



Parking Management Policy – Engagement Summary 2016-2019

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Contents

Purpose of this document	3
Summary of community engagement on parking	3
Council Plan 2017-27	3
Move, Connect, Live: Integrated Transport Strategy 2018-28	4
Neighbourhood Conversations March 2019	4
Summary of community engagement findings	5
Key findings	5
Priorities for the allocation of road space	5
Parking Management Priorities	7
Parking permits	7
Review of the maximum number of permits allowed per household, taking off-street parking into account	7
Introduction of tiered pricing structure for permits	8
Parking controls	8
Prioritising access to limited on-street parking spaces	8
Concluding remarks	9
Appendix 1: Source documents	10
Appendix 2: Parking management questions from previous community engagement	11

Purpose of this document

The City of Port Phillip (Council) is developing a new Parking Management Policy.

Council has engaged with the community about parking in the municipality during the preparation of the following documents over the last four years:

- *Council Plan 2017-27*
- *Move, Connect, Live: Integrated Transport Strategy 2018-28*
- *Neighbourhood Conversations March 2019*

The purpose of this document is to summarise these engagement activities and the key findings about parking related issues including:

- use of street space
- parking management
- parking permits
- parking controls

The full results of the community engagement completed previously and more recent deep and targeted engagement will inform the preparation of Council's draft Parking Management Policy.

A list of the community engagement reports used to prepare this summary is included in **Appendix 1**.

Summary of community engagement on parking

Over the past four years community engagement for the *Council Plan 2017-27*, the *Move, Connect, Live: Integrated Transport Strategy 2018-28* and *Neighbourhood Conversations 2019* covered issues which were important to the community.

These engagements revealed that ratepayers and residents believe that parking is an important issue for the community, but that improving and enhancing sustainable transport choices was rated as a higher priority than parking in Port Phillip.

A summary of the community engagement activities and key findings involving parking is outlined below.

A list of the parking-related questions included in the community engagement program during the preparation of the *Council Plan 2017-27*, *Move, Connect, Live: Integrated Transport Strategy 2018-28* and the *Neighbourhood Conversations 2019* is contained in **Appendix 2**.

Council Plan 2017-27

During the preparation of the *Council Plan 2017-27*, Council ran a comprehensive engagement program to invite the community, including residents, workers, community groups, business owners and visitors, to provide feedback to Council about what they valued most about the City, and what they thought Council should address in the new *Council Plan*.

The engagement program ran from 30 January to 26 February 2017, was in-depth and effective in reaching a broad audience of Port Phillip's residents, workers and visitors. A number of different opportunities and methods were provided for the community to contribute feedback and ideas, including a community survey, pop-up conversations with Councillors, targeted focus groups, online discussion forums and special focus workshops.

Over 650 people responded to the survey which was the primary method of engagement with the Port Phillip community. The engagement activities focused on values-based questions, as well as key dilemma questions in a variety of settings.

Parking management (space, permits and payment systems) was noted as a key issue in community feedback and was also discussed during a special focus workshop on transport and parking.

Move, Connect, Live: Integrated Transport Strategy 2018-28

The community was again consulted on parking during the preparation of the *Move, Connect, Live: Integrated Transport Strategy 2018-28* (ITS).

To develop the ITS, Council released a position paper called *Setting the Direction* to articulate the transport challenges and put forward guiding principles, aims and objectives. Council sought community feedback on the Position Paper from 30 October to 4 December 2017. Council reached a good cross-section of the community through surveys, focus groups and targeted discussions, with a total of 586 people participating in the consultation program. Questions covered parking management issues, including parking permits, parking controls and the use of public space for on-street parking.

Council also sought community feedback on the draft ITS from 22 June to 30 July 2018 via surveys, submissions, pop up and targeted sessions. The engagement program sought feedback in relation to the relative importance of transport challenges (including parking) and proposed parking management actions. These were considered prior to the final Strategy being endorsed by Council on 20 September 2018.

Neighbourhood Conversations March 2019

As part of Council's new Communications and Engagement Framework the first round of broad neighbourhood engagement took place between the 16-30 March 2019 across 10 areas of Port Phillip and included four questions related to parking management.

Approximately 425 people responded to a survey after being approached randomly on the street with questions covering a range of topics and issues. Respondents represented a range of age groups, living situations and occupations.

Parking management questions focused on priorities and values as well as personal experiences with parking and parking permits in Port Phillip. This survey was not promoted as a parking survey and so respondents did not know they were going to be asked about parking before agreeing to take part.

Summary of community engagement findings

Key findings

A key finding from the community engagement on parking during the preparation of the *Council Plan, Move, Connect, Live: Integrated Transport Strategy 2018-28 and Neighbourhood Conversations 2019* was that parking is considered an important issue, but Council should “concentrate on the big picture of better access for walking, cycling, public transport and shared mobility”.

Other key messages from the community about parking include:

- Parking was ranked as the sixth highest priority for the use of space on both local and main streets - after priorities such as wide, accessible footpaths; trees and plants; and protected or improved bike lanes.
- Space which is allocated to parking should be rationed as fairly as possible through appropriate management of parking permits and parking controls.
- Improving parking management is considered as very important by approximately one third (36%) of the community - significantly lower than other transport challenges, such as enhancing sustainable transport options (68-70%) and road safety (67%)
- Developing a new evidence base for parking provision rates for new developments is the most important proposed parking management action

During the preparation of the *Council Plan 2017-27*, people were asked to nominate aspects in the municipality which they value most and would like to keep over the next 10 years. Eighty-six comments out of a total of 476 comments were received about transport and parking during pop-up engagement sessions. This included from people who valued and considered the availability, cost and technology of parking in the municipality.

Key findings from the *Neighbourhood Conversations 2019* provided further support for alternative modes of transport and also highlighted the major differences between community members in terms of car permit and car ownership. 26% of respondents did not have a car and did not have a car parking permit. 30% did have a car and a car parking permit while 44% did have a car but no parking permit.

Of the respondents that had a parking permit, approximately 53% were totally confident of where they could park with the permit while 2% were not at all confident. Of those without a permit 32% were totally confident where they could park on street in Port Phillip while 2% were not at all confident.

The results of community engagement relating specifically to the allocation of street space, parking management, permits and controls are discussed in further detail below.

Priorities for the allocation of road space

The allocation of street space for parking and other purposes was raised with the community during several rounds of engagement over the last four years.

Results from community engagement for the *Council Plan 2017-27* highlighted the relationship between the allocation of street space for different purposes (including parking) and people's potential use of active and sustainable forms of transport. 209 respondents (12%) indicated that protected bike lanes on Port Phillip roads would make it easier to switch some trips from travelling by car to bike riding, walking or public transport. A further 122 (7%) also indicated that having secure bike parking at tram and train hubs could also encourage a switch to active and sustainable modes of travel.

During engagement on the position paper for the ITS, the community was asked to consider how to best allocate space in the municipality's streets which balances transport choices, parking and great places.

Respondents were asked to rank nine elements for local street space, and 11 elements for main streets / key destinations.

The table below shows the 'order of preference' for the various elements for both local streets and main streets / key destinations. Key findings include:

- 'On-street parking bays' are ranked as the sixth most important element for both local and main streets.
- 'Wide footpaths' and 'trees and plants' are ranked as the highest and second highest priorities, respectively, for both local and main streets/key destinations. In the case of local streets, 'wide footpaths' and 'trees and plants' collectively received 42% of all priority 1 and 2 rankings.
- 'Protected or improved bike lanes' are ranked as the third highest priority for both local and main streets.
- Car share parking bays and loading / delivery zones are ranked eighth and ninth priority, respectively for both local and main streets. This makes these items the lowest priorities for local streets.

Local streets	Main streets and key destinations
Wide footpaths accessible to all abilities	Wide footpaths accessible to all abilities
Trees and plants	Trees and plants
Protected or improved bike lanes	Protected or improved bike lanes
Recreation spaces	Recreation spaces
Street furniture	Street furniture
On-street parking bays	On-street parking bays
Dedicated public transport only lanes	Dedicated public transport only lanes
Car share parking bays	Car share parking bays
Loading and delivery zones	Loading and delivery zones
	Paved space for events and gatherings
	Commercial space for café seating, goods and signage

During the community engagement for the *Council Plan 2017-27*, more than half (59%) of survey respondents indicated they were supportive of converting some existing road space for safer, more enjoyable and accessible bike, walking and public transport use, even if that meant reducing some on-street car parking. This included more than one third (35%) who were very supportive of this proposition.

During a special focus group for the *Council Plan*, participants suggested that Council could consider providing multi-storey car parks in shopping areas to free up road space, such as converting the single-storey car parking near supermarkets in Carlisle Street to a 2-3 level carpark. It was felt that this would improve amenity and provide opportunities such as alfresco dining.

However, during the community engagement on the position paper for the ITS, survey respondents were asked to indicate their support for various potential uses of space currently allocated for Council's public, off-street car parks. More than half (54%) of respondents supported redeveloping

Council's off-street car parks for mixed use and 35% oppose it. Multi-story car parks received the strongest opposition, with 43% either strongly or somewhat opposed.

Parking Management Priorities

During engagement on the draft *Move, Connect, Live: Integrated Transport Strategy 2018-28*, the community indicated the relative importance which it placed on key challenges presented.

More than one third (36%) of respondents indicated that improving parking management was very important to them, making it the sixth most important transport-related challenge, notably lower than the top five most popular options.

Enhancing or improving sustainable transport options were rated as the most important challenge, with 70% of respondents indicating walking and bike riding improvements as very important and 68% considering enhancing public transport choices as very important.

Other key challenges which received higher ratings of importance than parking were road safety (67%), managing the impacts of population growth (62%) and new transport options and emerging technology (51%).

Public car parking is a shared and limited resource and a range of measures are available to manage the allocation and use of parking within the municipality. During the same period of community engagement, almost half (46%) of respondents indicated that developing a new evidence base for parking provision rates for new developments was the most important parking management action of the options provided. This was followed by the development and implementation of a new Parking Controls Policy (22%) and a new Parking Permit Policy (21%).

One third (33%) of survey respondents provided general comments about parking management, including the need to analyse who drives and why, and support for banning cars from the CBD and other high-density areas.

The *Neighbourhood Conversations 2019* found that the top three priorities for managing parking were

- Supporting access to alternative modes of transport (63% of respondents listed this in their top three)
- Reducing traffic congestion in local areas (53% of respondents listed this in their top three)
- Maintaining parking occupancy at optimum levels for greater availability (44% of respondents listed this in their top three)

Parking permits

In addition to more general parking management issues, the community was also consulted on specific matters regarding parking permits in the municipality.

One fifth (21%) of survey respondents indicated that the development and implementation of a new Parking Permit Policy was the most important parking management action, notably lower than the issue of parking provision rates for new developments (46%) and slightly lower than developing a new Parking Controls Policy (22%).

The following responses and analysis of feedback has been organised under the scope of the review of the Parking Permit Policy established in Council's *Move, Connect, Live: Integrated Transport Strategy 2018-28*:

Review of the maximum number of permits allowed per household, taking off-street parking into account

Currently, an eligible household can have a combination of up to three residential and visitor permits.

The community was invited to provide feedback about parking permits during consultation on the *Position Paper: Setting the Direction*.

The community was almost equally divided on whether the current number of permits (i.e. 3) should be reduced, with 51% of respondents opposed to a reduction, and the remaining 49% in favour. A higher proportion of St Kilda West residents (73%) were more likely to oppose a reduction in permits, as were those who own or operate a business in the City of Port Phillip (64%). Conversely, a reduction in permits was supported by all St Kilda Road respondents, 75% of visitors and 67% of respondents aged 70 years and above.

Property owners with off-street car parking currently have access to three on-street parking permits (i.e. a combination of up to three residential and visitor permits). A total of 82% of survey respondents expressed that houses with off-street parking should still be able to obtain a permit for off-street parking. However, this included just over half (54%) of respondents who believed that there should be a reduction to the maximum number of permits that houses can obtain if they also have access to off-street parking.

Looking specifically at resident parking permits, most respondents think eligible residents with access to off-street parking should be able to apply for on-street parking permits, but with a lower maximum number than those which don't have off-street parking. A slight majority of respondents think the number of permits per household should not change.

Community engagement during the preparation of the *Council Plan* also indicated that two thirds (66%) of people supported the provision of parking permits for residents of Port Phillip. Another suggestion was to limit the number of parking permits to one per household to help reduce dependence on cars within the municipality.

Introduction of tiered pricing structure for permits

One suggestion during a special focus workshop for the preparation of the *Council Plan* was to provide an increasing pricing scale for obtaining more than two parking permits.

Parking prices for different types of users were also considered, and are discussed in the "Parking Controls" section below.

Parking controls

Approximately one fifth (22%) of survey respondents that participated in engagement on the draft ITS identified the development and implementation of a new Parking Controls Policy as the most important parking management action.

This was similar to the proportion of people (21%) that identified a new Parking Permits Policy as the most important parking management priority, but significantly less than the priority action of developing a new evidence base for parking provision rates for new developments (46%).

Prioritising access to limited on-street parking spaces

Consideration has also been given to how to best prioritise and control the available parking spaces on local and main streets for different users.

During the community engagement on the *Position Paper: Setting the Direction*, Council asked people to consider the wide range of people who might need to park on local and main streets and factors, such as residents without access to off-street parking, visitors, people with disabilities, car share companies, tradespeople and businesses (customers, deliveries,

employees), as well as carers dropping off children at schools / childcare facilities. The survey results revealed that:

- Residents with no off-street parking should have greatest priority for on-street parking
- 67% of respondents believe residents with no off-street parking should have greatest priority for on-street parking.
- 44% believe residents with no off-street parking should pay the least for on-street parking.
- People with disabilities were ranked second (i.e. behind residents with no off-street parking) to pay the least for on-street parking.
- Cars parked by commuters along with car-share companies were given lowest priority for access to on-street parking.
- 54% of people think cars parked by commuters should pay the most for on-street parking.
- Car-share companies were also ranked behind commuters as the group that should be prioritised the most for on-street bays.

The *Neighbourhood Conversations 2019* asked for level of agreement on a few statements around parking controls. It was found that 72% of respondents strongly disagreed or disagreed that residents who do not own cars should pay for parking for cars owned by other residents, 63% of respondents strongly disagreed or disagreed that residents who use off-street parking should pay for parking for residents who don't have off-street parking.

Concluding remarks

This document has outlined the engagement which has been conducted around parking in the City of Port Phillip and along with other background reports will form the basis for the draft Parking Management Policy to be submitted to Council in September 2019.

The community see a need for Port Phillip to move away from the use of street space from car parking to other uses that support a more populous City and better used public space. The feedback provided through these recent community engagements has highlighted the need for Council to focus on managing the limited supply of publicly available parking spaces to provide fair access and sufficient parking availability.

This feedback is aligned to Outcome 4 of Council's *Move, Connect, Live – Integrated Transport Strategy 2018-28*: "Our community understand that parking is a limited and shared resource, and works with Council to ensure fairest access". The focus area of this outcome of improved parking management reflects our community's desire to improve fairness while also supporting the economic vitality of the City.

Some aspects of the scope of the Parking Management Policy development were not examined in the previous engagement activities outlined in this document, these include;

- Introduction of fixed parking precincts for individual permits, changed from street location based
- Consolidation and simplification of the existing number of permit types, including the introduction of single-use visitor parking permits
- Investigation into a transition from paper to electronic permits

The intention is to explore these more through deep and targeted engagement, market research as part of devising a draft Parking Management Policy and subsequent testing and refinement through broad community engagement on the draft Parking Management Policy.

Appendix 1: Source documents

The following documents were used as the sources for the information included in this summary:

1. Council Plan 2017-2027 - Engagement Findings Report — March 2017
2. Setting the Direction – A position paper for developing an integrated transport strategy – October 2017, version 2.0
3. Integrated Transport Survey – Community Engagement Report – Dec 2017
4. Public Engagement Report – Draft Move, Connect, Live: Integrated Transport Strategy 2018-2028 – August 2018
5. Report - Neighbourhood Engagement Conversations – March 2019

Appendix 2: Parking management questions from previous community engagement

Parking management priorities

Question	Number of Responses	Relevant document
If you travel by car regularly, what would make it easier for you to switch some trips to public transport, walking or bike riding?	1,749	Integrated Council Plan (2016)
Thinking about our city in 10 years' time, what are the things you value most and want to keep?	86	Integrated Council Plan (2016)
<p>Respondents were asked to indicate their support for three options relating to Council's public, off-street carparks</p> <p>A. redevelop off-street carparks into a multi-storey carpark only</p> <p>B. redevelop off-street carparks to provide a mix of affordable apartments, commercial premises, ground level retain and public carparking</p> <p>C. keep as is.</p>	502	Position Paper – Integrated Transport Strategy (Nov 2017)
<p>Council asked for feedback on how best to allocate space in the municipality's streets balancing transport, parking and great places.</p> <p>Respondents were asked to rank nine elements for local street space and 11 elements for main street and key destination space in order of importance, with one being the most important.</p>	502	Position Paper – Integrated Transport Strategy (Nov 2017)
How important are each of the following key challenges to you?	323	Draft – Integrated Transport Strategy (July 2018)

Question	Number of Responses	Relevant document
Which of the proposed actions around parking management action is most important to you?	323	Draft – Integrated Transport Strategy (July 2018)
Any other feedback on parking management actions?	323	Draft – Integrated Transport Strategy (July 2018)
Which of the proposed actions around parking management action is most important to you?	323	Draft – Integrated Transport Strategy (July 2018)
In your opinion, what are the top three priorities for managing parking? <ul style="list-style-type: none"> • Maintain parking occupancy at optimum levels for greater availability • Support local economic activity in activity centres across the City • Reduce traffic congestion in local areas • Support changes in transport technology • Support access to alternative modes of transport • Other 	426	Neighbourhood Engagement (March 2019)

Parking Permits

Question	Number of Responses	Relevant document
Number of parking permits each household can have?	494	Position Paper – Integrated Transport Strategy (Nov 2017)
Should property owners with off-street carparking have access to on-street Resident and Visitor Parking Permits?	494	Position Paper – Integrated Transport Strategy (Nov 2017)
Should there be a reduction in the number of on-street parking permits per residence (currently a single residence can have a combination of up to three Resident and Visitor Parking Permits).	494	Position Paper – Integrated Transport Strategy (Nov 2017)

Parking controls

Question	Number of Responses	Relevant document
To what extent would you support converting some existing road space to support safer, more enjoyable and accessible bike, walking and public transport use, even if this means reducing some on-street carparking?	588	Integrated Council Plan (2016)
How should Council respond to growing demands on the available carparking without increasing car dependence?	35	Integrated Council Plan (2016)
How best to prioritise and control parking space on local and main streets.	502	Position Paper – Integrated Transport Strategy (Nov 2017)
<p>Please rate the following statements (1 = strongly disagree and 5 = strongly agree)</p> <p>Port Phillip is made up of many different localities that have their own characteristics and parking pressures, and policy should allow for and account for these differences.</p> <p>Residents who do not own cars should pay for parking for cars owned by other residents.</p> <p>Residents who use off-street parking should pay for parking for residents who don't have off-street parking.</p> <p>The rules for Parking Permits should be the same for all residents, irrespective of their circumstances and where in the City they live.</p>	426	Neighbourhood Engagement (March 2019)
<p>To what extent are you confident you know where you can park with your Parking Permit in Port Phillip?</p> <p>(1 = not at all confident, and 5 = totally confident)</p>	118	Neighbourhood Engagement (March 2019)

Question	Number of Responses	Relevant document
<p>To what extent are you confident you know where you can park on the street in Port Phillip?</p> <p>(1 = not at all confident, and 5 = totally confident)</p>	<p>239</p>	<p>Neighbourhood Engagement (March 2019)</p>