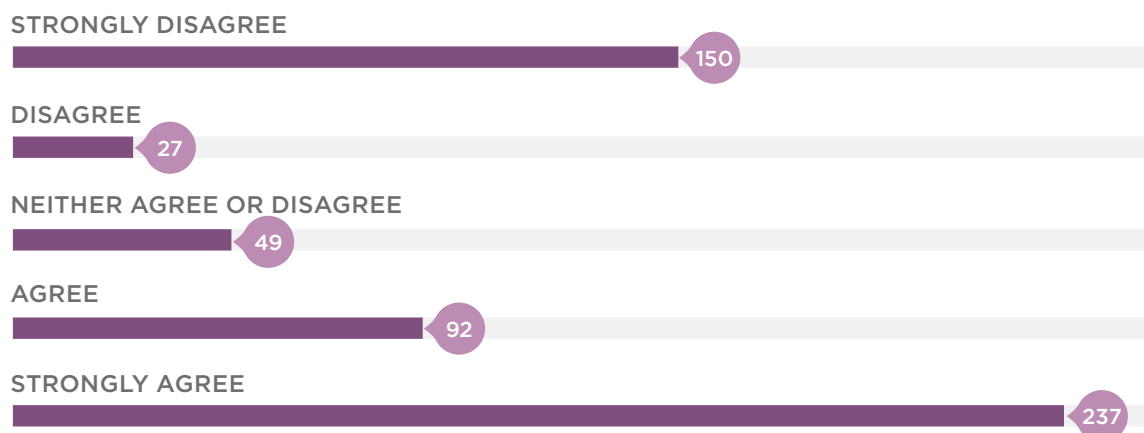


What we heard

1. Resident permits

Survey participants were asked two questions about proposed changes to Resident Permit eligibility.

People that live in a dwelling that is the only dwelling on the lot, where the lot hasn't been subdivided since 2004, should be eligible for resident permits, regardless of when it was built



- A majority of respondents (59%) agreed or strongly agreed that residents of new single dwelling developments built after 2004, including rebuilds and renovations, should be eligible for resident permits.
- Of those that disagreed or strongly disagreed (32%), the most common issues raised related to requiring all new developments to provide sufficient off-street parking, and ensuring residents use off-street parking.



It is fair to allow those who have not changed the operation of the land to carry over their previous entitlements.

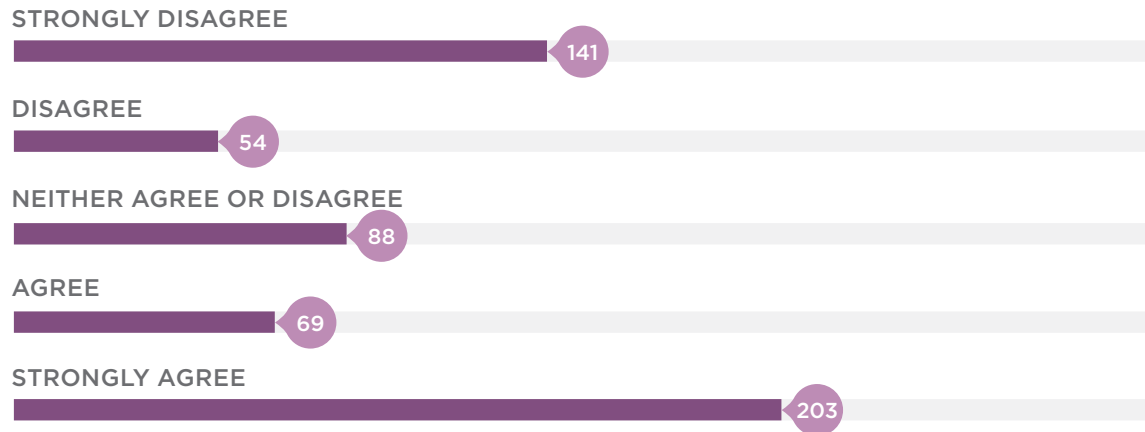


I am concerned that there is a finite amount of space on the street for parking and community uses such as safer bike riding and walking routes. The expanded eligibility will put more pressure on that space.



Any rebuilds from new policy date should meet policy guidelines to allow for enough resident and visitor parking.

People that live in two-dwellings-on-a-lot developments (such as townhouses): that were built between 20 December 2004 and the commencement date of the new policy, and, where the development did not receive a planning permit for a reduction in the number



- 49% of survey participants agreed or strongly agreed that two-dwelling-on-a-lot developments built between 2004 and the commencement date of the draft policy should be considered as eligible dwellings for resident permits, whereas 35% disagreed or strongly disagreed.
- This represents relative community support, but not a strong consensus.
- Some people raised concerns with the impact this could have on on-street parking demand, and suggested the residents of newer developments should primarily use their off-street parking



The decision to increase the number of dwellings on the land was made on the basis that they would NOT be eligible for permits. This change simply adds extra cars onto the street, whilst effectively having council subsidise the private homeowner.



We have a rental crisis. People do not have the luxury of choice when it comes to selecting dwellings based on age, subdivision etc.



If residential developments have been required to include off street parking, then they should not have access to street parking.



This is sensible and considered view “infill development” and associated access to housing necessitates through moderate higher density development makes this change a forward thinking and pragmatic policy.

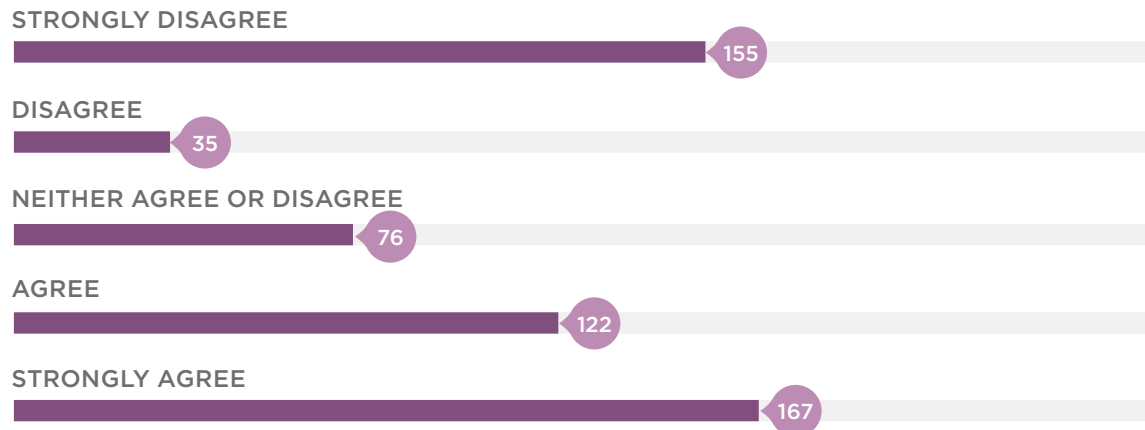


There should not be any discrimination between single dwelling and subdivision blocks.



2. Visitor permits

The new Policy should include daily visitor permits for eligible properties.



Key insights:

- Including daily visitor permits for eligible properties was a somewhat polarising topic. 28% of participants strongly disagreed, and 30% strongly agreed
- Overall, more people supported this policy (52%) than not (34%)
- Some respondents suggested a transferrable resident permit should be available to be used for visitors
- Others wanted daily visitor permits to be available to more dwelling types

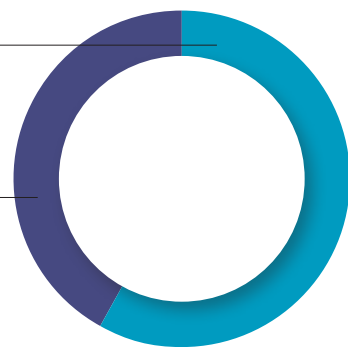
Do you think that residents should be able to buy an unlimited number of visitor permits each year?

58%

Yes

42%

No, there should be a limit to the number of permits that households can buy each year.



There should be an annual limit or the system can be easily sorted.



I think all households should have a permit for visitors to use when staying.



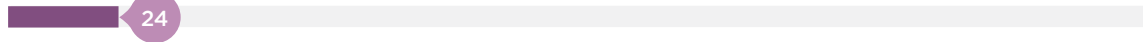
We should be entitled to visitor parking permits at minimum.



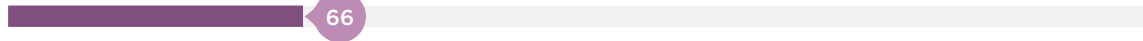
Those who responded “No” to the above question were asked what the limit should be.

What should the annual limit of visitor permits for each household be?

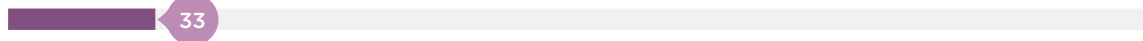
OTHER: LESS THAN 50



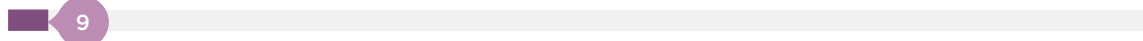
50



100



OTHER: MORE THAN 100



OTHER: NOT SURE



OTHER: TRANSFERABLE



You should be able to purchase an annual transferable permit to reduce the admin burden on council and residents. Books of 10 are an absolute pain.

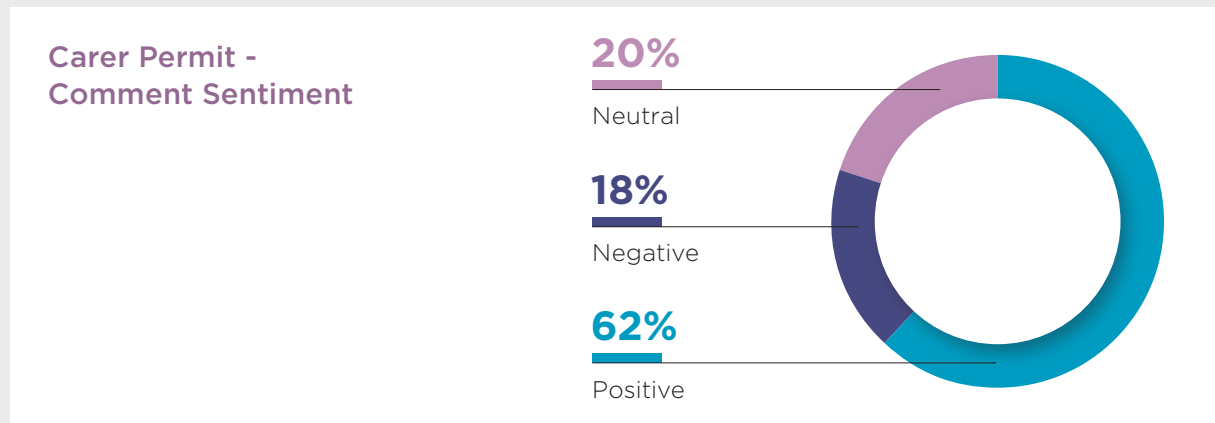


Allowing eligible residents to purchase unlimited sets of 10 daily visitor permits may increase demand for on-street parking, potentially worsening existing parking issues.



3. Carer permits

Participants were shown the proposed carer permit eligibility requirements and were asked to provide a comment if they wanted to.



Key insights:

- The majority of comments about the proposed carer permits were positive
- The most common theme of the comments was that the eligibility requirements should not be overly restrictive, to ensure ease of access for those who need it
- Some respondents wanted to ensure that measures are taken so that this permit type is not abused



Broaden the evidence acceptable - not all residents who require care are NDIS supported and may have arranged care via a means other than a medical practitioner.



Carer permits must be free and available as required only limited by the need of the person in care.



It should also include people that provide care through My Aged Care.



This permit doesn't understand the nature of NDIS support workers. There are many cases where multiple supports are needed, and only allowing for one will reduce support and our ability to live and engage in society.



Necessary to have this. Necessary to have governance to prevent abuse of the permit.



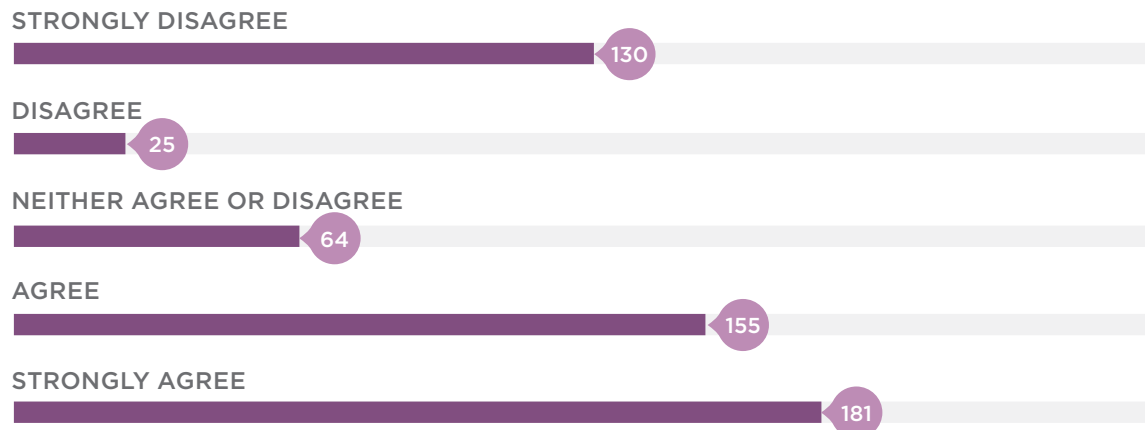
if you are a couple you may need different carers I assume that the permit is able to be used by either person and for different carers.



This is an excellent proposal worthy of community support.

4. Service permits

The new Policy should include a service permit for residents who need a tradesperson, cleaner, or removalist at their home.



Key insights:

- There was community support for the introduction of service permits, with 61% of people surveyed responding “agree” or “strongly agree” to this question
- Some respondents wanted greater flexibility in how service permits could be used



The time period should be nominated as part of the application process with the possibility to extend if necessary.



Provide transferable permits as previous as work can take longer than 4 weeks for renovations or repairs.



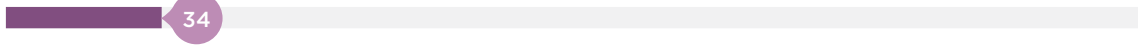
Needs to be more flexible, someone might need 10 1 day passes, someone might need one 3 month pass.



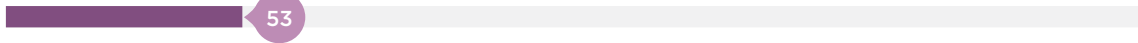
Seems OK. If there are substantial works then they should have to apply to council separately.

Service permits should be valid for up to 4 weeks each.

STRONGLY DISAGREE



DISAGREE



NEITHER AGREE OR DISAGREE



AGREE



STRONGLY AGREE



Those who answered “strongly disagree”, “disagree” or “neither agree or disagree” to the above question were asked how long they thought service permits should be valid for.

How long should service permits be valid for?

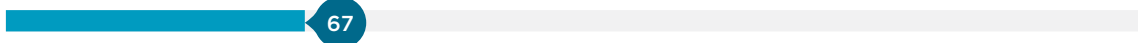
1 DAY



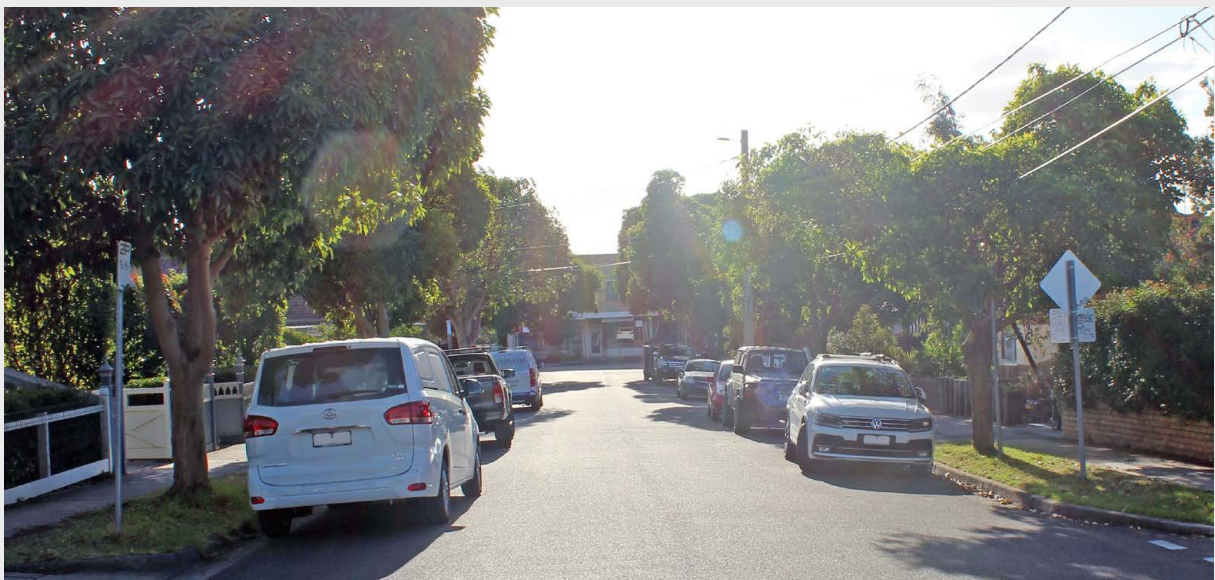
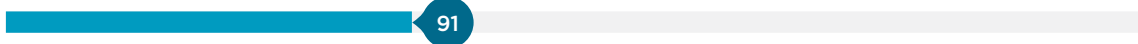
2 DAYS



1 WEEK



5+ WEEKS

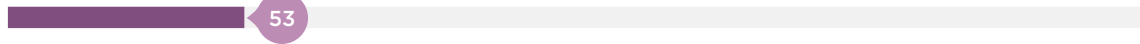


Two service permits per dwelling per year should be available to each dwelling.

STRONGLY DISAGREE



DISAGREE



NEITHER AGREE OR DISAGREE



AGREE



STRONGLY AGREE



Those who answered “strongly disagree”, “disagree” or “neither agree or disagree” to the above question were asked how many service permits should be available to each dwelling per year.

How many service permits should be available to each dwelling per year?

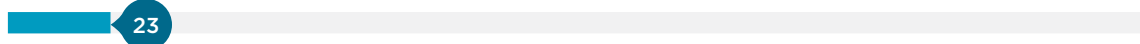
1



3



4

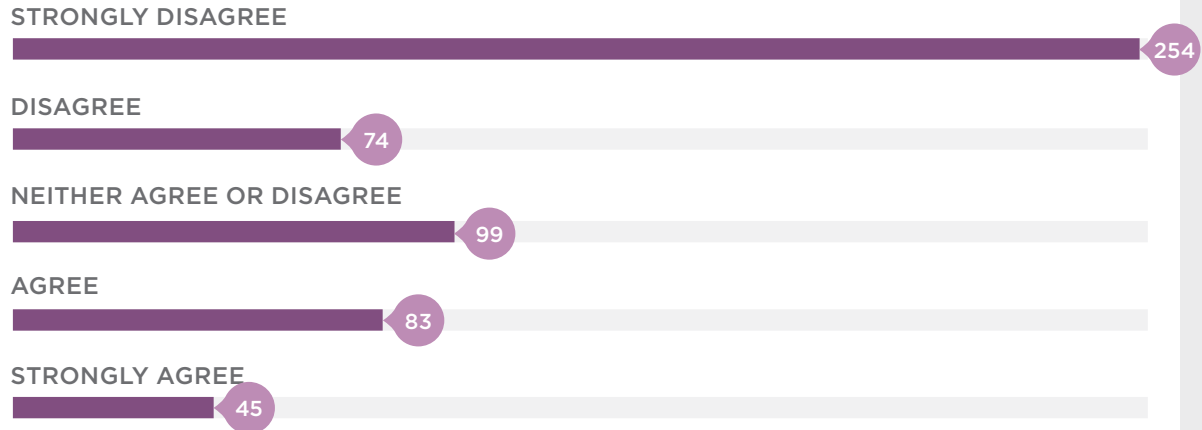


5+



5. User-pays permits

The new Policy should include a user-pays permit that is available to anyone.



Key insights:

- The proposed user-pays permit did not receive community support, with 59% of respondents strongly disagreeing or disagreeing with them being available to anyone
- A common concern was that these permits would increase parking demand and would not prioritise residents' needs
- Some people stated that user-pays would be unfair as they would likely only be accessible to those who could afford the higher costs



Trouble already with parking where there are no off street parking available.



the revenue from these permits should be directed to active transport.



This is a bad idea. You are trying to sell our resident parking to people who do not live here. Only residents should be able to get parking permits. You should not do this under any circumstances.



Sometimes it is necessary for non-residents to park in Darebin.



There should be an upper limit on these permits, perhaps 50 days/year.



A user-pays permit system undermine's council's transport strategy and further entrenches inequality in Darebin.

6. Extenuating circumstances resident permits

People who aren't eligible for resident permits, but are experiencing extenuating circumstances should be able to apply for an annual resident permit.

STRONGLY DISAGREE



DISAGREE



NEITHER AGREE OR DISAGREE



AGREE



STRONGLY AGREE



Key insights:

- 62% of respondents agreed or strongly agreed that people experiencing extenuating circumstances should be able to apply for a resident permit even if they are otherwise ineligible
- Generally, people wanted for this type of permit to be easily accessible for those who needed it whilst ensuring it can't be easily abused



There should be empathy for extenuating circumstances and include more than the mentioned situations.

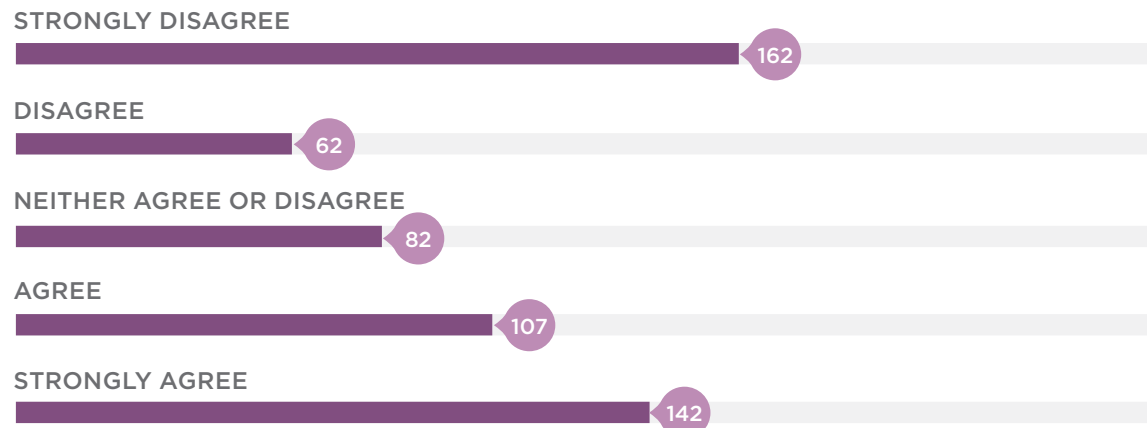


I think flexibility in these systems is essential.



No extenuating circumstances. Opens the door to abusing the process.

Dwellings that are eligible for a resident permit, and: have two or more cars registered to an address, and the number of cars exceeds the number of off-street parking spaces, should be eligible for an extenuating circumstances resident permit.



Key insights:

- There was no consensus from the community on the above question, with 40% either disagreeing or strongly disagreeing, and 45% agreeing or strongly agreeing
- Some that supported this option stated that it would help larger families with multiple cars and people living in sharehouses
- Of those that didn't agree, some suggested that this could lead to increased on-street parking demand and car ownership
- Some respondents raised concerns around equity



Having too many cars isn't really extenuating circumstances?
This approach will contribute to the on-street congestion.



Large families with young adults need the parking permits.

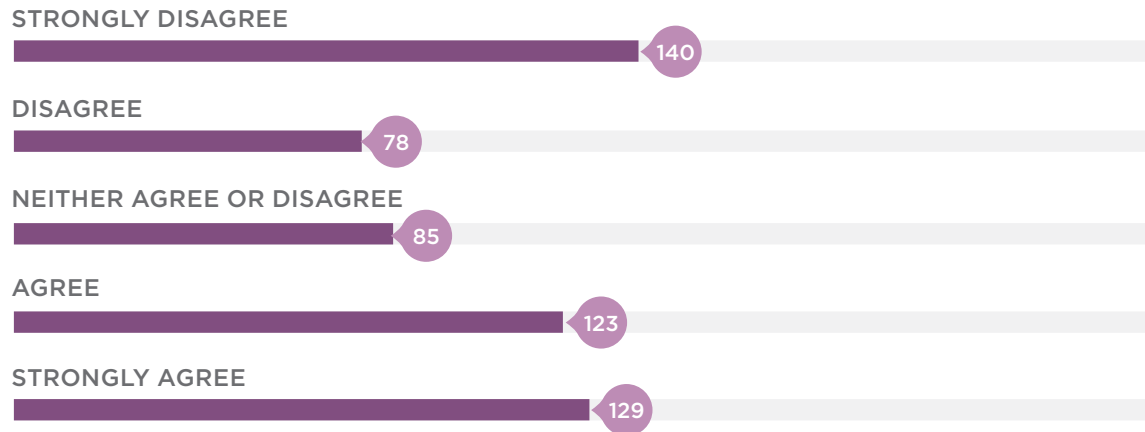


This is appropriate for those households with adult children living at home (and possibly their partners), and so have several cars.
Not appropriate if there are two people living in the dwelling with multiple cars.



If you have more than 2 cars and they don't fit on your property, you should apply for the user pays permit not a resident permit.

Dwellings where a resident needs to store a commercial vehicle, where the resident can prove that: (a) they have insufficient space to store their commercial vehicle within their property and (b) the vehicle is a work vehicle and not for personal use should be eligible for an extenuating circumstances resident permit



Key insights:

- There was no consensus from survey participants on the above question, with 39% either disagreeing or strongly disagreeing, and 45% agreeing or strongly agreeing
- Some people stated that this option would be a way for Council to support their employment needs
- A common sentiment was that residential streets should not be used to store commercial vehicles on behalf of businesses
- This was seen by some as unfair



Both my wife and myself are required to use vehicles provided by our employers and would require permits for these vehicles and our private vehicles.



Employment are key to strong communities supporting those with work needs is key to that.



Their business should pay for the user-pays permit if they can afford to give them a car.



No. These persons should not be prioritised over others as it discriminates those who work in different industries who are not required to use commercial vehicles.



Being given a work vehicle is a privilege not an extenuating circumstance. There is also no way to prove they aren't using it for personal use. This seems like another way to get around the permit system because you are privileged to have lots of cars.

CITY OF DAREBIN

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