



Parking Policy

Community engagement report

BENTLEIGH
BENTLEIGH EAST
BRIGHTON EAST
CARNEGIE
CAULFIELD
ELSTERNWICK
GARDENVALE
GLEN HUNTLY
MCKINNON
MURRUMBEENA
ORMOND
ST KILDA EAST

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Background

In 2018 Glen Eira adopted the Integrated Transport Strategy¹ to guide Council's actions around travel and transport in the municipality. The Strategy sets out high level goals and principles.

These principles include (pg. 10)

3. *'Continued growth of car use will contribute to further traffic congestion and parking concerns'*
4. *'Parking will continue to play an important role and complement our transport system'*

A draft Parking Policy has been developed to address the challenges around car use and parking recognized in these principles and arising from projections of significant growth in the number of cars expected to be on local roads into the future.

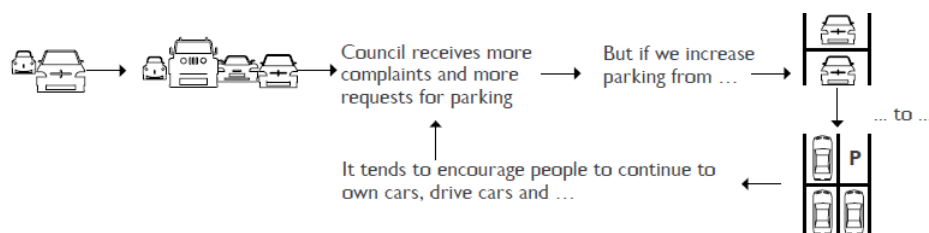
On current rates of car ownership in the municipality, more than 22,400 additional vehicles could be located in Glen Eira by 2031, with more travelling through the municipality from commuters and visitors.

The number of complaints Council is receiving around lack of parking is already high and increasing and the level of importance given to 'parking facilities' by the community in the annual Local Government Community Satisfaction Survey, continues to rise.

In the past, Council's approach to demand has involved responding to community concerns around parking street by street and providing infrastructure and regulation to cater for this localized demand where possible. This approach assumes that we have the capacity and space to continue to accommodate the increased number of vehicles seeking access to Glen Eira streets and centres.

However, with the expected growth in car use Glen Eira is reaching a point in time where this approach is not sustainable.

Providing more parking is important, but we also know that provision of parking supports and enables car use, which then encourages car ownership and increases demands for parking. The dilemma is illustrated below.



Instead, we need to look at equitably prioritizing parking for those who need it most, managing public space given to parking more effectively and incentivizing the community to move to alternative transport options if they can and want to, striving for the overarching goal of the Integrated Transport Strategy for 50% of trips to be made via alternatives by 2031.

These objectives are sought by the draft Parking Policy which strives to equitably address increasing demands for access and parking. The document aims to provide a framework, guiding Council activities

¹ <https://www.gleneira.vic.gov.au/our-city/getting-around/integrated-transport-strategy>

across parking environments that include neighbourhoods and local streets, significant roads (corridors) and activity centers.

Some of the key changes proposed by the draft Parking Policy include:

- Shifting the focus of parking from individual streets to neighbourhoods whilst retaining the capacity of residents on a street to request (and have considered) parking changes
- Introducing neighbourhood parking plans that reference a set of consistent factors including access to public transport in the neighbourhood, planning zone and landmarks (such as hospitals) that generate parking demand. Consulting with residents in the wider neighbourhood to develop the plans
- Eligibility for parking permits set at two (or three in some areas of Glen Eira) per household, with an additional free permit available for those with no off-street parking. The setting of a fee for a households' second permit, and the offer of a Myki card for households who are eligible but who forgo any parking permit
- Capacity to use parking permits in a zone, instead of an individual street
- Hierarchies to guide the level of priority given to particular users for parking spaces across on and off street (public) parking in neighbourhoods, activity centres and important roads
- New seniors and parents with prams parking in activity centres
- An increase in disability accessible spaces in activity centres

Community feedback

Between 4 September-4 November 2019, community feedback on the draft Parking Policy was invited.

Summary Papers were developed to assist the community to understand key proposed changes. The topics of these Summary Papers included;

- Parking in our neighbourhoods
- Parking in our busy centres
- Parking on our busy roads
- Parking for people with particular needs
- Parking permits
- Engaging with residents on parking






Engagement activities involved:

A letter to current holders of a Glen Eira Parking Permit (7565 addresses)
Facebook posts
Information on Council's website
Notice in Glen Eira News in both September and October
Email communication with Traders and community groups
Distribution of flyers (Carnegie, Bentleigh and Caulfield Railway Stations and Bentleigh Market)
Online community survey via Have Your Say Glen Eira
Key questions from the community survey asked of Glen Eira Community Voice (currently 487 members)
Two drop-in sessions; 20 Sept (10.30am-1.30pm) DC Bricker & 28 Oct (6-9pm) Glen Huntly Function Room
Two community pop-ups; 24 Oct (10am-1pm) Elsternwick Plaza & 27 Oct (8am-noon) Bentleigh Rotunda
Moving Melbourne; a transport evening; 16 Sept (6-8pm) Glen Eira Town Hall
Bentleigh Market Stall; 15 & 22 Sept and 6 Oct (7am-noon)
Phone calls, emails and in-person conversations with community members

Only some of the community questions (the most topical) were asked of Community Voice to help Council to understand the views of a representative group. Community Voice were also asked some additional questions around parking experiences.

In person activities (drop-ins and pop ups) were open to all community and feedback was recorded on any aspect a person wanted to discuss/raise. Participants at Moving Melbourne were invited to provide comments on the draft Parking Policy, but no comments were shared. Officers provided copies of the Summary Papers and held conversations with community members at the Bentleigh Market pop up stalls. Community members were invited to provide comment online.

Participation

440 copies of the draft Parking Policy downloaded	Summary Paper downloads: <ul style="list-style-type: none"> • 114 Parking in Neighbourhoods • 89 Parking Permits • 40 Engaging with residents • 25 Parking on Busy Roads • 24 Parking in Busy Centres • 14 Parking for People with Particular Needs
 592 community survey responses	 190 responses from Community Voice
 45 emails and letters received	 Approximately 38 phone calls received
 18 feedback forms filled in at pop ups/ drop in events	7 comments left on large paper sheets at drop in session 28 October

This report

The following presents the information received from the community.

The report is structured as follows

- Snapshot of feedback
- Participant characteristics
- Feedback on changes to parking in neighbourhoods
- Feedback on changes to prioritizing parking
- Feedback on changes to parking in our busy centres
- Feedback on changes to parking on our busy roads (transport corridors)
- Feedback on changes to parking permits
- Feedback on changes to engaging residents on parking
- Appendix

Snapshot of feedback

Who participated?



The age profile of participants in both surveys is higher than the general Glen Eira community but we heard from proportionally more younger people in the Community Voice survey compared to the wider community survey.

Amongst survey respondents, residents living in Elsternwick/Gardenvale and in Caulfield North/East were over-represented whilst those from Bentleigh East were particularly underrepresented.

Community survey respondents wanted to travel more by bus, tram and cycle and less by walking and driving.

Almost all those who participated in the community survey owned a car and the majority (440 of the 576, who provided this information, 76%) accessed a residential parking permit. Most had 2 or 3.

In contrast, most Community Voice survey participants answered 'N/A' to a question on access to permits (i.e. not applicable to them). 48 of 190 (25%) accessed a permit.

Amongst community survey participants there is a relationship between car ownership and permit access (i.e. one car, one permit). However, 47% of one car owners accessed two or more permits, 32% of two car owners accessed three or more permits and 13% of three car owners accessed four or more permits.

Most (66%) of community survey respondents answered 'yes' to a question of whether they usually parked their car on-street.

We asked Community Voice members about their experiences parking. 70% stated that they or their visitors often or sometimes had difficulty parking near home. Elsewhere, most difficulty parking was experienced around local businesses/shops.

What did participants think about key aspects of the draft Parking Policy?

The table below provides an overview of key findings.

Important to note is;

- For questions that asked a participant to provide a rating between 0 and 5, ratings of 0 and 1 are counted as 'not a good idea' and ratings of 4 and 5 as a 'good idea'.
- For questions that asked a participant to provide a rating between strongly disagree and strongly agree, ratings of 'agree' and 'strongly agree' are counted as 'agree' and ratings of 'strongly disagree and disagree' as 'disagree'.
- Responses are colour coded in the tables below. Pink indicates disagreement (50% or more of responses are 0-1 to a question or strongly disagree/disagree). Green indicates agreement (50% or more of responses are 4-5 to a question or strongly agree/agree).
- For some questions, sentiment is more mixed. For these, the *largest group* of responses is recorded in the table below with an orange colour code to indicate that the size of this group is not more than 50%.

Neighbourhood approach	Community survey	Not a good idea (0 or 1 out of 5) 59%
Neighbourhood plans considering planning zone, public transport, and resident feedback	Community survey	Not a good idea (0 or 1 out of 5) 47%
	Community Voice Survey	Good idea 54%

		Fair/reasonable for resident car owners	Fair/reasonable for the wider community	Fair/reasonable for achieving a more sustainable transport future
Areas around 400m of landmarks that generate parking demand would attract parking restrictions	Community survey	Agree (62%)	Agree (59%)	Agree (38%)
	Community Voice survey	Agree (75%)	Agree (73%)	Agree (65%)
Unrestricted parking for the side of streets directly abutting a railway station	Community survey	Disagree (43%)	Agree (56%)	Agree (53%)

'User hierarchies' that prioritise users	Community survey	Good idea (4 or 5 out of 5) (39%)
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		Fair/reasonable for resident car owners	Fair/reasonable for the wider community	Fair/reasonable for achieving a more sustainable transport future
A user hierarchy for on-street spaces in neighbourhoods	Community survey	Agree (55%)	Agree (61%)	Agree (58%)
A user hierarchy for public parking (off street) in neighbourhoods	Community survey	Disagree (48%)	Agree (51%)	Agree (47%)
A user hierarchy for parking on street in major Activity Centres	Community survey	Disagree (48%)	Disagree (34%)	Agree (51%)

A user hierarchy for off street parking in all Activity Centre	Community survey	Agree (55%)	Agree (66%)	Agree (56%)
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Increase in disability accessible parking spaces in busy centres	Community survey	Good idea (4 or 5 out of 5) 53%		
Allocation of spaces in busy centres for seniors and people with prams	Community survey	Good idea (4 or 5 out of 5) 47%		

A case-by-case, whole of corridor approach to looking at parking on busy roads	Community survey	Fair/reasonable for resident car owners Agree (71%)	Fair/ reasonable for the wider community Agree (71%)	Fair/ reasonable for achieving a more sustainable transport future Agree (68%)
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		Fair/reasonable for resident car owners	Fair/reasonable for the wider community	Fair/reasonable for achieving a more sustainable transport future
Changes to the number of parking permits households would be eligible for	Community survey	Disagree (56%)	Agree (52%)	Agree (44%)
	Community Voice survey	Agree (64%)	Agree (63%)	Agree (55)
A fee for households' second permit, with pensioner concession	Community survey	Disagree (76%)	Disagree (53%)	Disagree (56%)
	Community Voice survey	Agree (56%)	Agree (62%)	Agree (63%)
Single use visitor permits (50 free, further 50 with a fee)	Community survey	Disagree (66%)	Disagree (53%)	Disagree (54%)
	Community Voice survey	Agree (54%)	Agree (55%)	Agree (51%)

\$100 Myki card incentive for eligible households who forgo a parking permit	Community survey	Not a good idea (50%) (0 or 1 out of 5)		
	Community Voice survey	Good idea (53%) (4 or 5 out of 5)		

New types of permits	Community survey	Unique circumstances Good idea 59%	Group/party permits Not a good idea 42%	Carers permits Good idea 65%
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Community members shared a range of comments with Council. On considering a ‘neighbourhood’ approach, some expressed concerns that there would be adverse outcomes (more cars parked and at particular times) for streets close to attractive landmarks to which permit holders from surrounding streets could have access if the draft Policy were implemented. Some thought that the street-by-street approach is currently working well (and why change?) and some were worried that it would mean significant changes to their street and wanted more information, so they could assess. Some thought that it made sense to look at parking in areas, more able to consider flow on effects and parking behaviors.

Mixed views were expressed on the proposal that streets directly abutting railway stations would have unrestricted parking. Some thought it a good idea, some thought that providing parking near stations could be unfair to residents and may encourage ‘park and ride’ instead of ‘walk/cycle and ride’.

Similarly mixed views were expressed around the proposal for broader engagement with residents in developing neighbourhood parking plans as well as corridor upgrade plans or proposals for significant changes to parking in Activity Centres. Some were supportive of more/broader consultation, some thought that this would slow down changes, be unable to achieve consensus and would be unfair to residents in a particular street (some raised questions of whether consultation results would be weighted for particular interest groups).

Throughout the engagement, Council received views on the need for/best way to achieve or support more use of alternative modes of transport. Some were of the view that the draft Parking Policy’s proposals would not lead to any behavioral change (and/or that no change was needed). Some of those expressing this view thought that premising a neighbourhood approach on access to public transport in the local area (among other factors) was flawed because of the lack of a link between the presence of public transport and capacity to use (i.e. if a person’s destinations were not close to public transport for example). Similarly, some thought that initiatives such as a Myki incentive were interesting, but the amount offered may not be sufficient to support a person to choose a public transport alternative. People told Council that there are gaps in public transport and a lack of services which reduce choices/ options for alternatives to car use.

We also heard from those who see a need for mode shift and welcome the ideas in the draft Parking Policy as steps in this direction.

On questions around the proposal to introduce hierarchies of users, to help Council prioritise parking in different parking environments, participants expressed the view that ratepayers/residents should be first across all hierarchies/all situations/all parking environments. Those with these views expressed concerns around rates for services received (i.e. a view that payment of rates equates to entitlement to be first in access to all parking spaces).

This view was also expressed in comments received around proposed changes to permits and permit costs. The phone calls and emails shared with Council (and a number of the in-person discussions at face

to face events) were focused on these changes and expressed concerns around entitlement, fairness and Council's intentions around these proposals.

Some questions asked of the community differentiated between resident car owners, the wider community and the achievement of a more sustainable transport future. The findings show there to be differences in the body of sentiment particularly between assessments of fairness/reasonableness for resident car owners and for the wider community. The question on changes to permit numbers for example, where the largest group of respondents disagreed with the fairness/reasonableness of this measure for resident car owners but agreed that the measure was fair and reasonable for the wider community.

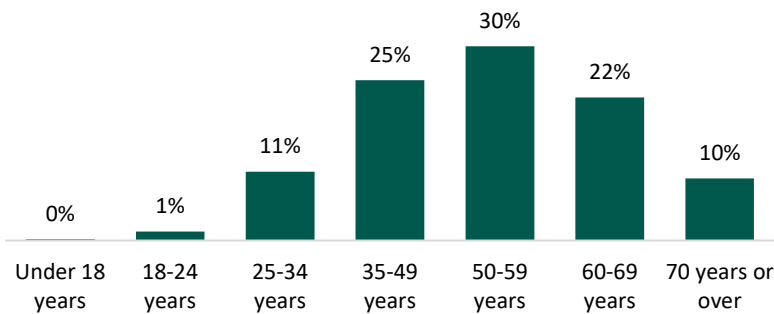
Amongst those who considered changes to permit numbers not fair/not reasonable were many who raised concerns around support for large/extended families, discussing the needs for those with adult children still living at home, older parents or other family members. A number suggested that there needs to be a way to support these households with a need for a greater number of residential parking permits. Others who considered the changes not fair/not reasonable discussed development, and Council's role in receiving planning applications, with the view expressed that Council was 'creating' the parking problem that now needs to be solved.

Comments expressed support (and some concern) for an increase in disability accessible spaces. Whilst there was support for other proposed new spaces, many expressed concerns about the need for people with prams and seniors for additional allocated space, particularly space that cannot be enforced.

Participant characteristics

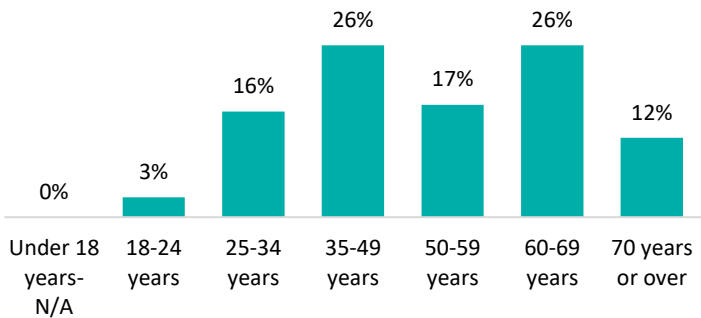
The community survey asked participants to share information about themselves and their travel and parking experiences.

1. Age range

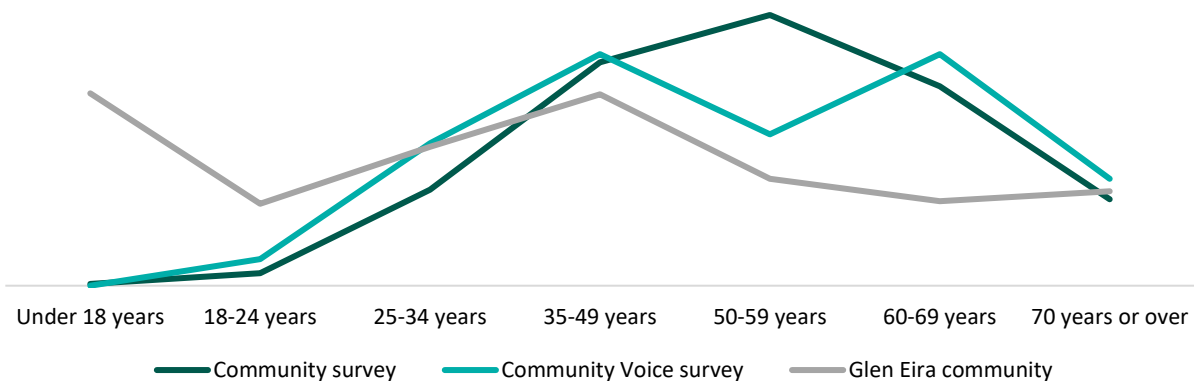


The largest group of community survey participants were aged 50-59 years.

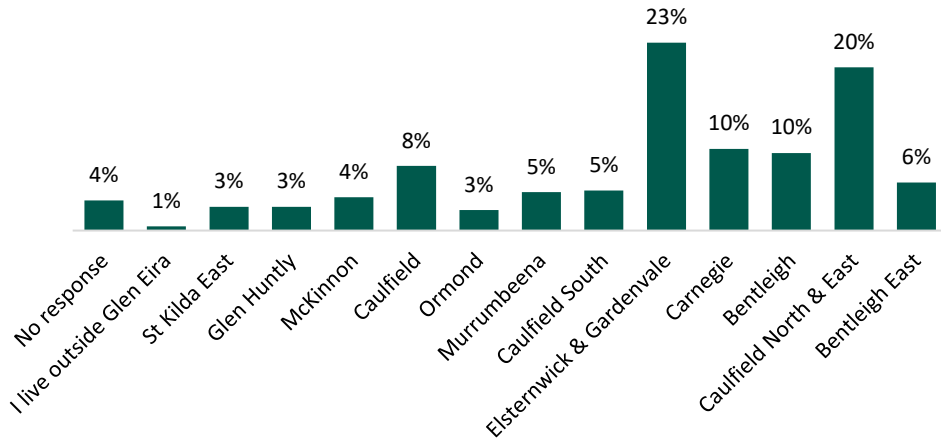
The largest group of Community Voice survey participants aged 35-49 years and 60-69 years.



The chart below shows the age group distribution (proportion of those in each age group) for survey responders compared to the wider Glen Eira community.

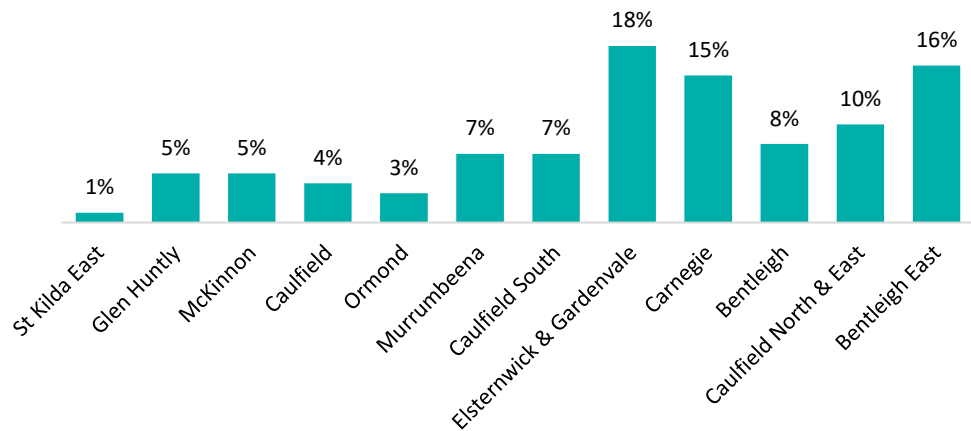


2. Suburb of residence

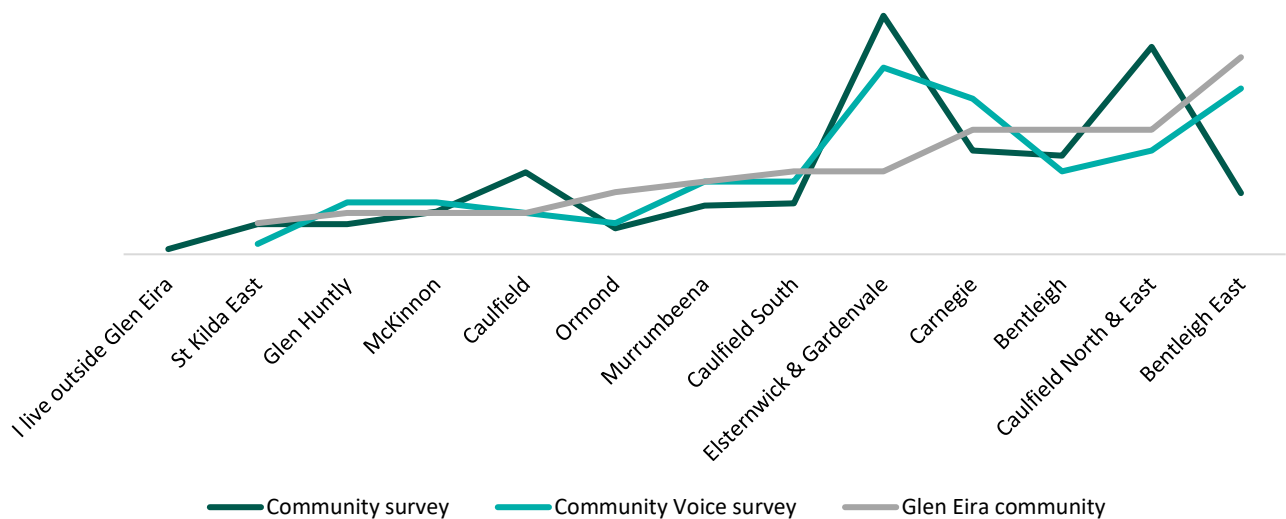


The largest group of community survey participants live in Elsternwick & Gardenvale, followed by Caulfield North & East.

The largest group of Community Voice survey respondents live in Elsternwick & Gardenvale followed by Bentleigh East



The chart below shows the suburb of residence distribution (proportion of those living in each suburb) for survey responders compared to the wider Glen Eira community



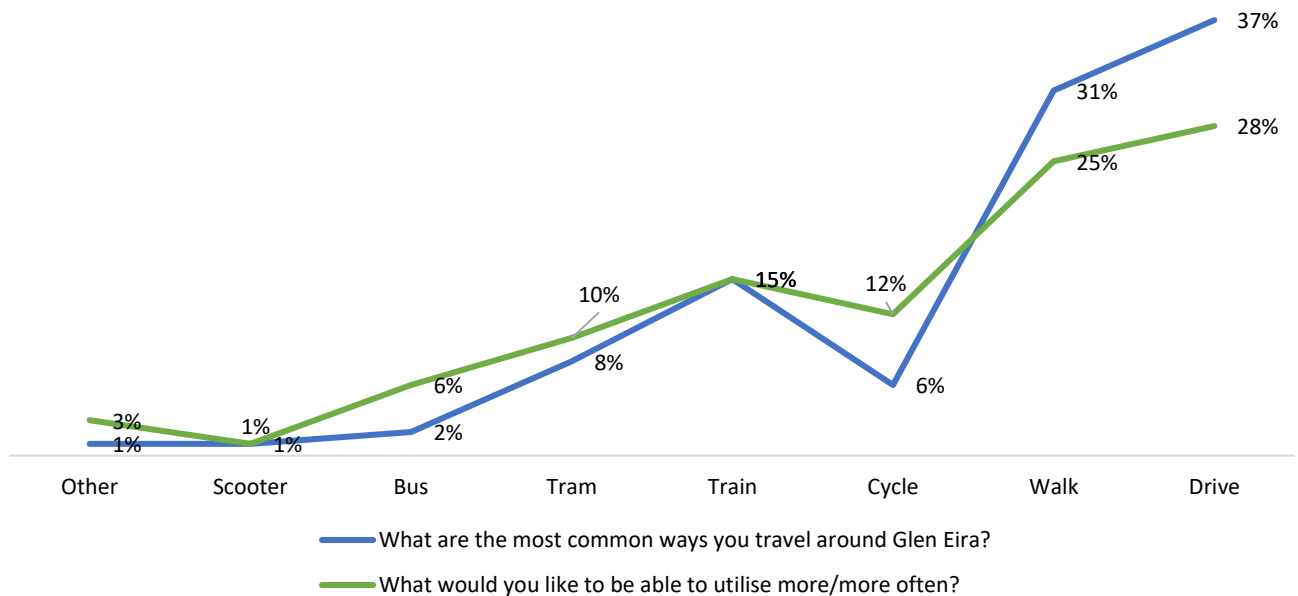
3. Street of residence

287 streets in Glen Eira were cited in the community. The table below presents the number of streets identified in responses, by suburb. A full list of streets can be found in the Appendix. Note that some respondents did not provide a street name.

	Bentleigh	Bentleigh East	Carnegie	Caulfield	Caulfield East	Caulfield North	Caulfield South	Elsternwick	Glen Huntly	McKinnon	Murrumbeena	Ormond	St Kilda East	Unidentified Suburb	Outside of Glen Eira
Streets identified	34	28	27	17	6	40	20	47	10	15	16	13	9	4	1

4. Travel habits/preferences

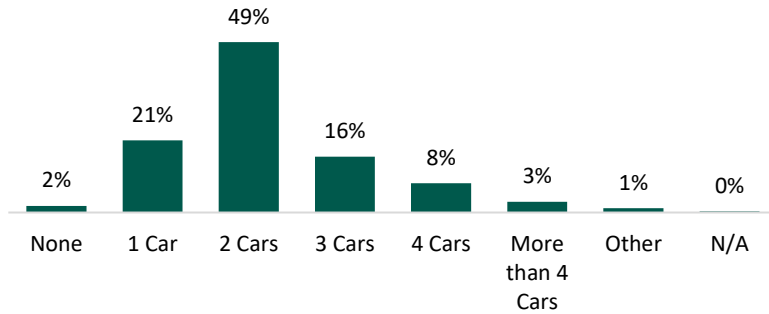
The community survey asked respondents how they commonly travel and how they would like to travel.



5. Connection to Glen Eira

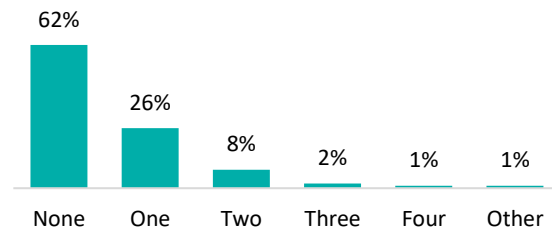
A significant majority of respondents (97%) to the community survey identified as resident of Glen Eira. 5 respondents identified as a trader/owner of a business, 5 as a visitor to Glen Eira, 2 as a commuter to/from Glen Eira to work or other activities and 1 as an employee of a business in Glen Eira.

6. Car ownership



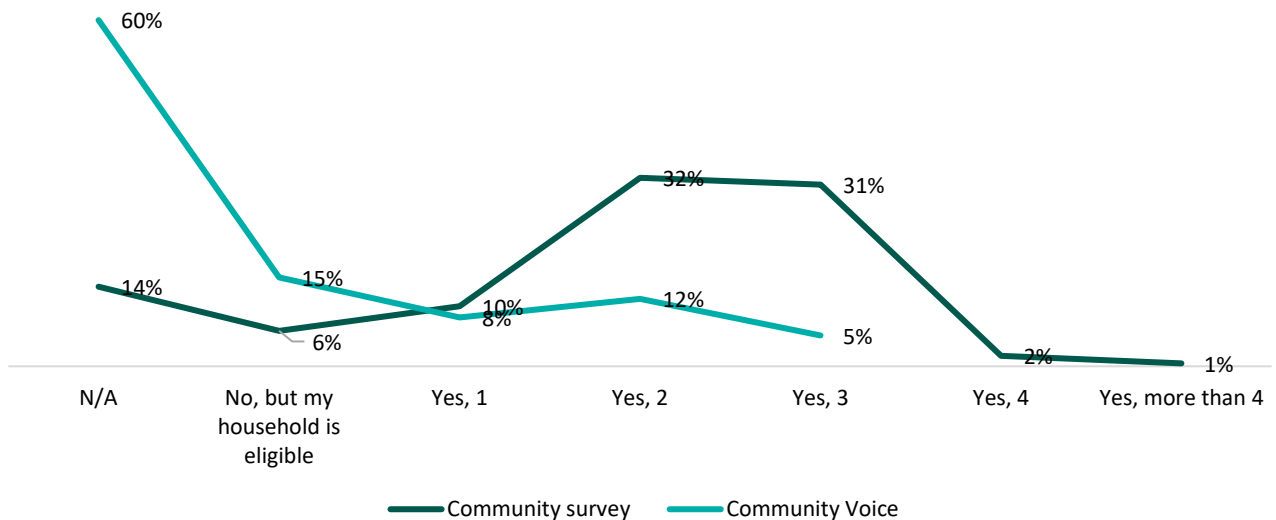
The largest group of community survey respondents own 2 cars that are parked on/off street at night

The largest group of Community Voice survey respondents do not own any cars that are parked on-street at night.



7. Accessing parking permits

The largest group of community survey respondents access 2 residential permits, followed by those who access 3. The largest group of Community Voice respondents are not eligible (N/A) for residential permits.



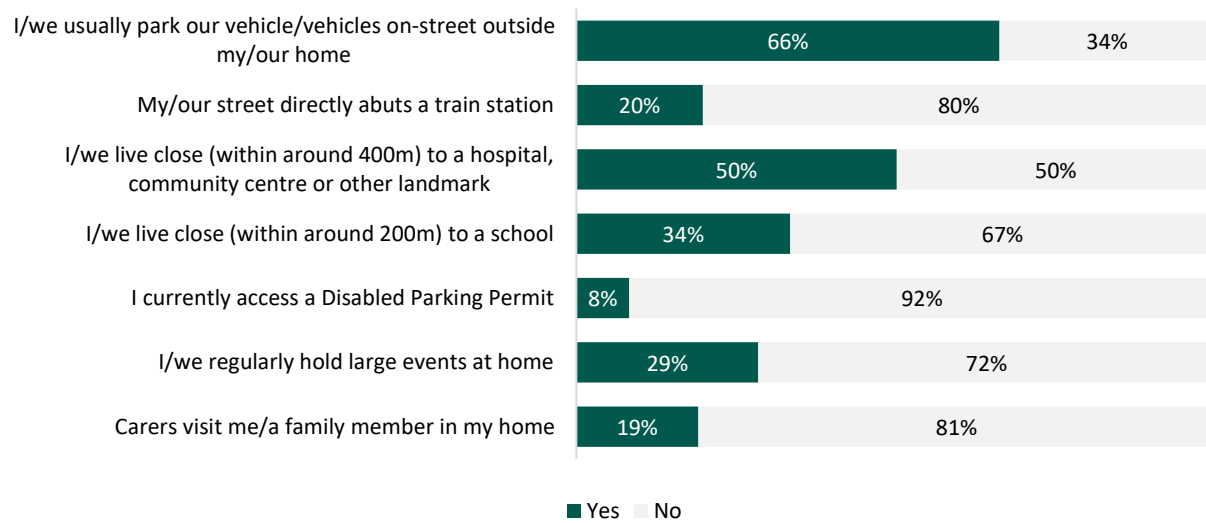
The table below shows car ownership and access to permits for community survey respondents.

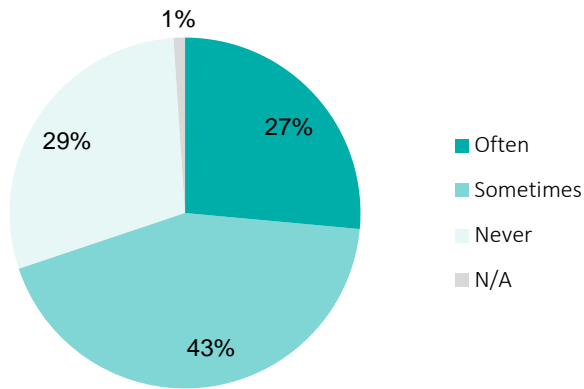
		Does your household current access (a) residential parking permit?								
		N/A	No, but my household is eligible	Yes, 1	Yes, 2	Yes, 3	Yes, 4	Yes, more than 4	Other	No response
How many cars does your household own that are parked either on-street or within your property at night?	None	2	3	1	2	2	0	1	0	0
	1 Car	12	16	34	24	21	0	0	10	1
	2 Cars	48	11	17	114	79	1	0	9	0
	3 Cars	10	3	2	22	49	1	0	3	1
	4 Cars	2	0	1	16	19	8	1	1	0
	More than 4 Cars	2	2	2	3	7	0	1	0	1
	Other	0	0	2	4	1	0	0	0	0
	N/A	2	0	0	0	0	0	0	0	0
	No response	0	0	1	2	2	0	0	0	13

11 respondents to the community survey accessed a tradesperson parking permit for work.

8. Parking characteristics and experiences

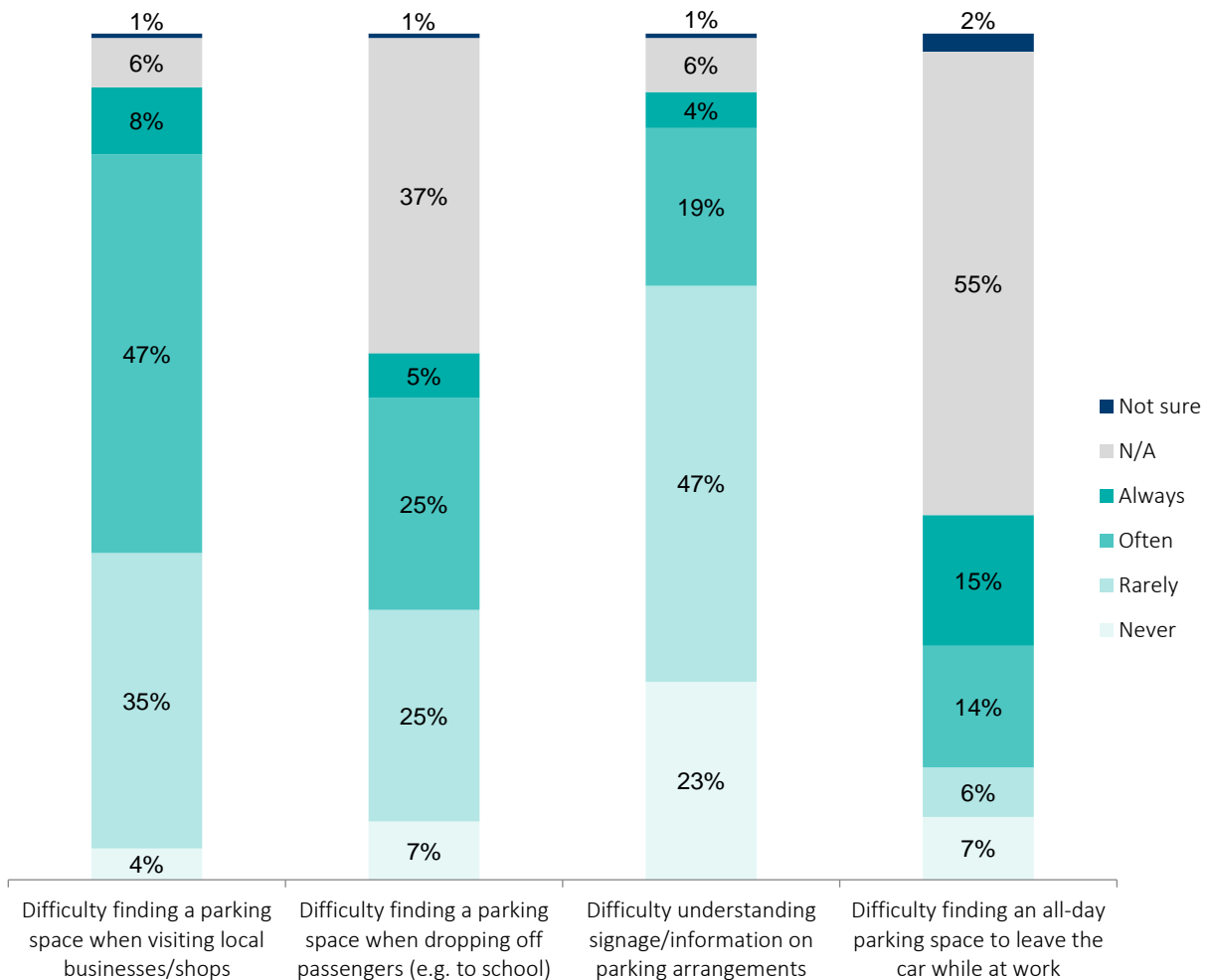
The graph below shows responses from the community survey. Most of those who provided a response answered yes, to parking vehicles on-street. Half of those who provided a response answered yes to living near a landmark.





The chart to the left shows responses from Community Voice to a question of whether (and how often) a respondent (or their visitors) experienced difficulties finding a car park near home.

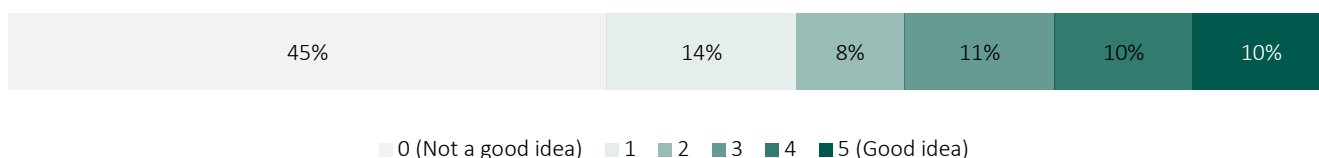
The chart below shows Community Voice responses to a question of whether (and how often) a respondent experienced difficulty in a range of parking circumstances



PARKING IN OUR NEIGHBOURHOODS

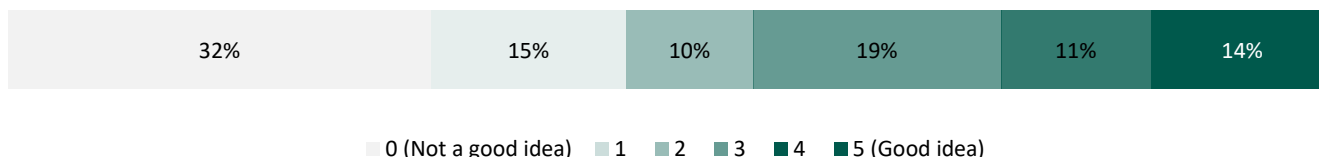
Currently, parking arrangements vary between individual streets and across neighbourhoods in Glen Eira and can be hard to follow. The current street-by-street approach to determining the arrangements that apply lacks consistency and isn't as effective as it could be in managing areas where parking demand is high or parking spills over from key landmarks. The draft policy proposes moving to a neighbourhood approach, where parking arrangements are considered by neighbourhood, instead of street-by-street.

We asked: Overall, what do you think of this approach? 510 responses to the community survey said:

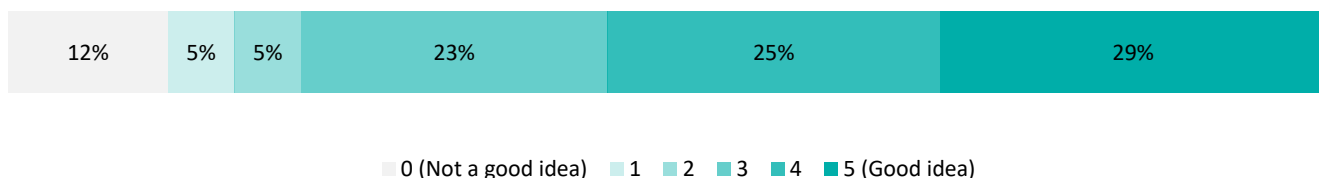


The proposed neighbourhood approach would involve taking into account planning zone and access to public transport. Together, these factors would inform a draft Neighbourhood Parking Plan, which would be subject to residents' feedback.

We asked: Overall, what do you think of this approach? 470 responses to the community survey said:



188 responses to the Community Voice survey said:

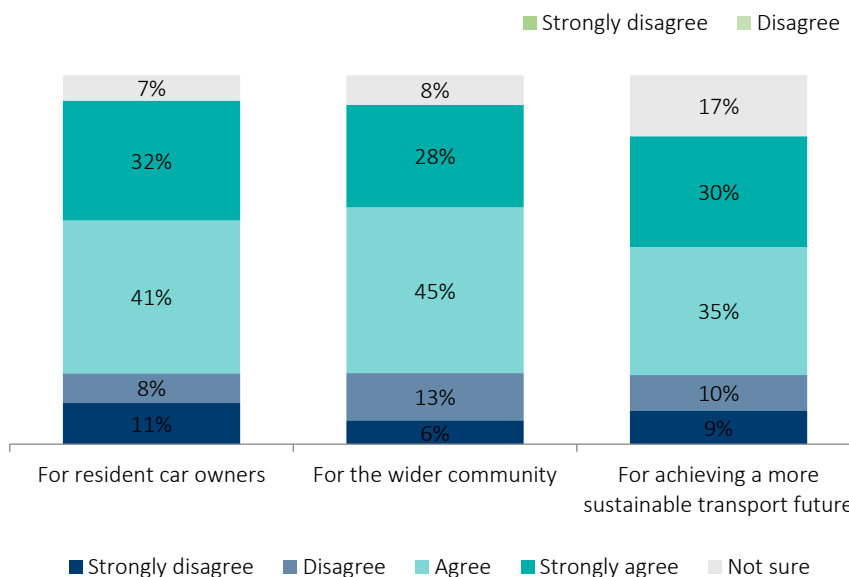
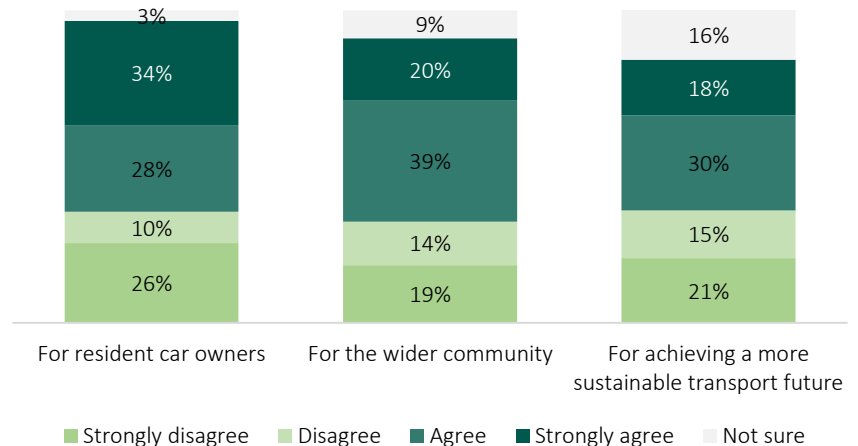


Neighbourhood Plans would also consider the presence of key landmarks. Areas within around 400 meters of landmarks that generate parking demand would attract parking restrictions (and access to permits by residents) to manage street use and help to disperse parked vehicles.

We asked: Do you agree that this approach is fair/reasonable for Glen Eira?

The graph to the left presents findings from community survey responses received.

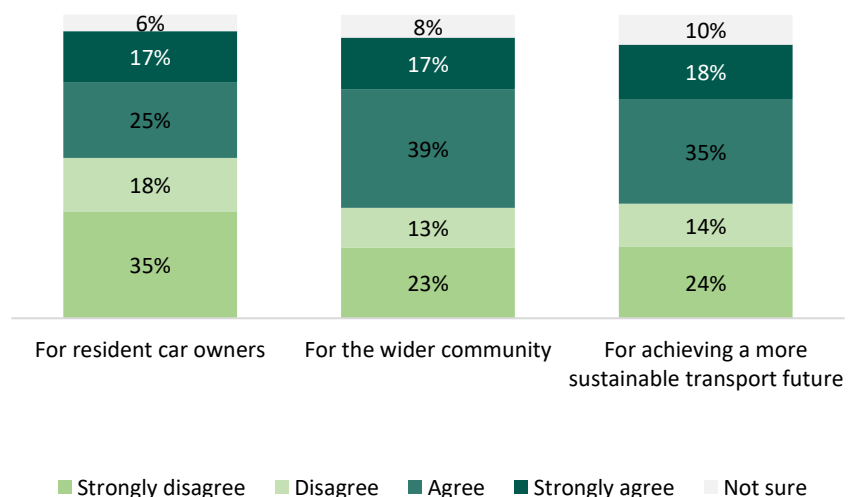
The graph below presents findings from Community Voice responses.



There would be some exceptions to this treatment of landmarks. The side of a street that directly abuts a railway station would have unrestricted parking to encourage/support the use of public transport.

We asked: Do you agree that this approach is fair/reasonable for Glen Eira?

The graph to the right presents findings from community survey responses received



We asked: Would you like to make any comments?

A total of 354 comments were made by community survey participants. Comments included (are not restricted to) those listed below. Please see the appendix for a full list of all verbatim comments provided.

The needs of larger households with more cars and more use of street space for parking not considered
The merits of a street-by-street (streets with particular characteristics) approach outweigh/are less optimal a 'one size fits all'
Concerns that 'outsider' cars will take up on-street parking if a neighbourhood approach is implemented
Comments on development, car growth and parking congestion
Concerns about use of currently unrestricted on-street space for parking for those living around landmarks
Use of off-street parking spaces vs of on-street space – comments on Council's role/community practices
Need for more parking around train stations
Need for more consideration of (improvements to) alternative transport/ walking, cycling, public transport
Payment of rates and use of street space for parking
Happy with current arrangements on street, do not want change
Unrestricted parking on streets abutting train stations, concerns about being able to find a parking spot on street
Experiences with particular streets, and particular landmarks
Parking policy approach should include providing more parking
Comments around preferences for/preferences not for owning/driving/parking vehicles
Question around seeking community feedback for parking in a neighbourhood – how would this work?
Desire/need to continue to have three (or more) free parking permits

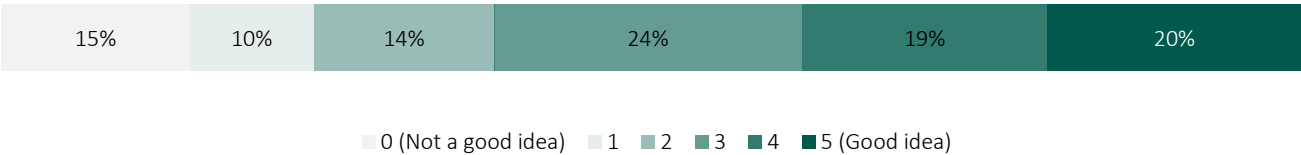


13 emails/letters explicitly discussed/referenced the draft Parking Policy's neighbourhood approach. Issues expressed include concerns and uncertainties over displacement of residents living in streets (in particular streets close to key locations), a view that a neighbourhood approach would move parking around (more than solve parking issues) and views on the particular characteristics of individual streets

PRIORITISING PARKING

We want to ensure that parking is available for those who need it most. One way the draft Policy proposes to ensure this is by setting out hierarchies of users for different parking environments in Glen Eira. To assist in prioritizing parking, the draft Policy proposes hierarchies of users to guide our planning and actions across areas in Glen Eira. In other words, they describe which needs we'd look after first across parking places.

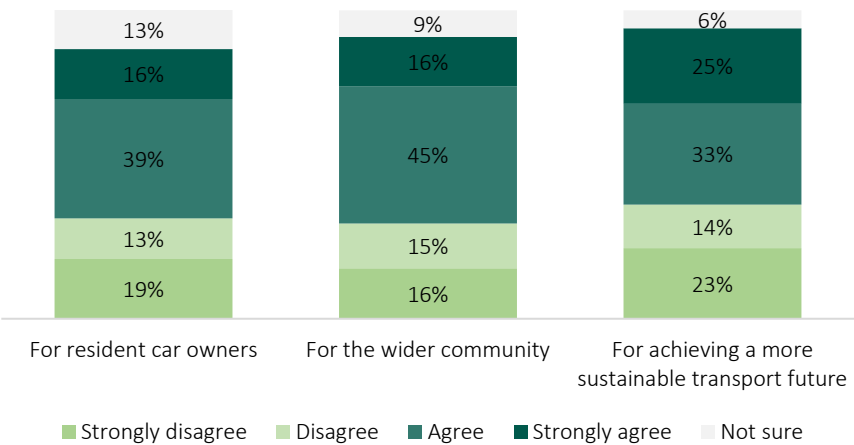
We asked: Overall, what do you think of this approach?
The below graph presents findings for the 461 community survey responses received



For neighbourhoods, the draft Policy proposes the below hierarchy of users for on-street parking space

	NEED
Highest priority	Space for safety and other conditions (like waste collection, cleaning)
	Infrastructure for active and independent travel
	Spaces for residents and their visitors
	Car sharing bays
	Space for public transport
	Customers
	Local employees
Lowest priority	Commuter parking

We asked: Do you agree that this approach is fair/reasonable for Glen Eira?

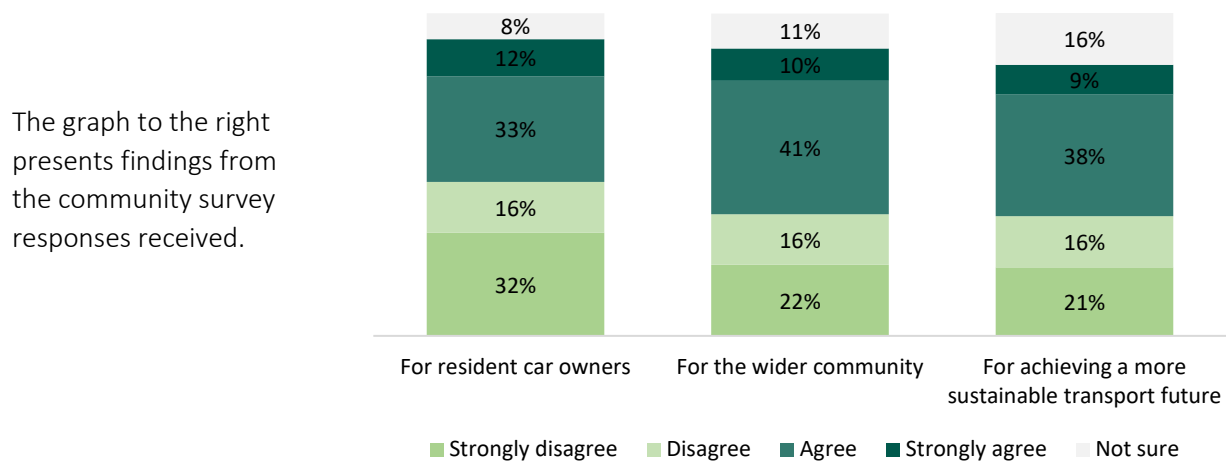


The graph to the left presents the findings from community survey responses received.

For off-street (public) parking in neighbourhoods, the hierarchy of users (below) is a bit different.

	NEED
Highest priority	Space for safety and other conditions (like waste collection, cleaning)
	Accessibility
	Spaces for people accessing recreation
	Customers
	Traders and local employees
	Residents and their visitors
Lowest priority	Car sharing

We asked: Do you agree that this hierarchy of users for off-street (public) parking in neighbourhoods is fair/reasonable for Glen Eira?



We asked: Would you like to make any comments?

A total of 220 comments were made. Issues raised include (are not restricted to) those listed below. Please see the appendix for a full list of all verbatim comments provided

Residents should be prioritised (on-street/all situations) above all other needs
Residents should be prioritised second only to safety access
Families with multiple cars should have priority
Residents and residents' visitors should be prioritised highest regardless of situation
Car sharing bays should be prioritised higher to support reduced reliance on car ownership
Hierarchies for neighbourhoods are fair/happy with these
Local employees and commuters in neighbourhoods should have lower priority/prioritised least
Need more detail on how these hierarchies were developed - what were the considerations?
Need more detail on how these hierarchies would be monitored/enforced
Questions as to how these hierarchies would be used? How would they work?
How would these hierarchies change people's behaviour

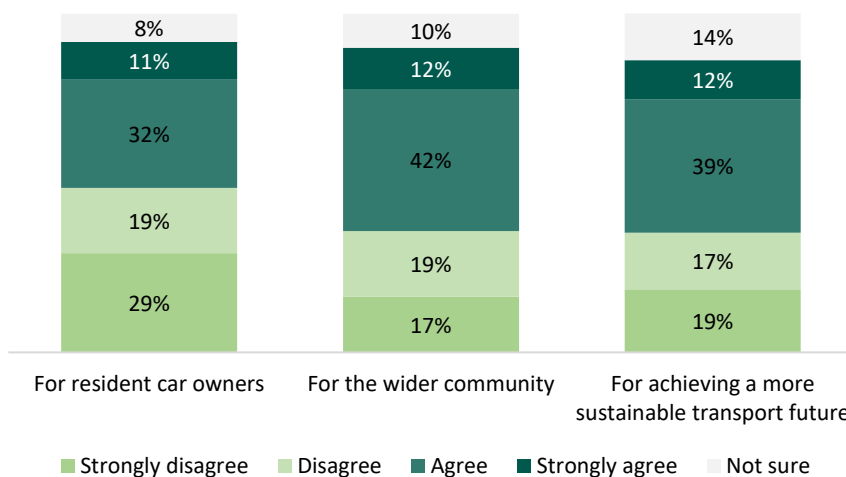
Residents entitled to (at least) one/two/three parking spaces on street
Infrastructure for active and independent travel should be prioritised higher/lower
Commuter space should be prioritised lower
Should be higher priority given to workers/local employees
Comments on parking situations in particular streets
Customers should have higher priority than people accessing recreation (supporting local economy)
Needs of large families not considered/not catered for
Should not be prioritisation at all/should be other solutions/more parking needed/more multi-level parking spaces should be built/nature strips should be reduced
Not clear questions/not sure what 'infrastructure for active and independent travel' means
No change/leave as is
Hierarchy' an invalid concept as needs can be equal/can depend on circumstances/interpretation/too simplistic/missing particular needs
Development should be stopped/slowed then no need for prioritising
Bike riders should be an identified group for prioritisation in neighbourhoods
Car sharing bays should be prioritised lower (profit based) so public transport and resident needs can be higher
Concern over Council's intentions/controlling public access/revenue/not putting residents first
Waste collection should be lowest priority
Council is creating the parking problem it is trying to solve
Seniors/people with disability should be prioritised first in all circumstances
Not Council's role to support a more sustainable transport future
Commuter space should be prioritised higher to encourage use of public transport
Difficult to know what to write/ how to respond
Agree with the proposed hierarchies

PARKING IN OUR BUSY CENTRES

There are opportunities for parking to be more organized in our Activity Centres, to better balance different needs and work towards areas that are safe, encourage positive interactions and support drivers, walkers, cyclists and public transport users. For on-street parking in our Activity Centres, the draft Policy proposes different hierarchies of users for different types of Activity Centres. The below hierarchy of users is for on-street parking in our MAJOR Activity Centres.

	NEED
Highest priority	Space for safety and other conditions (like waste collection, cleaning
	Pedestrians
	Public transport zone
	Accessibility
	Drop off/pick up zone
	Bike parking
	Car sharing
	Customers
	Loading zone
	Local employees
	Residents and their visitors
Lowest priority	Commuter parking

We asked: Do you agree that this approach is fair/reasonable for Glen Eira?



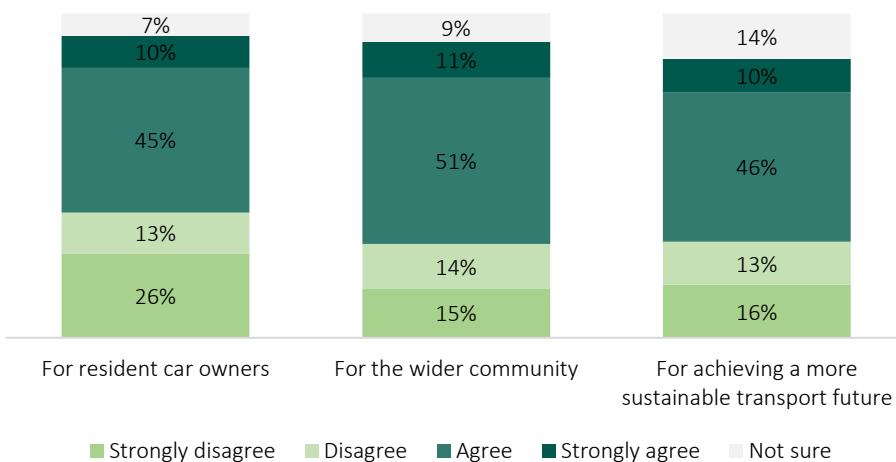
The graph to the left presents the findings from community survey responses received.

For off street parking in our Activity Centres, the draft Policy proposes a common hierarchy of users for all the different types of Activity Centres. This hierarchy is below.

	NEED
Highest priority	Space for safety and other conditions (like waste collection, cleaning)
	Accessible parking for people with a disability and other needs
	Spaces for medium stay customers (2 hours)
	Spaces for long stay customers (4 hours)
	Spaces for short stay customers (1 hour)
	Car sharing spaces
	Spaces for traders and local employees
	Morning loading zone spaces
	Spaces for residents
Lowest priority	Spaces for commuters

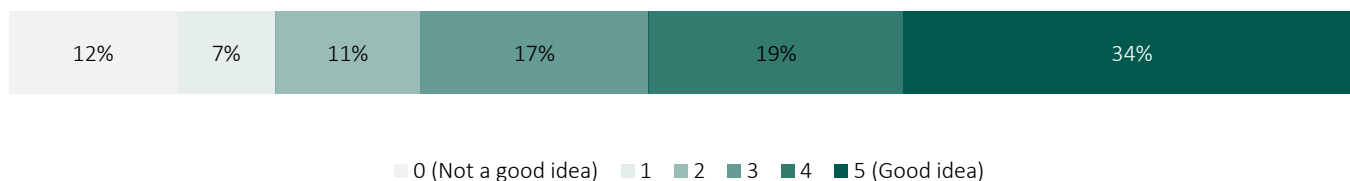
We asked: Do you agree that this approach is fair/reasonable for Glen Eira?

The graph to the right presents the findings from the community survey responses received.



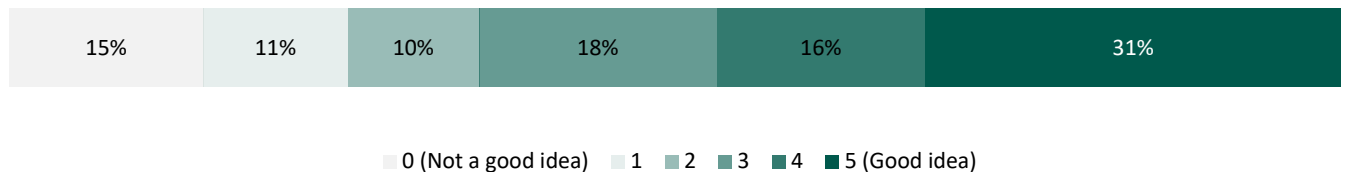
In public places, disability accessible parking is usually provided at a rate of 1 space for every 50 available. We're proposing to increase this in our Activity Centres to 1.5 spaces for every 50.

We asked: What do you think of this? The graph below presents responses for the 450 community survey responses received.



We are also proposing to allocate public parking spaces in Activity Centres to groups with particular needs: seniors and people with prams. Spaces for these groups would be allocated at a rate of 1 in every 50 available.

We asked: What do you think of this?



We asked: Would you like to make any comment? A total of 186 comments were made.

Issues raised include (are not restricted to) those listed below. Please see the appendix for a full list of all verbatim comments provided.

Residents/ratepayers should be placed first/higher/above all other considerations /all circumstances
Parking for traders and local employees should be lower/higher in priority
Prioritising parking in busy centres will see more cars in surrounding residential areas (do not support)
Pram spaces not a good idea/will be misused (unenforceable)
Seniors and disability should be the only needs specifically catered for
Make any reallocated spaces available for everyone after hours
Happy for commuter parking to be lowest priority
Any changes that promote alternative transport must be accompanied by better public transport
No changes - accessible spaces current misused/underused/not enforced
Increase in disability spaces good idea, should be increased even further
Public off-street parking should be increased/should be removed (ugly/waste of space)
Recommendations seem reasonable/support/love these ideas
Waste of space and money to allocate parking places for seniors/people with prams
Car share spots should be given the same level of priority as resident spots
Disability spaces/provision of disability parking permits currently not rigorous/not enforced
Customers should have a lower priority than bike parking
Activity Centre' not clear/not defined
Need incentives to get people to use off-street parking
Access to better parking for seniors a great idea
Approach seems too complicated/too simplistic/too 'blanket'/ too much 'control'
In activity centres, focus should be on traders and what will assist business
What about spaces for women travelling alone

I hour parking should be prioritised above 2 and 4 hour parking
Car sharing not a concern of council
How would seniors parking work? What signage would need to be displayed?
Council should introduce timed parking seniors in activity centres
Car sharing/drop off zones are too highly prioritised
No changes needed
What about residents who live in activity centres? Trying to park on busy shopping streets

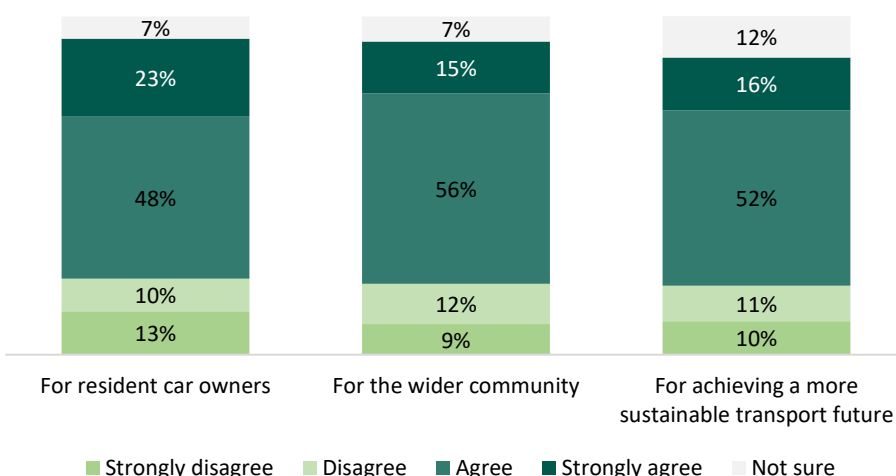
PARKING ON OUR BUSY ROADS (TRANSPORT CORRIDORS)

Corridors are roads which can support particular types of travels (such as driving or cycling) to move people more efficiently around the City. In some cases, realizing this potential might mean making changes to these routes and this might involve street parking.

Because there are a range of different interests involved, the draft Parking Policy suggests that any changes to street parking would occur only on a case-by-case basis and as part of a whole-of-corridor upgrade, where there is significant engagement with residents and stakeholders.

We asked: Do you agree that this is a fair/reasonable approach for Glen Eira?

The graph to the right presents findings from the community survey responses received.



We asked: Would you like to make any comments? A total of 111 comments were made by community survey participants. Issues raised include (are not restricted to) those listed below. Please see the appendix for a full list of all verbatim comments provided.

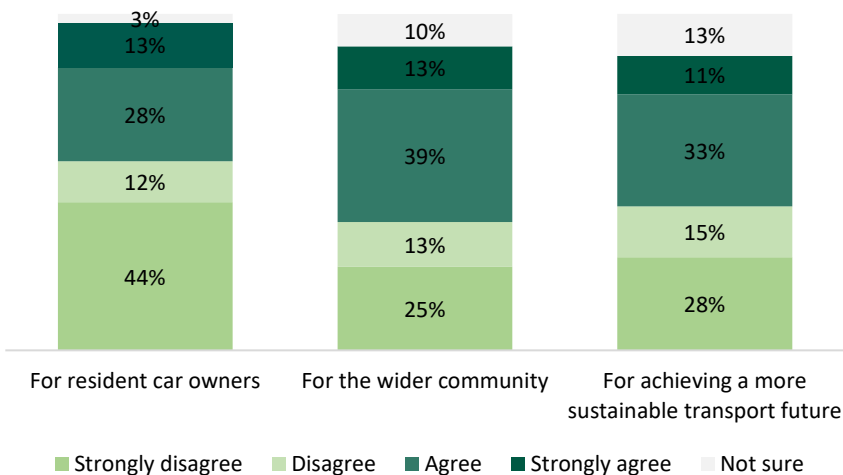
Residents' parking needs should be protected/given first priority/all situations
Busy roads need to be managed much better (by Council/other agencies)
Unrestricted parking on busy roads not practical/should be timed
Changes that reduce parking on busy roads not fair for those in side streets
Limiting over development is the logical way to manage parking
Council needs to lead, best interests of the current/future community/be brave
Agree with approach to go case-by-case, with residents
Busy roads need more clearway enforcement
Most important to listen to residents and provide alternatives/genuine consultation/ listening
Questions difficult to answer/not clear/not enough detail/too vague/doesn't make sense
Need to define 'significant engagement'
No changes to busy/any roads

All on street parking (on busy roads) should be paid parking
Not council's job to consider train travellers/commuters/residents only
Not just busy roads, all streets should be considered case by case
Part of the review of a busy corridor should involve assessing off street parking (availability/needs/access)
More parking need/additional
Planning deficiencies have caused parking issues/Council has not pre-empted these issues effectively
Reduce parking on corridors/parts of corridors and provide more space for riders and drivers
Any removal of on street parking on busy roads needs careful/cautious management
No removal of on-street parking on busy roads
Residents disadvantaged by these proposals
Busy corridors where no on-site parking is available need special consideration
The process for reviewing parking on busy roads needs to consider broad community access/amenity
Approach that is systematic has advantages/predictable for drivers/road users
On street parking is public space, use of space should be for greatest benefit
Need to specially consider areas of overlap between activity centre and residences/busy roads
Risk that particular street characteristics won't be picked up on/considered in this approach
Safety (for all) should be highest priority whilst providing for parking needs

PARKING PERMITS

Council implements parking restrictions on local streets where there is high demand and on-street space is challenging for residents to find. Permits provide an exemption to restrictions, to ensure that demand doesn't displace residents with a need to park on-street. Whilst acknowledging the importance of permits, Council is also obligated to provide them responsibly, and ensure they are targeted to need. The draft Policy proposes a change to the number of permits a household can access, depending on access to public transport in the area. In areas of Glen Eira where public transport access is low, eligible households would be able to access three permits. In other areas, households would be able to access two. Eligible households who do not have off-street private parking would be able to access another parking permit.

We asked: Do you agree that this approach is fair/reasonable for Glen Eira?

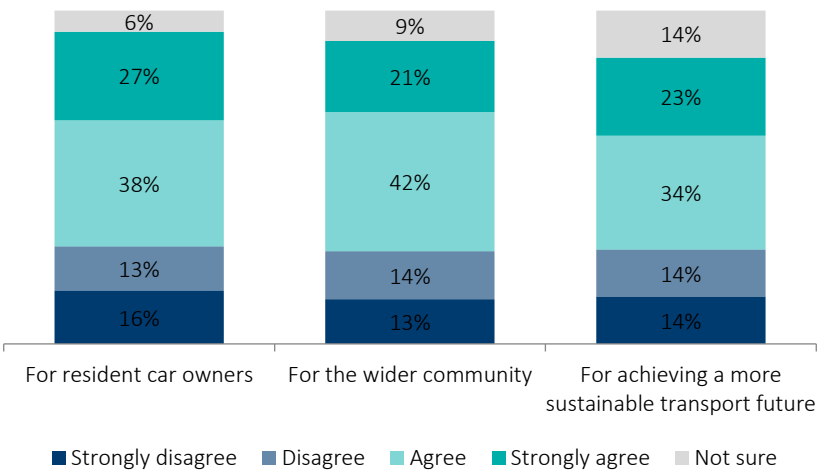


The graph to the left presents findings from the community survey responses received.

The graph below presents findings from Community Voice survey responses.



16 letters/emails to Council explicitly discussed the proposed changes to parking permit numbers. Issues raised in these communications included concerns around the needs of large/extended families and properties without off-street parking. See the appendix for a full list of comments received.



Multiple phone calls to Council discussed the proposed changes to permit numbers, raising concerns about potential implications for those who have more vehicles than permits. Approximately 7 phone calls discussed the need for permits to be flexible (attached to a property and able to be shared between vehicles).

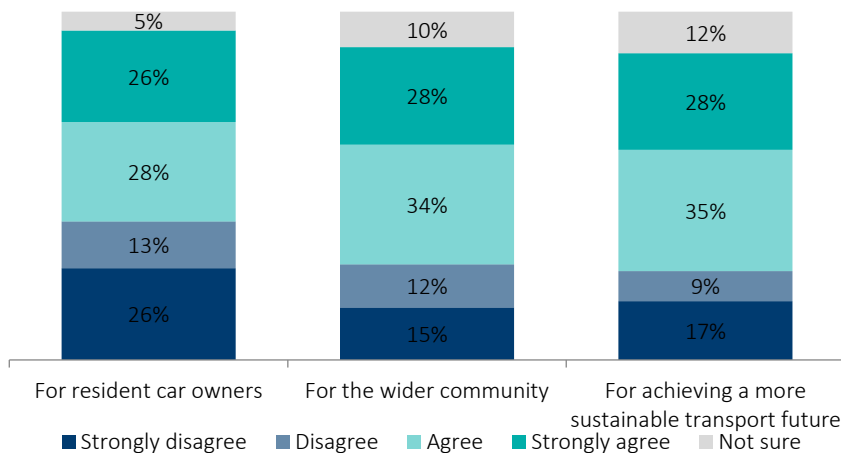
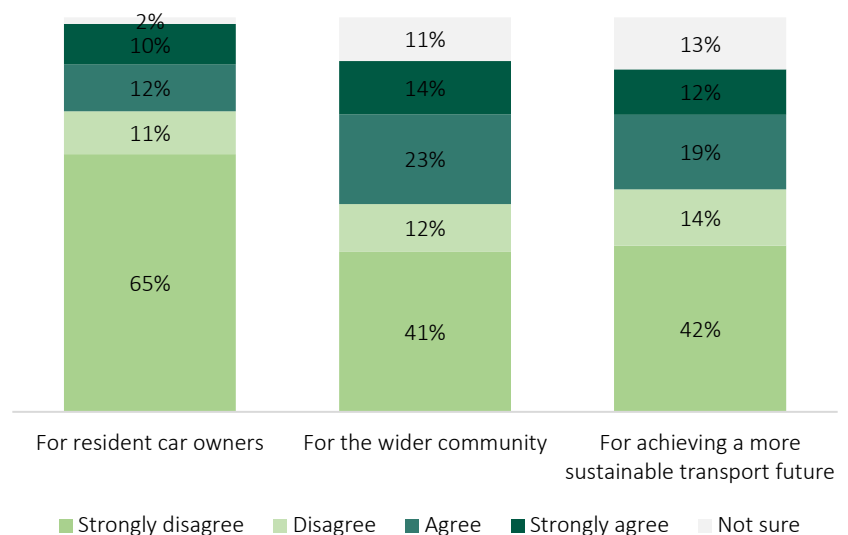
The draft Policy proposes implementing the below fees for households' second permit (the first would continue to be at no cost).

	1 st permit	2 nd permit	3 rd permit
Residential	Free	\$100	\$150
Residential with pensioner concession	Free	\$50	\$75

We asked: A fee is proposed so that we encourage utilization of off-street parking and appropriately value our limited street space. Do you agree that this approach is fair/reasonable for Glen Eira?

The graph to the right presents findings from community survey responses received.

The graph below presents findings from Community Voice.



18 letters/emails to Council explicitly discussed/referenced issues around permit fees. Concerns and questions were expressed around the fairness of the proposal.

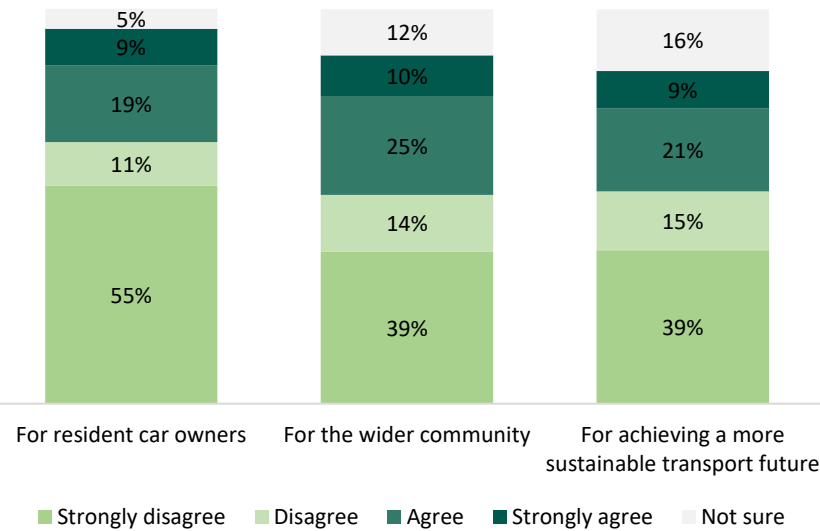
referenced issues around permit fees. Concerns and questions were expressed around the fairness of the proposal.



9 phone calls to Council discussed permit fees, raising concerns around fairness, Council intensions and capacity to pay.

The draft Policy includes some changes to the way permits for visitors are provided and managed. Under the new approach, an eligible household would be able to access 50 daily use visitor permits per annum at no cost, and another 50 for a total fee of \$50 (or free for pensioner/concession card holders), allowing a total of 100 daily use visitor permits per year. These visitor permits would be over and above the maximum residential permits an eligible household would have access to. For those with a pensioner concession, all visitor permits are free.

We asked: Do you agree that this approach is fair/reasonable for Glen Eira?



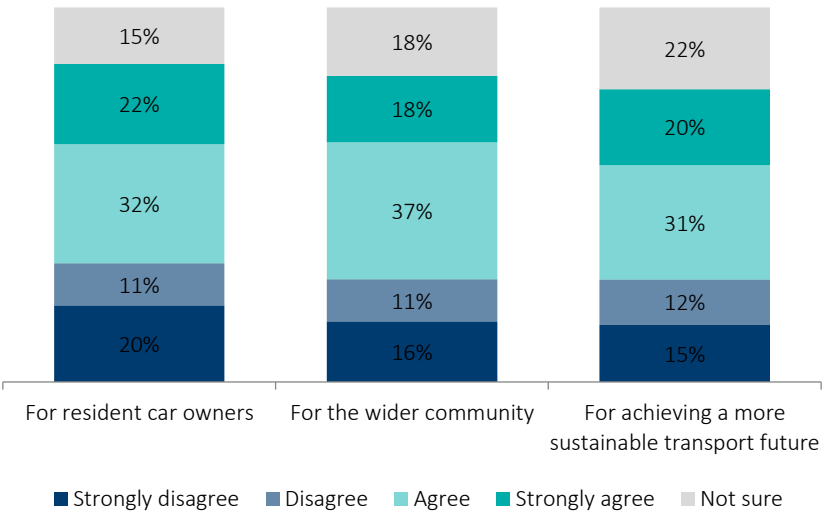
The graph to the left presents findings from community survey responses.

The graph below presents findings from Community Voice.



19 emails/letters to Council explicitly discussed changes to visitor permits.

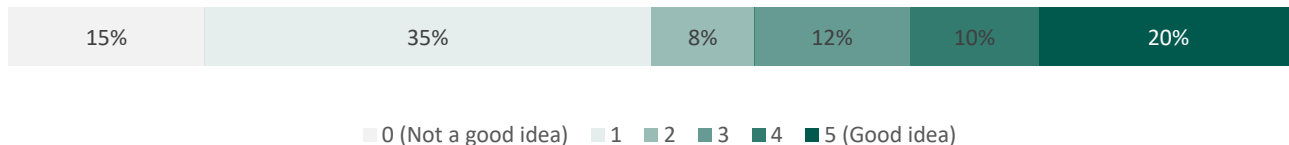
Issues included questions and concerns for how the new approach would work (organisational, administration requirements) and perceptions of how the change could affect social interaction.



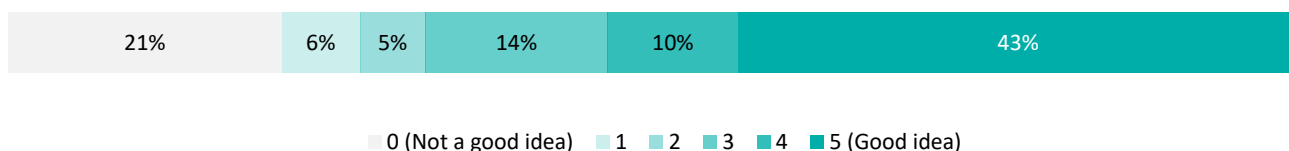
Visitor permits were discussed in 4 calls to Council. Issues raised include that the proposed number of visitor permits is [too] low, and the process seems more complicated/complex in comparison to the current single, flexible visitor permit.

We are proposing that households eligible for a permit, who forgo their access, would be able to claim a \$100 Myki card, funded by raised permit fees, to encourage public transport use.

We asked: What do you think of this? 415 responses to the community survey said:



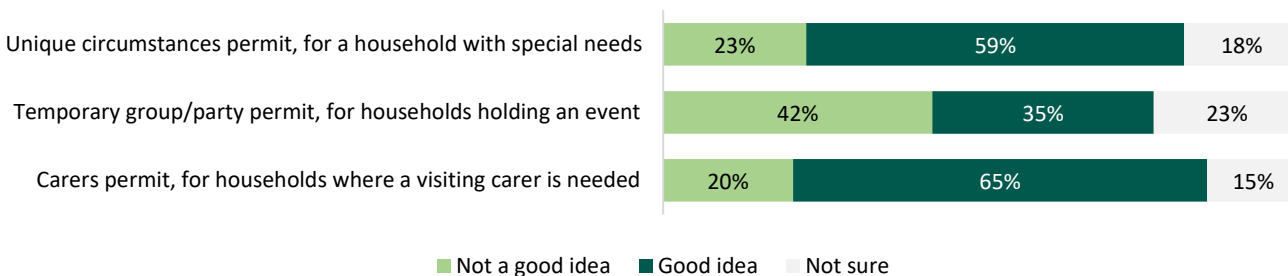
184 responses to the Community Voice survey said:



5 calls to Council discussed the proposal for Myki cards to be offered as an incentive, many offering support for this proposal.

The draft Policy proposes new categories of permits, to support residents with a range of different needs.

We asked: What do you think of these categories? The graph below presents findings from the community survey.



6 emails/letters to Council explicitly discussed special purpose permits. Views expressed included both support and concerns for carers permits and questions around enforcement of these allocated spaces.

We asked: Would you like to make any comments? A total of 291 comments were made by community survey respondents. These comments included (are not restricted to) those listed below. Please see the appendix for a full list of all verbatim comments provided.

Concerns that permit limits/fee erodes parking rights/entitlements of ratepayer/ratepayer first (highest priority)
Concerns around perceived outcomes of changes to permits - effectively charging residents to park next to their home? To have visitors?
Questions around Myki card incentive, if one permit is not claimed would a household be eligible?
Residents should be entitled to just one/at least two free/three free/ two free one paid permits per household
New categories of permits - could be open to misuse?
Permit availability should be based on size of household/access to off-street parking/number of rooms in house/number of members of driving age (such as in a share house)
Visitor permit - having one year long permit would effectively be the same as proposed, for most households
Questions around group/party permit, limits around how many a household can access?
Dividing Glen Eira into transport zones not fair/not valid - public transport not necessarily translating to use
Questions around how visitor permits would be accessed/administered/monitored? an app to manage this?
View that parking issues are caused by/arising from visitors/commuters - these should pay
Concerns that a limit of 100 visitor permits per annum would restrict social activity for a household?
\$100 amount on Myki incentive (good/interesting idea but) not sufficient to drive mode shift (would just reward those currently taking public transport?)
Surprised that permits are currently free!
Views that disincentives for on-street parking work if there are off-street options (not available for all)
Policy measures to encourage PT use effective only for those for whom PT is an option (i.e. work is near/travels direct to PT), car use still required for some/many
Comments around development of new dwellings and increase in vehicles on the road/in parking spaces
New rules around permit number/fees should apply to new residents only - existing should be exempt
Survey is too long
Ok to pay for permit, if enforcement of timed parking spaces is improved
Questions around proposed carers permit - extend to unpaid carers (family member, other supporter?), able to be used by multiple agencies?
Concerns around overall administration requirements of proposals
Council should exclude caravans, trucks, trailers from access to permits
Second permit should be half price for households with no access to off-street parking
Together with new permit rules, streets should time restricted both sides - one side unrestricted doesn't work
Permits should be able to be used by a household for more than one vehicle (should be able to be shared)
Discount should be available for those 70 years + (not just those with pensioner concession)
A third permit should attract fee (first two should be free)
Permit fee too high/permit fee too low
Additional permit categories complex - need simplification (one permit category that covers all extra needs?)
Permit hours need changing (should no longer be based on the 9-5 working day)
Apartment residents discriminated against with no access to permits

ENGAGING WITH RESIDENTS ON PARKING

Currently, residents on a street who demonstrated need and support for parking changes can have these considered and implemented by Council. This will continue.

But we also want to ensure that residents living in surrounding streets have a say. The draft Policy proposes that when we develop neighbourhood parking plans, or plans for a corridor upgrade (or significant changes to parking in Activity Centres), Council will go through a process of seeking feedback on our parking proposals. In the case of a neighbourhood parking plan, or a corridor upgrade, residents within the area will be informed and invited to have a say.

We asked: Would you like to make any comment on this aspect of the draft Policy? A total of 256 comments were made by community survey respondents. These comments included (are not restricted to) those listed below. Please see the appendix for a full list of all verbatim comments provided.

Draft Policy does not put residents first/residents' entitlements
Engagement approach sounds good/sounds fair
Questions around whether the opinions of those most affected would matter more/most?
Agree with approach but consultation must be genuine
Disagree with consulting residents in an area - should be just a street fairest
Too many people having a say would slow down process
Consultation ok, but needs to be discussions/doorknocking/information booth/out of hours/weekends
No input from residents of new developments
Could make decisions more complex
Ok to listen to wider neighbourhood, but residents in a street should be the only group whose opinion matters
Like this approach/like to be asked to have a say
Questions around whether consulting a neighbourhood would lead to any consensus/be meaningful

We asked: Any other comments? A total of 98 comments were made by community survey respondents. These included (are not restricted to) those listed below. A full list of all verbatim comments are provided in the appendix.

No changes needed/not supportive of a draft Parking Policy
Not enough focus in the draft Policy on enforcement
Questions on whether the proposals in the draft Policy will have impacts on behaviour/use of PT (or alternatives)
Not enough focus on ratepayer
Council needs to stop/better manage/control residential development
Genuine consultation; draft Policy looks like it will go ahead regardless of feedback

Just because residents live near public transport doesn't mean they can/should/is practical to, use it
Need more detail on the implications of some of the changes implicated in the draft Policy
Permits should not be restricted to one car, but should be flexible
Information provided is difficult to understand/no evidence provided/not clear/straightforward
Council has not thought through the impacts on people living in busy streets
Policy does not appropriate cater for large households/extended families/special needs/properties with no off-street parking

Appendix

Community survey

What is your age?

- ☐ Under 18 ☐ 50-59
- ☐ 18-24 ☐ 60-69
- ☐ 25-34 ☐ 70 or over
- ☐ 35-49

What suburb do you live in?

What street do you live on?

* What are the most common ways you travel around Glen Eira? Pick your top three.

- ☐ Drive ☐ Train
- ☐ Walk ☐ Tram
- ☐ Cycle ☐ Scooter
- ☐ Bus
- ☐ Other (please specify)

* Of the following travel modes, which would you like to be able to utilise more/more often? Please pick a maximum of three.

- ☐ Drive ☐ Train
- ☐ Walk ☐ Tram
- ☐ Cycle ☐ Scooter
- ☐ Bus
- ☐ Other (please specify)

A DRAFT PARKING POLICY FOR GLEN EIRA

The draft Parking Policy seeks a fair and reasonable approach to balancing the needs of car owners/drivers with maintaining people-friendly places, proposing some important changes, providing parking for those who need it, and improving the way we engage with residents on parking.

First, a few questions about you and your parking

Before we ask for your feedback on the Policy, we'd like to ask some brief questions to help us understand more about your parking experiences.

Which of the following best describes you?

- | | |
|--|---|
| <input type="radio"/> Resident of Glen Eira | <input type="radio"/> Trader/owner of a business in Glen Eira |
| <input type="radio"/> Visitor to Glen Eira | <input type="radio"/> Employee of a business in Glen Eira |
| <input type="radio"/> Commuter to/through Glen Eira for work or other activities | |
| <input type="radio"/> Other (please specify) | |

How many cars does your household own that are parked either on-street or within your property at night?

☐ None

☐ 4

☐ 1

☐ More than 4

☐ 2

☐ N/A

☐ 3

☐ Other (please specify)

Does your household currently access (a) residential parking permit/s?

☐ Yes, 1

☐ Yes, more than 4

☐ Yes, 2

☐ No, but my household is eligible

☐ Yes, 3

☐ N/A

☐ Yes, 4

☐ Other (please specify)

Do you access a tradesperson parking permit for work?

☐ Yes

☐ No

☐ Other (please specify)

Do any of the following apply to you?

	Yes	No
Carers visit me/a family member in my home	<input type="radio"/>	<input type="radio"/>
I/we regularly hold large events at home	<input type="radio"/>	<input type="radio"/>
I currently access a Disabled Parking Permit	<input type="radio"/>	<input type="radio"/>
I/we live close (within around 200m) to a school	<input type="radio"/>	<input type="radio"/>
I/we live close (within around 400m) to a hospital, community centre or other landmark	<input type="radio"/>	<input type="radio"/>
My/our street directly abuts a train station	<input type="radio"/>	<input type="radio"/>
I/we usually park our vehicle/vehicles on-street outside my/our home	<input type="radio"/>	<input type="radio"/>

Parking in our neighbourhoods

Currently, parking arrangements vary between individual streets and across neighbourhoods in Glen Eira, and can be hard to follow. The current street-by-street approach to determining the arrangements that apply, lacks consistency and isn't as effective as it could be in managing areas where parking demand is high or parking spills over from key landmarks.

The draft Policy proposes moving to a neighbourhood approach, where parking arrangements are considered by neighbourhood, instead of street-by-street. Overall, what do you think of this approach?

0 Not a good idea

☐

5 Good idea

Our neighbourhood approach would involve taking into account planning zone and access to public transport. Together, these factors would inform a draft Neighbourhood Parking Plan, which would be subject to residents' feedback. Overall, what do you think of this approach?

0 Not a good idea

☐

5 Good idea

Plans would also consider the presence of key landmarks. Areas within around 400 meters of landmarks that generate parking demand would attract parking restrictions (and access to permits by residents) to manage street use and help to disperse parked vehicles. Do you agree that this approach is fair/reasonable for Glen Eira?

	Strongly disagree	Disagree	Agree	Strongly agree	Not sure
For resident car owners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For the wider community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For achieving a more sustainable transport future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

There would be some exceptions to this treatment of landmarks. The side of a street that directly abuts a railway station would have unrestricted parking to encourage/support the use of public transport. Do you agree that this approach is fair/reasonable for Glen Eira?

	Strongly disagree	Disagree	Agree	Strongly agree	Not sure
For resident car owners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For the wider community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For achieving a more sustainable transport future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Would you like to make any comments?

Prioritising Parking

We want to ensure that parking is available for those who need it most. One way the draft Policy proposes to ensure this is by setting out hierarchies of users for different parking environments in Glen Eira.

To assist in prioritising parking, the draft Policy proposes hierarchies of users to guide our planning and actions across areas in Glen Eira. In other words, they describe which needs we'd look after first across particular places. Overall, what do you think of this approach?

0 Not a good idea

5 Good idea

For neighbourhoods, the draft Policy proposes the below hierarchy of users for on-street parking space.

	Need
Highest priority	Space for safety and other conditions (like waste collection, cleaning)
	Infrastructure for active and independent travel
	Spaces for residents and their visitors
	Car sharing bays
	Space for public transport
	Customers
	Local employees
Lowest priority	Commuter parking

Do you agree that this hierarchy of users for on-street parking in neighbourhoods is fair/reasonable for Glen Eira?

	Strongly disagree	Disagree	Agree	Strongly agree	Not sure
For resident car owners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For the wider community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For achieving a more sustainable transport future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

For off-street (public) parking in neighbourhoods, the hierarchy of users (below) is a bit different

	Need
Highest priority	Space for safety and other conditions (like waste collection, cleaning)
	Accessibility
	Spaces for people accessing recreation
	Customers
	Traders and local employees
	Residents and their visitors
Lowest priority	Car sharing

Do you agree that this hierarchy of users for off-street (public) parking in neighbourhoods is fair/reasonable for Glen Eira?

	Strongly disagree	Disagree	Agree	Strongly agree	Not sure
For resident car owners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For the wider community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For achieving a more sustainable transport future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Would you like to make any comments?

Parking in our busy centres

There are opportunities for parking to be more organised in our Activity Centres, to better balance different needs and work towards areas that are safe, encourage positive interactions and support drivers, walkers, cyclists and public transport users.

For on-street parking in our Activity Centres, the draft Policy proposes different hierarchies of users for different types of Activity Centres. The below hierarchy of users is for on-street parking in our MAJOR Activity Centres.

	Need
Highest priority	Space for safety and other conditions (like waste collection, cleaning)
	Pedestrians
	Public transport zone
	Accessibility
	Drop off/pick up zones
	Bike parking
	Car sharing
	Customers
	Loading zone
	Local employees
	Residents and their visitors
Lowest priority	Commuter parking

Do you agree that this is hierarchy of users for on-street parking in our Major Activity Centres is fair/reasonable for Glen Eira.

	Strongly disagree	Disagree	Agree	Strongly agree	Not sure
For resident car owners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For the wider community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For achieving a more sustainable transport future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

For off-street parking in our Activity Centres, the draft Policy proposes a common hierarchy of users for all the different types of Activity Centres. This hierarchy is below.

	Need
Highest priority	Space for safety and other conditions such as emergency vehicles and waste collection
	Accessible parking for people with a disability and other needs
	Spaces for medium stay customers (2 hours)
	Spaces for long stay customers (4 hours)
	Spaces for short stay customers (1 hour)
	Car sharing spaces
	Spaces for traders and local employees
	Morning loading zone spaces
	Spaces for residents
Lowest priority	Spaces for commuters

Do you agree that this hierarchy of users for off-street parking in all our Activity Centres is fair/reasonable for Glen Eira?

	Strongly disagree	Disagree	Agree	Strongly agree	Not sure
For resident car owners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For the wider community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For achieving a more sustainable transport future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

In public places, disability accessible parking is usually provided at a rate of 1 space for every 50 available. We're proposing to increase this in our Activity Centres to 1.5 spaces for every 50. What do you think of this?

0 Not a good idea

☐

5 Good idea

☐

We are also proposing to allocate public parking spaces in Activity Centres to groups with particular needs: seniors and people with prams. Spaces for these groups would be allocated at a rate of 1 in every 50 available. What do you think of this?

0 Not a good idea

☐

5 Good idea

☐

Would you like to make any comments?

Parking on our busy roads (transport corridors)

Corridors are roads which can support particular types of travel (such as driving, or cycling) to move people more efficiently around the City. In some cases, realising this potential might mean making changes to these routes, and this might involve street parking.

Because there are a range of different interests involved, the draft Parking Policy suggests that any changes to street parking would occur only on a case-by-case basis and as part of a whole-of-corridor upgrade, where there is significant engagement with residents and stakeholders. Do you agree that this is a fair/reasonable approach for Glen Eira?

	Strongly disagree	Disagree	Agree	Strongly agree	Not sure
For resident car owners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For the wider community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For achieving a more sustainable transport future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Would you like to make any comments?

Parking permits

Council implements parking restrictions on local streets where there is high demand and on-street space is challenging for residents to find. Permits provide an exemption to restrictions, to ensure that demand doesn't displace residents with a need to park on-street. Whilst acknowledging the importance of permits, Council is also obligated to provide them responsibly, and ensure they are targeted to need.

The draft Policy proposes a change to the number of permits a household can access, depending on access to public transport in the area. In areas of Glen Eira where public transport access is low, eligible households would be able to access three permits. In other areas, households would be able to access two. Eligible households who do not have off-street private parking would be able to access an additional parking permit. Do you agree that this approach is fair/reasonable for Glen Eira?

	Strongly disagree	Disagree	Agree	Strongly agree	Not sure
For resident car owners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For the wider community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For achieving a more sustainable transport future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

The draft Policy proposes implementing the below fees for households' second permit (the first would continue to be at no cost)

	1st permit	2nd permit	3rd permit - note, only available for particular areas of Glen Eira
Residential	Free	\$100	\$150
Residential with pensioner concession	Free	\$50	\$75

A fee is proposed so that we encourage utilisation of off-street parking and appropriately value our limited street space. Do you agree that this approach is fair/reasonable for Glen Eira?

	Strongly disagree	Disagree	Agree	Strongly agree	Not sure
For resident car owners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For the wider community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For achieving a more sustainable transport future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

The draft Parking Policy includes some changes to the way permits for visitors are provided and managed. Under the new approach, an eligible household would be able to access 50 daily use visitor permits per annum at no cost and another 50 for a total fee of \$50 (or free for pensioner/concession card holders), allowing a total of 100 daily use visitor permits per year. These visitor permits would be over and above the maximum residential permits an eligible household would have access to. For those with a pensioner concession, all visitor permits are free. Do you agree that this approach is fair/reasonable for Glen Eira?

	Strongly disagree	Disagree	Agree	Strongly agree	Not sure
For resident car owners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For the wider community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For achieving a more sustainable transport future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

We are proposing that households eligible for a permit, who forgo their access, would be able to claim a \$100 Myki card, funded by raised permit fees, to encourage public transport use. What do you think of this?

0 Not a good idea

☐

5 Good idea

☐

The draft Policy proposes we introduce new categories of permits, to support residents with a range of different needs. What do you think of these categories?

	Not a good idea	Not sure	Good idea
Carers permit, for households where a visiting carer is needed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Temporary group/party permit, for households holding an event	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unique circumstances permit, for a household with special needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Would you like to make any comments?

Engaging with you on parking

Currently, residents on a street who demonstrate need and support for parking changes can have these changes considered, and implemented by Council. This will continue.

But we also want to ensure that residents living in surrounding streets have a say. The draft Policy proposes that when we develop neighbourhood parking plans, or plans for a corridor upgrade (or significant changes to parking in Activity Centres), Council will go through a process of seeking feedback on our parking proposals. In the case of a neighbourhood parking plan, or a corridor upgrade, residents within the area will be informed and invited to have a say.

Would you like to make any comment on this aspect of the draft Policy?

Q. What street do you live on? Community survey responses

STREET	SUBURB	NO.	STREET	SUBURB	NO.
Anderson Street	Bentleigh	4	Begg Street	Bentleigh East	1
Barra Street	Bentleigh	1	Bignell Road	Bentleigh East	1
Bendigo Avenue	Bentleigh	1	Boynton Street	Bentleigh East	1
Blair Street	Bentleigh	1	Briar Street	Bentleigh East	1
Cairnes Grove	Bentleigh	2	Brooks	Bentleigh East	1
Campbell Street	Bentleigh	4	Cavalier	Bentleigh East	1
Charlton Street	Bentleigh	2	Celia Street	Bentleigh East	1
Daley	Bentleigh	1	Chesterville	Bentleigh East	3
Durban Street	Bentleigh	1	Curtin Street	Bentleigh East	1
Fitzroy Street	Bentleigh	1	Daphne St	Bentleigh East	1
Godfrey Street	Bentleigh	1	Deakin St	Bentleigh East	1
Gordon Street	Bentleigh	1	East Boundary Road	Bentleigh East	1
Lockwood Street	Bentleigh	2	George Street	Bentleigh East	1
Loranne	Bentleigh	3	Gowrie Street	Bentleigh East	1
Luckins Road	Bentleigh	1	Greenview Court	Bentleigh East	1
Mavho	Bentleigh	1	Julis	Bentleigh East	1
McArthur Street	Bentleigh	1	Lahona Avenue	Bentleigh East	1
Nepean	Bentleigh	1	Lancaster Street	Bentleigh East	1
North Avenue	Bentleigh	2	Langslow Street	Bentleigh East	2
Oak Street	Bentleigh	2	Lilac Street	Bentleigh East	1
Patterson Road	Bentleigh	1	Malane Street	Bentleigh East	2

Phillip Street	Bentleigh	3	Northam Road	Bentleigh East	1
Railway Crescent	Bentleigh	1	Parkmore	Bentleigh East	3
Renown	Bentleigh	2	Pasadena Crescent	Bentleigh East	1
Smith Street	Bentleigh	2	Rayern Court	Bentleigh East	1
South Avenue	Bentleigh	1	St Georges Avenue	Bentleigh East	1
Tucker Road	Bentleigh	1	Stratford Avenue	Bentleigh East	1
Vickery Street	Bentleigh	3	Warwick Street	Bentleigh East	1
Vunabere Avenue	Bentleigh	1	Tattenham	Caulfield East	2
Werona Street	Bentleigh	2	Clifton Street	Caulfield East	1
Wheatley Road	Bentleigh	3	Derby Crescent	Caulfield East	4
Wolseley Street	Bentleigh	1	Leamington Crescent	Caulfield East	1
Jasper Road	Bentleigh	1	Moodie Street	Caulfield East	2
Arawatta Street	Carnegie	3	Queens Avenue	Caulfield East	2
Beena Avenue	Carnegie	3	Albert	Caulfield North	2
Belsize Avenue	Carnegie	5	Arthur Street	Caulfield North	1
Boake Street	Carnegie	1	Balaclava Road	Caulfield North	5
Chestnut Street	Carnegie	4	Carnarvon Road	Caulfield North	2
Coorigil Road	Carnegie	1	Crimea Street	Caulfield North	2
Elliott Avenue	Carnegie	2	Cromwell Street	Caulfield North	2
Emily Street	Carnegie	3	Eskdale Road	Caulfield North	6
Girdwood Avenue	Carnegie	1	Fitzgibbon	Caulfield North	1
Grandview Grove	Carnegie	2	Glen Eira Road	Caulfield North	3
Grange Road	Carnegie	1	Glencoe Street	Caulfield North	2
Hewitts Road	Carnegie	1	Glenferrie Street	Caulfield North	2
Kokaribb Road	Carnegie	2	Halstead Street	Caulfield North	1
Koornang Road	Carnegie	1	Hawthorn Avenue	Caulfield North	4
Leila Road	Carnegie	1	Hawthorn Road	Caulfield North	4
Margaret Street	Carnegie	1	Heywood	Caulfield North	1
Mcperson Avenue	Carnegie	1	Inkerman Road	Caulfield North	17
Morgan Street	Carnegie	2	Kambrook Road	Caulfield North	4
Munster Avenue	Carnegie	1	Khartoum Road	Caulfield North	1
Neerim Road	Carnegie	5	Lambert Road	Caulfield North	1
Neville Street	Carnegie	1	Lucan Street	Caulfield North	3
Oakdene Crescent	Carnegie	3	Malakoff Street	Caulfield North	3
Oakleigh road	Carnegie	1	Malonga Court	Caulfield North	1

Shepparson Avenue	Carnegie	3	Malvern Grove	Caulfield North	4
Tranmere Avenue	Carnegie	1	Mayfield Grove	Caulfield North	1
Truganin Rd	Carnegie	1	Newington Grove	Caulfield North	1
Woonack Rd	Carnegie	1	Normanby Road	Caulfield North	4
Fallon Street	Caulfield	1	Norwood Road	Caulfield North	4
Gerard Street	Caulfield	1	Ontario Street	Caulfield North	1
Glen Eira Road	Caulfield	3	Orrong Crescent	Caulfield North	2
Kambrook Road	Caulfield	1	Orrong Road	Caulfield North	2
Lamella Street	Caulfield	1	Otira Road	Caulfield North	3
Lirrewa Grove	Caulfield	2	Pental Road	Caulfield North	1
Newstead Street	Caulfield	7	Raglan Street	Caulfield North	1
Pyne Street	Caulfield	3	Raphael Street	Caulfield North	2
Sylverly	Caulfield	2	Ripley Grove	Caulfield North	2
Alfred Street	Caulfield	1	Rose Hill Avenue	Caulfield North	1
Briggs Street	Caulfield	2	Rosemont Avenue	Caulfield North	1
Hartley Avenue	Caulfield	3	Salisbury Street	Caulfield North	2
Kooyong Road	Caulfield	1	Wilks Street	Caulfield North	1
Lockhart Street	Caulfield	3	Arthur Street	Caulfield North/St Kilda East	2
Murray Street	Caulfield	11	Alexandra Avenue	Elsternwick	3
Pretoria Street	Caulfield	1	Allison Road	Elsternwick	8
Snowdon Avenue	Caulfield	1	Baxter Street	Elsternwick	1
Maple	Caulfield South	1	Bruce Street	Elsternwick	1
Almond Street	Caulfield South	1	Calista Court	Elsternwick	2
Bambra Road	Caulfield South	2	Charles Street	Elsternwick	3
Cedar Street	Caulfield South	1	College Street	Elsternwick	1
Clarinda	Caulfield South	2	Curral Road	Elsternwick	4
Fallon Street	Caulfield South	2	Downshire Road	Elsternwick	3
Flowers Street	Caulfield South	1	Edward Street	Elsternwick	6
Glen Huntly Road	Caulfield South	1	Elizabeth Street	Elsternwick	1
Heatherbrae Avenue	Caulfield South	1	Elm Avenue	Elsternwick	1
Imperial Avenue	Caulfield South	1	Gisborne Street	Elsternwick	5
Kooyong Road	Caulfield South	1	Gladstone Parade	Elsternwick	1
Larch Street	Caulfield South	4	Glen Eira Road	Elsternwick	1
Leopold Street	Caulfield South	1	Glen Huntly Road	Elsternwick	2
Ludbrook Avenue	Caulfield South	2	Gordon Street	Elsternwick	4

Murray Street	Caulfield South	6	Grafton Street	Elsternwick	1
Narrawong Crescent	Caulfield South	1	Hoddle Street	Elsternwick	4
Pearce Street	Caulfield South	1	Hopetoun Street	Elsternwick	5
Roselea Street	Caulfield South	1	Horne Street	Elsternwick	3
Spring Road	Caulfield South	1	Kooyong Road	Elsternwick	1
Sycamore Street	Caulfield South	1	Leslie Street	Elsternwick	1
Augusta Street	Glen Huntly	1	Liscard	Elsternwick	2
Corner Glenhuntly & Roseberry Grove	Glen Huntly	1	Main Street	Elsternwick	1
Foster Avenue	Glen Huntly	2	Maysbury Avenue	Elsternwick	2
Glen Huntly Road	Glen Huntly	1	Murray Street	Elsternwick	1
James Street	Glen Huntly	1	Oak Avenue	Elsternwick	2
Park Avenue	Glen Huntly	1	Orrong Road	Elsternwick	2
Roseberry Grove	Glen Huntly	6	Park Street	Elsternwick	3
Station Place	Glen Huntly	1	Prentice Street	Elsternwick	5
Woodville Avenue	Glen Huntly	3	Regent Street	Elsternwick	6
Grange Road	Glen Huntly	1	Riddell	Elsternwick	4
Draper Street	McKinnon	1	Ripon Grove	Elsternwick	1
Elm Avenue	McKinnon	2	Rowan Street	Elsternwick	1
Exhibition Street	McKinnon	2	Rusden Street	Elsternwick	2
Fitzroy Street	McKinnon	1	Sandham Street	Elsternwick	2
Foster Street	McKinnon	1	Seymour Road	Elsternwick	7
Glen Orme Avenue	McKinnon	2	Shoobra Road	Elsternwick	2
Lees Street	McKinnon	1	Sinclair Street	Elsternwick	4
McKinnon Road	McKinnon	1	St Georges Road	Elsternwick	4
Murray Road	McKinnon	1	St James Parade	Elsternwick	1
Prince Edward Avenue	McKinnon	5	Staniland Grove	Elsternwick	1
Station Avenue	McKinnon	2	Stanley Street	Elsternwick	2
Vickery Street	McKinnon	1	Trevelyan Street	Elsternwick	2
Whitmuir	McKinnon	1	Willow	Elsternwick	1
Windsor Avenue	McKinnon	1	Elster Avenue	Gardenvale/Elsternwick	2
Bent Street	McKinnon	1	Bent Street	Bentleigh	1
Ardyne Street	Murrumbeena	2	Anthony	Ormond	1
Baker Street	Murrumbeena	1	Bethell Street	Ormond	2
Churchill Close	Murrumbeena	2	Bewdley Street	Ormond	1
Dunoon Street	Murrumbeena	2	Cadby Avenue	Ormond	1

Erindale Street	Murrumbeena	2	Carlyon Street	Ormond	2
Howe Street	Murrumbeena	2	Fraser Street	Ormond	1
Innellan Road	Murrumbeena	1	Glen Orme Avenue	Ormond	1
Lydson	Murrumbeena	1	Lilimur Road	Ormond	1
Melbourne Street	Murrumbeena	2	Lindsay Avenue	Ormond	1
Murrumbeena Road	Murrumbeena	3	Malane Street	Ormond	1
Omama Road	Murrumbeena	1	Newham Grove	Ormond	1
Railway Parade	Murrumbeena	1	Walsh Street	Ormond	1
Rosella Street	Murrumbeena	4	Wheeler Street	Ormond	1
Stewart	Murrumbeena	1	Milburn Grove	St Kilda East	1
Toward Street	Murrumbeena	1	Mooltan Avenue	St Kilda East	1
Winston Way	Murrumbeena	1	Orrong Road	St Kilda East	1
Empress Road	St Kilda East	1	Sidwell Avenue	St Kilda East	2
Inkerman Street	St Kilda East	4	Fosbery	Not provided	1
Lynedoch Avenue	St Kilda East	1	Hotham Street	Not provided	1
Mayfield Street	St Kilda East	3	Springfield Avenue	Not provided	1
Meadow Street	St Kilda East	1	Side street of Inkerman Rd	Caulfield North	1
			Hampton Road	Outside of Glen Eira	1

Q. What are the most common ways you travel around Glen Eira? Pick your top three – ‘other’ responses from community survey participants

We do not own a car to travel around Glen Eira
Motorcycle
Drive
Uber
Carpool
Only drive and walk – rarely use public transport
I have to drive to most places due to disability and I cannot use PT as it cannot accommodate my disability. I am about to start trialing an ebike for very short distances. I always try to combine multiple errands in my trips
I don't commonly use train/tram within Glen Eira but do if going further afield eg city. What is the point of limiting this question to 'travel around Glen Eira'- city boundaries are relevant to choice of travel mode
Get driven
Can only drive due to health issues
Mobility issues prevent me from being able to walk, cycle or use public transport
Motorcycle
Train to work

Q. Of the following travel modes, which would you like to be able to utilize more/more often? Please pick maximum three – ‘other’ responses from community survey participants

Bike trails
Drive
I catch the train to work walk around Elsternwick and drive around Glen Eira and other areas
None. I train to work, I walk around Elsternwick and drive in rest of Glen Eira
I have no need for greater use of my travel modes – though would like more frequent trains after 9 pm
None
None – happy with driving and walking
No comment I am not impact by these options
None – happy with use of all
I utilize these three travel modes adequately now
Driverless car
Nothing
None I am happy with my current access
None
Rarely use public transport
I have to drive most places due to disability and I cannot use PT as it can not accommodate my disability. I am about to start trailing an ebike for very short distances. I always try to combine multiple errands in my trips
Only walk, train or drive at present – bus could be used more if I was more conversant with the bus routes
The travel modes I've nominated (plus bike) are the most appropriate to use within Glen Elra. If I am going further afield train or tram (or both) are used and are readily accessible. I don't have a need to utilize more – if the trip fits then the train/tram option is used and there are no impediments to me doing so.
Current situation works fine for me
am happy with the balance. helicopter may be good
get driven
i am currently using other modes from the chosen 3 and as i need them
I don't need more, just what I have
when driving is no longer an option will increase bus usage
NONE
I don't want to use modes more
Train to Work
I'm happy with what I do now. No urge to do it differently because I can do what I want in my car or on foot.
We cannot even travel out of hours around Glen Eira without a car
NA
None, I'm happy with what I was available
Unable to get to place of work western suburb & University Bundoora any other way without adding an additional 2 hours of travel time per day not feasible
Car Share
Happy with present options

Q. Which of the following best describes you? - ‘other’ responses from community survey participants

Retired on disability

OWNER OF PROPERTY. EXPECTING TO LIVE THERE SOON.
We refer to your letter dated 10 September 2019 regarding changes to the resident's parking permits. We most certainly object to the paragraph regarding the issue of two parking permits per household, one of which for the first time you now anticipate making a charge of \$50 per annum. We have lived here for over 20 years, we have two cars in our family and have never been asked to pay to park in the street before. As the principal stakeholders in this issue, we, the residents and owners of the property, seem to be receiving the least consideration. Glen Eira Council revenue must have escalated dramatically over the last 20 years with all of the development of more dense population growth. Why the Council would now deem it wise to ask us to start paying to park outside our own house is puzzling. Can you not find an alternative source of income from people who are not paying large amounts of money already (rates and taxes) for the privilege of living here? Or look for other areas of expenditure to make savings to raise the revenue required to cope with the costs that you incur in coping with additional traffic. We most definitely object to this proposal and hope that you do not proceed with this additional levy on residents of Glen Eira

Q. Neighbourhood approach; would you like to make any comments? Community survey responses

Ludbrook Avenue needs parking restrictions between Lucas Street and Kooyong Road. Each resident requires only ONE parking permit, parking needs to be limited to TWO hours. There's too many cars parked in a very narrow street.
Encouraging 'park and ride' increases car usage, not public transport use. Also many motorists feel entitled to "their" parking spaces. They shouldn't - it is public space that should be available for the whole community to use for other non-parking uses.
We have several businesses - child care centre, Monash Hospital and care house facilities close by. Therefore, workers regularly park in our street, and surrounding streets, making it difficult to navigate, and to drive in and out of our driveway as there is only space for one car to drive up the street if cars are parked on both sides. We often park one of our vehicles directly out the front as we have often had cars park all day close to our driveway and if there are also cars parked directly across from our driveway, it makes it difficult to get in and out. A great deal of cars parked in Northam road are staff from the Monash hospital. I have called Monash hospital to enquire about parking for staff and was informed there is plenty of staff parking at a cost of up to \$6 per day (from memory), depending on hours they work. However, workers choose to park for free in residential streets. Having driven past the hospital I note that the parking space is extremely underutilised - nearly empty! If parking is provided for workers then that should be used as a priority rather than clogging up residential streets. Our street is narrow and we bought there as we believed it would be quiet and only traffic that lived in the street due to its location. We have found during the day our street and surrounding is so busy with parked cars that it is difficult to drive in the street, get in and out of the driveway and to get out of the street due to reduced visibility due to obstruction by parked cars and curved roads where cars can also speed. I support the neighbourhood approach to parking restrictions as I find it difficult in surrounding streets also as they appear to have the same problem.
The draft policy makes it easier for customers of the proposed Woolworths supermarket in Selwyn Street to park in neighbouring streets. This encourages Woolworths. This is not a good idea for residents.
Yes. We have two vehicles and two permits, and one off-street parking spot. We would prefer to maintain the two free permit policy because if both vehicles are not at home, the first to arrive uses the off-street parking, to keep on street parking available for others. It's only fair that we do not get penalised or charged for trying to do the right thing. Second, 50 separate vehicle visitor permits is not environmentally friendly, a single permit that can be shared among visitors will reduce waste and will effectively achieve the same outcome for the majority of residents.
There is a significant increase in Cars parking in front of our house during the week starting from 7am-7pm and we find it very hard to find a car park for our second car during the day. I have a permit but when there's not space we have to park our car with the baby carseat around the corner to the next street which is not good. Some days I have difficulty getting out of my driveway because people who catch the train and walk to the station park in front of my house and don't obey white lines that I have had council mark last year, so have difficulty getting out of my driveway (3 times now) and even though I clearly tell the person they still do it the next day/week. My husband's car gets stuck in between 2 cars because people try to park in small spaces and stay there all day. So we can't move our car. It is getting very difficult on Ardyne Street since the train station has been finished and unfortunately even though there is sufficient parking at the station it is unfortunately never enough. Another issue we have is trouble driving through Railway Parade (right hand side of Hughesdale Station) as some cars on the station side block incoming traffic and make it very difficult for safe travel. I know they have changed the parking restrictions there but it still doesn't work. Something has to change, maybe more parking next top Daniel & Son under Murrumbeena station as there is a vacant lot there and possibly could hep park another 30 cars.
input into consultation e.g. community forums etc.
residents will need a lot of input into consulatation in way of public forums etc.

If it was all unrestricted in close proximity to train stations, then those of us living close by would have difficulty accessing parking for our visitors.
The proposed zone system will severely disadvantage my family, as we are very close to the train station and cinema. Instead of competing for parking with immediate neighbours and the significant number of people parking illegally, I will have people from elsewhere in the zone making short drives and parking in my street, particularly on rainy days. Strongly disagree with the zoning; it will severely disadvantage people closer to amenities who just want to park near home.
We have 2 permanent and 1 visitor permits. We need at least this many and they must be free of charge. Our children drive to our place and they need parking space near our house.
The streets abutting these landmarks need to have permit only on one side of the street as the streets become more congested with dual occupancy housing on a lot of blocks, parking is a huge issue
I think that the adequate on-street parking for residents needs to be considered.
Loss of the second permit and visitor permit would directly impact us where although we have a small offroad park onsite it is often inaccessible due to school traffic blocking access. I work from home up to 3 days a week and have been fined for 'illegal' parking in the school zone opposite even while displaying a local permit when prevented from using my own driveway. Forcing me to pay for a permit only adds insult to injury. Better monitoring of these congested zones would be more worthwhile. The school has evening functions at least weekly and often more in the run-up to Christmas. Council does not monitor evening parking and we frequently have all available spots in the permitted zone taken up with 'illegal' parking after 6pm during school functions. Better monitoring of this would discourage behaviour that non-residents persist in simply because they know there is no risk of being caught. \$100 for residents who don't use permits is wasteful - these would mostly be people who don't park on-street anyway! Happy to pay for the second permit if it's not prohibitive though. Moving to a neighbourhood approach would only compound our current parking difficulties as we are in a high demand street close to shops, trams and trains. Permits for carers and occasions etc would be a nightmare to administer for locals simply celebrating life. How would the 50 single use visitor permits be administered? Does permits for carers include for regular cleaners? What constitutes a 'special case'?
I feel that what was outlined in the document sent to residents re the parking scenario, was a farce and cover up for the application for the obscene towers and parking 'deal' that has obviously been struck. If residents object, will it make a difference to the decision being made???? And what gets implemented? Really? I feel the Council is losing the trust of the community.
the use of neighbourhood permits will be open to rorting as people access more permits than they need and then sell them to others who want to unfairly gain access to the streets. Massive amount of redevelopment around the area is already causing major headaches for residents as trade people park up the side streets with little regard for signage or even worrying about leaving vehicles in no standing zones that obstruct views. We currently have enormous traffic through our street as it is often used as a cut through and this has become worse due to poorly policed flagrant abuse of traffic parking zones. So not only are they parking illegally, they then literally burn up our streets to head home. The council is totally ineffective in policing the current parking policies, this will become even worse with neighbourhood parking restrictions.
We have lived here for 20 years, and we need more permits!!!! 2 heart attacks for two people and one with a broken hip. Visitors Permit parking is a joke 50 days for a large family regular visits WILL NOT BE ENOUGH!!!! Visitor permit should be 365 days a year. This system is unacceptable
I don't believe charging residents for having more than one permit is fair and reasonable. I believe if you are a resident and have a car then you should be issued with a permit. Further to this, I live in Vunabere Avenue in Bentleigh and at the end of our street there is Nepean Highway and the street is constantly full of staff from local traders parking their cars on the street for the whole day, despite one side having a two hour restriction. It would be great if this could be more regularly monitored as Glen Eira want me to call every time I notice this happening so they can send people out. This is a massive inconvenience for local residents as the street is already a busy thoroughfare due to the car dealerships using the street as a test driving route. Perhaps Vunabere Avenue could be made into a no through road??
I think it is absurd that you would charge a fee for owners of houses in Glen Eira to be able to park their cars on the street. You are allowing more and more units that have one or two car spaces yet most households in McKinnon zone will have 3 -4 at least. Do not charge residents in Glen Eira for having guests visit them or to park in front of our houses. This will make Glen Eira a non family anti social neighbourhood like the city is and other suburbs who have adopted this.
I think around some landmarks (other than public transport) that draw a large crowd (e.g. Left Field Cafe) having 2 hour restrictions doesn't encourage people to use sustainable forms of transport, it just takes away parking for residents. Having permit only zones would be a better solution.
Residents living on land with one home should have free access to street car parking for at least 4 members - 2 adults 2 kids.
Station car parking isn't a problem because there aren't enough parks; it's a problem because there are too many cars. There is no link between a station's patronage and how many car parks it has. Take Balaclava station and Tarneit station as examples. The reason Balaclava can have such high patronage without many parks is because it is serviced by excellent PT and

cycle lanes. Tarneit has neither of these, and thus it has hundreds and hundreds of parking spaces, as well as the worst parking availability in the state.
We have 6 people living in the house. All will be driving soon. A fee for a households second permit would be unfair in our household compared to a 1 or 2 person household
Emmy Monash is a landmark building. Current parking in most surrounding streets (including Hawthorn Road) is almost totally unregulated (few exceptions), hence, commuter and local employee use almost totally 'squeezes out' residents, their visitors and tradesmen. In Pental Road, both sides of the street are fully 'parked up' almost all day - by commuters/employees on north (unrestricted side), and with visitors to Emmy Monash (many with disabled permits which permit up to 4 hours parking) on south side (2 hour limit). Hawthorn Road in Emmy Monash vicinity (Unrestricted) is almost completely 'parked up' all day, every day, with local employees/commuters. Residents' & their visitors' needs are almost completely ignored by this situation. As well, Street sweeping is a joke (where the sweeper is prevented from accessing the gutters due to parked vehicles) and waste collection cannot be easy.
Key landmarks should include proximity to shopping streets. I feel like i am trying to park near my home in a suburb akin to Richmond these days.
why dont you say you are doing it for corrupt business owners like Classic Cinema who have no respect for anyone other than themselves and their bank account
I have major security and safety concerns especially at night, if I was unable to access parking outside my house.
The proposed neighborhood approach disadvantages local residents. I have major safety and security concerns if I was unable to park my car outside my house, particularly at night.
Parking restrictions should be in place for streets close to major shopping centres (eg. Carnegie Central) without cost incurred to the residents for parking permits.
Should be made permit only. Put residents and ratepayers first. Commuters typically have their own car parks. And Council should lobby the government to have paid parking at stations.
The issue completely missed in this proposed policy (and this survey) is the significant increses in development & hence population in GE causes enormous traffic cngestion & ratrusn articularly in local residential streets. Limiting parking will not reduce traffic - it will nly excarebate thr roblem with many more cars drivng arund looking for scare arking! I would like to see you think about a real sustainable traffic manangement approach which essentially aims to reduce this massive reliance on cars in the municilaity. eg more community buses (free taing people to public transport hubs, incentivising (ie reducing council rates) people to leave their cars at home etc). I would like see some different, visionary aproaches. to this policy.. I would like you to integrate the strategy with a GE climate policy & aiming to decarbonise the municality.
As a resident of 26 years the rates we pay are astronomical and our services are being reduced. What am I supposed to do with my family's cars??
We believe that the rate paying in each street who fund the council through annual rates should continue to receive priority with 2 free permits and 2 visitor permit that cover the whole year. We live near schools and the Cabrini hospital as well as we have a baby sitter coming every day to park in the street and drive our children.
our house backs onto ripon gr and this is where we park our car(s). demand is extremely high in this street with the train station and ripponlea house users. the nature strip here is a mess and most people disregard parking signs (ripponlea house users in particular) with the amount of apartments going up in the area its going to get harder to manage. Most ripponlea house users are families with young children who drive
We live near a gym and offices/retail and are happy with the current permit system. Charging for a 2nd permit is totally a greedy action on the part of council.
As a home owner my family and I should have every right to park outside our home. People residing in apartments should only be allowed to park in their allocated car park and not on the street. Council should have thought carefully before building so many apartments in the Glen Eira area. My family should not have to be disadvantaged because Council are greedy.
The council should have the same permit rules for all its residents no matter where they reside within Glen Eira. If any parking permit changes have to be made, they should favour current permit holders and not visitors or new residents. If changes are made to current permit ownership rules, these changes should not unfavourably affect existing permit holders. New weaker permit rules should be directed to new residents (when property ownership is changing). The council does not have the right to provide certain areas of Glen Eira with additional parking permits per household because that area is not serviced well by public transport whilst reducing the permits per household in areas perceived as better serviced by public transport. Existing council rate holders need to be compensated appropriately if their permits are reduced.
The council should consider providing more carparks around railway stations. The large area above the Ormond station could/should be used for car parking, as no-one is building on it for some years now.
Happy with current parking permits arrangements for residents

9 out 10 houses sold are converted to duos, which results in doubling the parking requirement which is not addressed by council. I live in a single home directly surrounded by 3 blocks of doubles. work out parking, and at least one car space is taken by train commuters daily. Convert nature strips to parking spaces.
I don't understand why you think charging people to have more than 1 car per household is avoid idea. Especially these days where children are staying at home longer, having more than 1 car per household is essential. If you want to have any policy, you need to allow 1 car per adult living in the same household for free. Anything else smacks of simple revenue raising. Do you really think you will reduce car usage by charging people \$100 for parking outside their own house?
I think the above should have been restricted parking by the station NOT unrestricted!!!!??? Consideration should be given in that some people simply need a car and that public transport does not work for them and as such should not be penalised.
I support the proposed parking changes.
The proposed scheme assumes that residents are travelling to a single location from home and can easily use public transport. It does not account form circumstances where residents are impacted by issues such as the introduction of hospital parking fees (previously used as the reason to put permits in our street) and allow such residents to be exempted from further restrictions and costs which don't appear to be obviously required (other than to generate additional revenue for council)
Forcing ratepayers to ditch their car in favor of public transport is not the responsibility of local councils. The fact of living near a railway station does not negate the needs of EACH ratepayer for a car. In a country the size of Australia ordinary activities such as visiting families dispersed across the state, carrying grocery shopping to and from home, picking up (grand)children from school are nigh on impossible without a car . I strongly reject council's call for a fee for a second permit. This will have place an unfair and additional cost on the household (for which we already pay for) and may reduce the independence of one of the rate payers, usually the female, if the family is reduced to a single car. RATEPAYERS ARE NOT RESPONSIBLE FOR CREATING PARKING SPACE FOR NON-RATEPAYERS AT THEIR OWN EXPENSE. A 'one-size fits all' approach is also taking the bureaucrats easy way out. Each street should be taken on its merit. I strongly disagree with the approach of treating rate paying residents as 'clumps of people' (you may call it 'zones') rather than individuals with individual needs.
The needs of the rate payer need to take precedent over others!!
Our street is a de facto car park for Malvern Station, and commuters illegally turn right from Inkerman Street each morning with zero penalty and then clog our street, making parking during the day difficult and forcing us to park a distance away. Also, paying residents \$100 for not having a car permit is a waste of rate payer funds. It won't change behaviour, you'll just be giving cash to people who don't have a car, \$100 is not an incentive to not park. Finally, why do we have to pay more for permits? You're the ones allowing overdevelopment with no requirement for car parks and causing stress in our residential streets. Glen Eira Council seems focused on non-residents, not the people living here and paying rates.
There has been no mention of local parks where people park for more than the allocated time not allowing residents to park anywhere near their own home.
We encourage all family members to use public transport so they need to park the car outside the residence. Increased restrictions for residences will not encourage this behavior
Exhibition street is a small street with a neighbour hood character overlay. The small houses and NCO mean that very few houses have the space for off street parking or would be permitted by council to construct off street parking. If commuters were given a "free for all" in my street I would NEVER be able to Obtain a park or safely access my drive way - which is already difficulty. I absolutely DO NOT SUPPORT no parking restrictions for streets that abut trains.
no
Neerim road has under gone a massive increase in population by way of approval of apartment blocks replacing single storey houses. Of these, visitor parking is minimal or non existent. In addition the intersection of Belsize/Neerim Rd had 4 street parking spaces removed due to visibility issues as the new apartments now have high fencing. Now we have a proposal where we are having to pay for a second permit when previously we were entitled to 2 plus a visitors permit. All this when revenue via rates have increased significantly over the last few years due to the increase of multiply dwellings per house block. This feels like a cash grab. Am I to assume rates will be decreased by the value of the permits removed to allow those residents the choice to purchase. Regards Simon Paterson 310 Neerim Rd
The problem with unrestricted parking near stations means people park there all day and no one gets a turn. Additionally elsternwick station is right in a shopping strip means unrestricted parking impacts residents and shoppers. I wish there were more time restrictions to parking!!

I am very concerned about this proposed policy as it discriminates against Jewish residents with large families. There is a very high proportion of Jewish families in Glen Eira and this policy appears to be discriminatory towards them. It is the greed of Glen Eira council and your money grabbing for rates by approving massive residential developments that has led to your parking issues. It has nothing to do with "sustainable transport". You have approved so many developments and now realise that you have too many residents and not enough parking. We live 10 km from the city and bought in the area after living in the inner city where parking IS a major problem. You cannot compare Glen Eira to the inner city. Also, you propose that residents can park their cars in other streets. What are we supposed to do -- walk home in the dark if we can't park in our own street? That's not very safe for women. Current residential owners should not be penalised by having to purchase additional permits. You should have a cut off date so anyone who buys a property from a certain date will then have to abide by the new parking arrangements. And as for charging \$100 a year for a third permit you have got a real cheek given the residential rates you charge.
If you want more public transport users, provide purpose built parking spaces at railway stations don't impose parking issues upon your residents
The PTV argues that car parking spots at railway stations cost \$17,000. They also argue that providing these places is counter productive to getting commuters to use public transport. Why then should the council intend to provide these places at the rate payers expense? Commuter cars are creating gridlock in the local streets.
The neighborhood approach does not make sense in Boynton St where you have residents from Wards Grove and other streets where more and more properties are being subdivided. It is unfair for residents of Boynton St having to put up with people from other streets who don't utilize off street parking and insist on parking their cars on the street even though they have plenty of room on their properties to do so. In contrast, most residents of Boynton St park their cars on their own properties. I see nothing in the parking policy that addresses the continual subdivision of properties and increasing population density. I would like to see permits for subdivided properties limited to one per subdivided property or where a property is subdivided into more than two new properties, permits should not be provided at all. Consider Wards Grove between Chesterville Drive and Benina St. This section of Wards Grove sees people from surrounding medical centres park here. There are two recently developed units with three or more units on the same property. Where there used to be two houses eligible for 4 parking permits under Council's proposed rules, we now have SEVEN units in place of the two houses eligible for 14 parking permits under Council's proposed rules. How is this sustainable and how is it fair to expect neighbors and neighboring streets to put up with this?
We are an above average sized household, living in a large house, and already paying above average rates. We receive no extra amenities for these additional rates, so are already being penalised for our family size. Residents in other streets further away from the train station don't need parking permits to park in front of their own houses - but your proposed policy presumes to charge me an additional charge to allow my children to park in front of our own house - simply because we live near a train station. This is massively unfair and penalises us a second time for having a large family and living near a train station. Residents who live further away are not penalised for their parking needs. Totally unfair - you need to protect my rights as a resident as well!!!
Bad idea
I'm particularly concerned about the suggested process for issuing of 50 daily use visitor passes. This seems overly cumbersome. I have visitors most weekends and simply take out my cardboard passes for them if they are not able to find suitable parking. I would need to purchase more than 50 passes, The policy doesn't explain how the single use passes would work and I greatly fear that you will be suggesting an app of some kind which will be a great burden for many, already isolated individuals. I am low tech and have mental health issues. making it harder for my family to come visit will not be helpful
in Lilac St we have workers from the shops and businesses parking all day. Currently one side as the other side is 2 hour and parking permits.
Pity we pay rates for Council coming up with ideas such as this one!!!
There are 186 parking spaces at Carnegie and another 200 at Murrumbeena station. If someone can't get a park at either, surely they can walk 200m from a residential street to the station.
I think it is imperative that those availing of free parking near transport stations provide proof of their travel and there should be an ability to adapt parking ticket machines to swipe or read Myki tickets to log a journey even if car user doesn't use the public transport conveyance. That way it disincentivises use of the parking for other than public transport use. Consider the park is the "Touch on" point. Of course the State Government has to be on board
Need better public transport to stations to avoid people parking there. No matter how many parks there are they will always fill up with commuters

<p>We own a large property and have a large family. Based on our property size, we already pay high rates - much more than an apartment. We also need to pay more for a larger bin and extra recycling, so the services we receive for the higher rates we pay are virtually non-existent. We already pay more for our rates, but do not receive services which are any different to those paying lower rates - in fact we seem to be penalised for having a large family and a large property. The parking proposal seems to unfairly target large families who already pay higher rates if they live in a large property. When apartments went up around us, we were told that the new properties would not be given residential permits and that our amenity would not decrease. The parking policy is in direct contradiction to this. The federal government has encouraged large families and it seems that local governments are discouraging them and penalising them - or at least discouraging them from parking in their own street, near their family home (for which higher rates already apply).</p>
<p>Due to poor planning of the narrow street we live in (Churchill Close) and the expansion of activity at Duncan McKinnon Reserve as well as lost parking due to additional bus stops on Murrumbena Road, parking options is appalling and a real issue in our area. We have had instances where we could not access our own driveway due to cars parked on our nature strip and across our driveway. We have also had on two past occasions where an ambulance could not access our street due to activity / parked cars in our street to get to our daughter who was going through cancer treatment at the time. With the increased activity at Duncan McKinnon Reserve and the poor parking availability, and even though permit signs are within our street, there are regular issues and there is never any parking regulators to monitor the region during the busy sporting periods.</p>
<p>Additional restrictions needed in streets with bus routes</p>
<p>We pay rates for a double fronted house/property which allows for 2 cars to be parked out front. We have 4 children & 7 grandchildren who visit regularly. I believe we should be entitled to a minimum of two vehicle parking permits as well as visitor permits. Council was partially responsible for allowing the multi story dwellings in our street, which we disagreed with vehemently. I don't understand why I need to be part of the solution. When construction is occurring which has been for the last 15 months, Tradies park partially across driveway & directly across the street making it almost impossible to get out of our property without a 20 point turn. Council is unsympathetic to my phone calls reporting this. I did not read anything about a rate reduction due to the proposed changes.</p>
<p>I am completely opposed to permit charges including charges for permits and reducing the number of parking permits available to residents and rate payers of Glen Eira. Bayside CC allocates 4 permits free and Boroondara, Monash, Frankston allocate 3. None of them charge for permits. Why is Glen Eira Council discriminating and disadvantaging against its own rate payers in this way. Council is directly responsible for this problem by allowing ridiculously large developments in its area such as the Coles development, the proposed Woolworths development and multiple other multi level complexes. The concept of neighbourhood parking will remove the chance of us being able to park near our property (potentially reducing safety by increasing distance from available parking to home) because others will take places outside our home. Council is clearly far more interested in the rights of developers over residents. Why is that? What benefits does Council receive from developers when the projects will lead to gridlocked main roads and residential streets being clogged with cars visiting these developments. Council appears to have forgotten that Elsternwick is primarily a residential area and totally unsuited for developments of the size it is approving. Council no longer represents its residential ratepayers. I am appalled by these proposed changes to parking permits which are ill conceived and should be abandoned immediately.</p>
<p>I live in 11 Ripon Grove and have no off street parking. I want permit only parking 24 hours for residents only to continue on our side of the street and think that all the commuters who park on the other side should not be encouraged with unrestricted car parking instead a bike cage could be installed for them to park bicycles and leave their cars at home. They are not from Glen Eira but Elwood. car spots should be 4 hours for people shopping in the area and going to the movies.</p>
<p>I am glad this review of parking policy is being done, but am aware of problems in parking for tradespeople and other daytime visitors.</p>
<p>we have 5 cars as there are 6 people living at our house. we all have cars. We only have space in our property to park maximum 3 cars. We NEED the parking permits that we currently get so that my sons can park their cars. This sounds like a revenue raising exercise and does not support local residents who live in large houses that have grown up kids with cars. My kids would need to drive to work instead of using public transport if you implemented this draft parking permit policy. that does nothing for your so called sustainability program.</p>
<p>My comment relates to zone parking vs street by street. I have had a Glen Eira resident park outside my home - and across my driveway on occasion - for the whole day. He lives 2 kilometres away. I had to alert parking inspectors and he has finally stopped doing it. My street is very close to the station, shops and cafes. It has become very hard to find a park, even in the restricted time zone parking spaces. Having those spaces available to all Glen Eira residents would make life very difficult for residents of Glen Orme Ave at the McKinnon Road end.</p>
<p>We are a multi-car, 2 generation house hold, as are many other households. We between the 5 of us, we own 3 cars. It is quite important that current rules for parking permits remain in place, at no additional cost, as a function of the household size. Not all houses are equal. You can't compare a 2 bedroom apartment to a 4 bedroom, 5 residents house. I do not agree to any further extra payments for parking permits. it is not logical</p>

My family is large. Your proposal to reduce parking permits while charging for more penalises us for having a large family. User pays works against us. That isn't fair. Also, Springfield is used as a parking spot for Massad Hospital, and often full. Nothing in your proposed policy alleviates the congestion we have and with the push to 50 day visitor permits, what are all my children going to do with their cars - which they need for dispersed working requirements?
There is no definition of neighbourhood or planning zones therefore zero rating was applied by me. Also there is near no parking restrictions on orrong road and side streets except for 2 hour restriction on the corner of orrong crescent on the south side? This is far too generous and is populated by patrons of 3 coffee shops a fitness gym and staff from orrong village business mainly woolworths, chemist and others. It is appalling you are suggesting charging for the second permit. The glen eira council with its recent years of population density strategy has created an eye soar of multi apartment housing. It is at the direct hand of council that "growth" has transpired without appropriate parking solution tabled. And now in council rhetoric you blame growth. I say we are residents and council have not provided appropriate parking solutions whilst "growth" strategy was in full swing and therefore more free permits MUST be provided.
Leslie Street has a hospital at one end and schools close by, if Leslie St was open to the wider public we may not be able to park near our homes, most houses in the street have children including 2 at our house. I strongly advocate for public transport and use it often, but my wife and I work in distant locations that are not easily reached by public transport and require cars.
Unrestricted parking near Elsternwick Station will just be used by residents and shoppers. People will not drive to Elsternwick to use the train. All day parking should be available but it should be user pays to discourage shoppers etc from using it.
I foresee huge street parking issues surrounding my property with the redevelopment of the Bethlehem site during construction and once completed, Ludbrooke is congested enough already without added visitors gaining extra parking permits let alone the future residents.
Résidents are thé one that pay substantial rates that fund councils. You need to provide adequate parking for them. Stop ridiculous high rises which house many people in one place and provides those residents with inadequate parking! The reduction is 'justified' with the stupid statement that as they are close to public transport they will have only one car or none! CLEARLY THIS IS NOT THE CASE OR YOU WOULDNT BE OFFERING \$100 myki cards for residents to reduce the number of parking permits they get. 😞 residents who live in a street near public transport have a right to be able to get a car park outside their home, especially as some cottages and homes do not have off street parking available. Neighbourhood parking is ridiculous again as people will drive closer to public transport or shops and this will reduce ability for residents to be able to park outside their homes. Think about it. If the density of population is too high in certain areas to create this chaos then change your strategic plan. No high rises more than 4 storeys. This will alleviate some of these problems, keep intact the heritage value of certain areas ie Elsternwick and reduce anxiety and inconvenience of residents. The question planners need to ask themselves is 'would you like this to happen at your home?' If the answers no, then change your policy
Agree as long as residents in existing houses (not new development) get the number of parking permit they need for the number of person in the household.
Bignell road should be no parking 1 side of road in front of centenary park & St James school. Nightmare trying to drive bignell road with cars that have no thought for other cars & I totally feel for the Bus drivers trying to negotiate Bignell road
The railway should be compelled to develop multi-storey parking, despite its inherent ugliness and cater for and encourage better use of public transport options. These multi-storey car parks, would then NOT IMPINGE on the surrounding residents. The current FREE Residents' Parking Permit is FAIR!!!! We DO pay enough for our rates!!!
It is not fair to take away the parking permits from long time residents and give them only one then make them pay for another. We have a right to park in front of our houses or have family visit us without getting a fine. Stop overdevelopment. 3-4 storeys on Centre Rd is ok, 8 is unsustainable. Everyone has cars, you are not discouraging them to have cars by allowing few car spaces on site, you are making them park on our streets and clog the streets. Townhouses at a maximum should be allowed it streets. This level of growth is too fast and is being managed so poorly.
-For some people, it is not possible to commute to work. -How will permits help people who occasionally work from home, are at home sick or on leave? -Considering that residents actually live in the area, I disagree with the hierarchy of needs in busy centres. Residents should be rated higher.
We live in a townhouse and because of by laws are not allowed a double garage. So therefore need to park our cars on the street. The Council charges us residents in split dwellings the same or even more Rates than houses on one block of land. And now you want to charge us for permits! How unfair!! If something is not broken don't fix it!! Very upset with what is proposed. If the Council spent all the money more wisely (like us Seniors have to) you wouldn't have to bring in more money from parking permits.
There should be adequate car parks at train stations. On street parking is not adequate
When the multi storey carpark was developed at Elsternwick Railway Station, they installed an electronic display at the entrance to show the number of available car spaces. This stopped working within months of the opening. Now people look for car parking in the street first, because they do not want to drive to the top of the carpark only to find there are no spaces.

Neighbourhood permits are generally a good idea, but for streets that are already busy they will only create a greater demand for spaces.
In the case of Wolsley Street, we are already inundated with vehicles from Mazda parking all day in restricted 2 hour parking zones, already limiting our parking abilities to park close to our homes. I disagree with a one size fits all policy.
Car parking restrictions need to be reviewed within 200m of McKinnon SC e.g. McKinnon Rd & Windsor Avenue. The provision of a few 'resident only' parking spaces should be provided to enable residents to find off-street parking near their homes at all times of the day. This is necessary to cater for residents who experience excessive traffic and demand for car parking due to living directly opposite McKinnon Secondary College. Every school day at morning and afternoon pick-up and drop off times and regularly on weekday evenings (due to school concerts, parent-teacher nights, basketball training & social events) and weekends (due to basketball competitions, Compass Church and foreign language classes etc) we struggle to find a car space within close proximity to our house. Growing school numbers and increasing housing density is only making it more & more difficult to find a car park. Even Glen Eira traffic enforcement officers have difficulty finding a legal car park here ... I witnessed one of your officers 'doubling parking' across a residents driveway at 50 Windsor Avenue (near McKinnon Rd) to allow another officer to exit the vehicle so that they could then go on to enforce parking restrictions. After having received a parking ticket for doing this myself opposite my own property -it is a bit rich to see the enforcers doing exactly the same thing!
2 hour on our side installed 3 years ago to deal with teachers and others creating parking issues. Current system of 3 permits works well why change? My cleaners and gardeners come for more than 2 hours, my parents visit from interstate, my kids will soon have cars. The new proposal just makes no sense for ratepayers who will just park on other side of road creating more issues for school drop offs (which is the real problem). The concept of zones will not work as many of the cars that park for more than 2 hours are from the zone so really they just move their problems to our street.
I would like the current parking arrangements to stay in place, however better access to parking around landmarks would be desirable
A one size fits all solution does not adequately consider the needs of all residents and will allow the majority to override those directly affected by the change. It would be more appropriate if decisions were made on a street by street basis to ensure the specifics of those affected are considered. It is unclear as to whom these policy changes are targeted and trust the parking in Glen Eira is designed to maximise the enjoyment of those who live in Glen Eira. The existence of similar policies in other councils is irrelevant and once again is an over simplification of the urban planning process. Such changes should not be enforced with broad strokes. It is not the role of the council to introduce change for changes sake and has the responsibility to advocate for all residents. Please do not make these changes.
Please leave things the way they are
Do not have a neighbourhood approach re parking Permits should be given to residents in the street only. We are going to have cars from apartments parking in my street all day. Not fair.
We have parking permits in our street and have requested council for many years to introduce these. We are happy with the permits we have and the draft parking policy will see us disadvantaged - permits we have will be reduced. We favour the current scheme we have and strongly disagree with the proposed draft parking policy. The purpose of the permits in our area is to stop the excessive parking from McKinnon Reserve visitors, not to limit the residents ability to park as proposed in the draft parking policy. Strongly disagree
I would much prefer that all parking was paid parking and worked on models as suggested by the Professor Donald Shoup in his book "High Cost of Free Parking"
We applied for parking permits as residents of our street to allow us the ability to park in front or near our home which had become impossible from the commencement of Skyrail. During the building of that project, we competed in parking availability with building workers, traffic controllers, business owners, shoppers and commuters who regularly parked in our street sometimes 24 hours a day, 7 days a week. With 2 hour parking restrictions on the north side of Omama Rd we are at least afforded the opportunity of parking within range of our home although we still get commuters parking all day on the south side due to insufficient railway parking at Murrumbena station.
Offering Myki credit is not a reasonable solution. I have two little children that i can only transport around with a car. It is important to put the needs of the residents first. This proposal does not do that. I am a ratepayer and will not be supporting this plan which negatively impacts my children and I. Please spend any extra money you have fixing the pavement in the area so I can push my pram without fear of falling over and injuring myself or my children. The other proposals are taking money from genuinely important things. Please do what is right and support the residents.
Parking outside our house does not currently cater for one car per household. With two young children and food shopping I was often forced to walk up to 200m just to get to my own home. We successfully got parking restrictions in place after council removed parking on one side of our road and workers and commuters were using our available parking for full days. We pay high rates and at least one parking spot per house is not an unreasonable expectation.
ndndndjd

It is possible to see why council wants to reduce our parking permit allocation from 3 to 2 but to go from 3 free permits to 1 free permit and 1 which has to be purchased appears to be a money grabbing exercise (it's difficult to see it as anything else). We've just endured yet another rate increase so we don't need to be "slugged" with yet another charge.
I'm tired of having to look for parking or my direct family having to look for parking when they visit. There is plenty of parking at Carnegie station and having exceptions around streets that about the train station is not a great idea. It just makes it harder for residents and locals. Glen Eira council should have thought about this 7 years ago When you were awarded of the changes to the zoning and changes to building policies etc. You don't cater for any locals r residents and unfortunately this council but in general Victoria is so far behind in infrastructure where there is very little forward thinking and planning. You tend to wait until things get out of hand as they are now with the population growth in Carnegie and then act. And then your planning is not thought through and messy. I would suggest visiting countries overseas for some ideas on how well planned even ancient cities are in Europe, Asia and Scandinavia. I'd like to see more done on residents in apartments where there is allocated parking within their building who park on the street and are obnoxious and rude. They leave their cars for days without moving them and block driveways only to say they were lazy and its easier to park on street. Well I'm lazy too but I respect my neighbours and the community and other suburbs I visit
Public transport users should access all forms of public transport or walk to transport hubs. Allowing unrestricted parking will mean residents don't get a chance to park outside their houses. Residents are the priority - not commuters
this proposed policy is not fair for local residents and will mean greater congestion in side streets. My street already has enough car parked for long periods despite time restrictions/ I strongly disagree with the proposed changes. Our street will become impossible to park in.
In this day and age, I would have thought a large proportion of households have two cars. The proposal to charge a fee for the second parking permit is typical of council thinking these days - continue to penalise residents for the councils own inefficiency and inability to reduce costs. I am strongly proposed to the proposal to charge a fee for a second household car and will look to hold councillors who implement any change of this nature accountable.
I often work from home and it's hard enough to get a park without further changes. The parking around train stations needs to be limited to 2-4 hours so that residents (who pay premium rates) get priority and general public use the station park
The neighbourhood approach to permits will promote spillover of insufficient parking allowance on apartment developments. Secondly parking permit allowances should take into account dwelling size ie I have a 4 bedroom house I should have free access to more permits than a 2 bedroom house
the only problems we have in our street for parking is during the week days during working hours as people park for the train, instead of owners of homes in the street being penalised if and when they can park in an area that we pay rates and taxes for, there should be additional public parking made available. if the council is so concerned regarding the street parking why are they these high rise apartment complexes being built on every corner with only one parking bay available per unit?
There is not enough unrestricted parking available to make it easy to catch transport.
Providing long term carparks near railway stations encourages non residents to drive to railway stations in Glen Eira; This encourages park-and-ride rather than ride!
As a resident of Glen Eira I am deeply concerned by this parking proposal. The problem created is by you, the Council, by allowing the developments of High Density Residential apartments without compensating this growth with additional parking infrastructure. This approach is abusive, hypocritical and unjust. I rely on parking on the street as not all household cars fit in the driveway at once. From these new developments you profited and reaped the benefits, why should the local community residents be penalised for your parking mismanagement. Instead of charging us new unjust fees, for our natural right to park in front of our house (and have friends and family be able to do so as well) why don't you create new parking infrastructure from the windfall you gained from approving developments beyond capacity. The 'small fee' of \$50, is not small for the hardworking Australian trying to make ends meat in this tough economy. As is the congestion of parking is not bad on bambra road especially with the introduction of permit spots on freeman street. This is just another way for the council to stick it to the little man, abuse us, and make our lives more difficult. If you have any empathy or utilitarian spirit within you, you'll vote against this resolution.
Not sure about this - I'd rather see better (more frequent) bus and tram services to the station within the suburb.
My Street has parking restrictions due to Gardenvale Station. These have worked effectively in the past. I do not believe my street (Elster Avenue) is within 400ms of the station and yet is used significantly by train users. This would have a huge impact on resident parking.
Carnegie is slowly being taken over by large apartment developments, largely occupied by students who have more than one car per household, and who seem to have an aversion to using on site/ under ground parking. Our quiet street, is now over run by cars, many parking without consideration to driveways. It is a shame but our neighbourhood has been changed forever, and not for the better. I wonder if any of the people allowing these developments to go ahead ever visit the streets themselves to see what the environment is, and whether the street can handle such developments?

Even with a 2hour parking limit outside my house, a car or a van with Glen Eira parking permits, garage their vehicles outside my house constantly 24/7 not moving them, I doubt they work, what's the point of the 2 hour limit if I can never get a parking space outside my own home...
Charging residents for parking permits is no more than revenue raising. To force Payment for a second permit is disgusting. The idea of single use visitor passes is mindblowingly stupid. Please reconsider your proposal, charging residents more money will not encourage public transport use and not assist in reaching your stated goals.
Residents always should have priority in parking anywhere in Glen Eira. Non Residents cars need to be restricted. This should go by how many cars each household have.
We disagree that a fee should be charged for the 2nd permit per household. We rely on a small strip of street parking along Normanby road as it is. A few years ago parking was removed from the rail side of Normanby road which gave us even less parking and then they placed restrictions on how long you could park on the street. I have three daughters and 4 grandchildren who visit me often. Making us pay for permits is unfair, and it is difficult enough as it is for my children to visit and park with only one visitors parking permit and restrictions to times out the front of my house, trying to carry babies from their car. It seems that Glen Eira is constantly impinging on Normanby Road residents who rely on street parking which is already at a minimum.
I note you wanna to start charging for parking permits. This is absolute kick in the guts to existing home owners as we are being penalised while you reap the income and do nothing about fixing parking. you have approved excessive development and our streets are now clogged and you have done nothing. Home owners who are not part of a development should have access to the three parking permits that are currently available as it is impossible for visitors especially when there are two hour limits in your street
We currently live at home with parents, who are in their 70's, one of whom has to drive as she works. With a house that can only fit one car off-street, which needs to be the car with the baby seat (we have a 12-month old child), my parents have to park their car on the street and I have to park my car on the street. As such, by implementing any changes this policy, we could no longer live in our street, as it has a 2-hour limit for parking for non-permit holders. This situation would be exacerbated when my daughter begins driving in a year's time, so I would absolutely be forced to move out of Glen Eira. I have spoken with numerous friends in our street and we all feel the same way; it would be unpalatable to all of us for these new restrictions to be implemented. The policy discriminates against those with extended families living at home and from a legal perspective that would be something the residents would consider, but from a moral and ethical perspective, we think it would be a terrible decision to marginalise residents of Glen Eira by effectively implementing changes that would make the lives of residents far worse, especially those who endorse extended family living arrangements, arrangements that ur council should be supporting rather than marginalising.
Anderson St is near Patterson Station and is fully parked with commuter parking. One side of the street is unrestricted while the other is restricted to 2 hours. Moving to neighbourhood zone approach would mean restricted side could be filled with cars with neighbourhood zone permit holders commuting. New parking permits would need to maintain restricted parking for people living on Anderson St and not from commuters from other Glen Eira zones. I would also encourage road markings to guide commuters on parking as people tend to park too close to resident driveways making it difficult to access to and from property especially when there are cars parked on both sides of the road.
I am concerned about the limitation to 2 resident permits and changes to visitors permits. Currently we usually park on our driveway, but in future as my 2 children learn to drive and buy their own cars we are potentially going to have four cars - which is more than can fit in a drive way. Shouldn't it be a resident parking permit per adult? Why should I have the same limit as a single person household? We are also on a very popular road for parking - I like my visitors permit. The 50 single use idea seems really complicated. My in-laws visit weekly and friends visit too. It is just going to result in me parking in the street so visitors can use my drive.
My Address is 2/398 Glen Eira Road, bordered by Harcourt Road and Hartley Road. Motorists are allowed to park on this side All day thereby making it impossible for us residents to park in the street as cars occupy the space, vehicle workers working at either the council or hospital. What makes this situation so much more intolerable, is that we residents have the most extreme difficulty accessing onto Glen Eira Road from our properties, vision being totally blocked by all the cars parked on our side of the road fro 8am to 5 pm.Surprising there have been NO accidents to date seeing that there are NO mirrors for guidance. Strangely, ALL parking on Harcourt and Hartley Road are 2 hour parking spots and parking on Glen Eira Road opposite our properties are 3 hours. This situation needs to be addressed sooner than later. I personally have met with 3 councillors for Camden area over the last 2 years and nothing whatsoever has been done. So I appreciate the new efforts underway and hope our concerns will be given attention. I am happy to come forward and be named. Thanking Council for this opportunity to address my views and those of fellow neighbours.
Do not begin changing for parking permits for those residents that already hold one. It's moving the goalposts

For residents that are next to Caulfield Hospital in Newstead St we must be allowed free of charge at least 2 resident passes and a permanent visitor pass. Newstead St residents already fill their driveways with guest cars, then if we can get a park near our house we park on street. We desperately need permanent resident parking zones on one side of the street and must keep our visitor and resident passes. Restrictions to 50-100 paid single use passes stops my parents who live an hour away from coming regularly without fear of parking fines. Please don't do this zones. If every GE resident can park in our street unrestricted it will be a disaster for our parking issues that are already a nightmare. Thank you.
Neighbourhood approach does not consider people who work in areas that cannot be reached via public transport. Not everyone works in the city. Also each street is different. We have many large developments on our street and people taking public transport parking on our street. Thus it will not make sense to reduce the resident parking spots to help them. I often already cannot find a parking on our as people illegally park all the time. We also need a minimum of 2 permits everyday for two of us going to work. A third is required when grandparents come or when we have visitors as otherwise they need to move their car within 2 hours. Not all visitors take public transport or have access to them to reach us. It also shows that properties with a local street abutting them will not get any permits? That's ridiculous as where are we supposed to park then? I think the parking permit schemes as they are are good and the council should look to increase public transport options and accessibility.
Where i live in Rowan st , people dont park there to shop, they park there from around 8am to 5pm. We are around 480mts to Station. I certainly dont have a problem with that . Its dead on weekends and after 6pm. I really think it would be damn annoying having 4hr parking outside my home . Totally unnecessary. I see that as revenue raising ! I understand Gisbourne st has a problem as there are families with adult children and fight for positions. Leave Rowan st alone!
I am aware that other residents along railway parade, including myself, complained about the parking and change was instituted. The problem wasn't fixed. The car parking along the Skyrail stations rail corridor, particularly Murrumbena and Hughesdale stations, is clearly insufficient and poorly planned in relation to the increased traffic flooding the area since construction ended. It is continuing to cause local residents ongoing issues and concerns. Unrestricted parking on the railway side of the Railway Parade, Murrumbena, resulted in significant traffic flow through and parking problems. This allowed non-local residents to take advantage of the unrestricted parking at the expense of local residents being able to safely drive down the street and access their properties. Often there were lines of parked cars (approximately 20-30) every day taking advantage of the unrestricted parking this road. I regularly saw cars with Stonnington stickers on the windscreen parking in Railway Parade. This culminated in local residents being unable to exit their own driveways due to obstructed access, road narrowing and congestion. It also caused damage to my vehicle (driver side mirror smashed) because of the narrowness of the remaining corridor. The same non-residents are now competing for residential side car parking. They obstruct private driveways and park in spots clearly not designed (or misjudged or just plain selfish) for their car size. My vehicle was again hit by one of these people who, when challenged, refused to provide name and address details as required by law. The locals parking aren't the issue making up an insignificant contribution to the problem.
do those using tradespeople permits have to display them?
Thank you for sharing the draft Parking Policy. While we appreciate and support the need to balance local amenity and on-street parking the proposal to provide 2 parking permits plus temporary permits is not feasible in our situation. If this model is to be applied across Glen Eira then it disadvantages those residents with larger households and therefore more residents with parking requirements. Note: rate payments are proportionately calculated on size (Capital Value). While the proposed model may work for medium households with two or three adult residents/bedrooms it is restrictive in our situation. Our home is a five bedroom residence occupied by five adults, each with transport needs. We do have one on site parking facility and currently have 2 parking and one visitor permits. This does not meet all of our needs with the large family, partners, visitors etc but it suffices with unrestricted on street parking used as required. The proposal to reduce the number of permits for large residences would create issues and overload the available unrestricted on-street parking spaces. The calculation of parking permits per household would more fairly consider the capacity of residences based on the size of residence, perhaps similar to rate payment calculations, rather than to assume a set number of permit requirements for all residences across Glen Eira. This would mean that unrestricted areas would face increased demand and a higher level of competition for on-street parking adjacent to one's house, which in turn would create disputes and conflicts negatively impacting the amenity of the neighbourhood we cherish.
I think that an element of the proposal is unfair. I live on a street near a hospital. I will have the number of permits I can access restricted in the new proposal. If I lived a few streets away I could park as many cars on the street as I wanted as there are no restrictions on side streets a few streets away. The new proposal imposes additional constraints on me and none on those who currently live in streets without parking restrictions. I think it would be more equitable, and more in keeping with your plans to manage density and promote public transport, if all of Glen Eira had some sort of parking restrictions and then residents every where are required to have parking permits.
Unlimited access on my street on the side that abuts the railway means that only 1 car can get through at a time and cars constantly speed trying to race the trains. I would be comfortable with this proposal if speed humps were placed on the street.

In theory that's good but Bentleigh railway doesn't have abutting streets and they have no parking bays You should look at bulding car dvelopments for parking
Only burgess and nicholalson street abut an the sides have no parking bays You refuse to put parking there So all u will do is move more cars into Loranne and mavho Why ? The train users come from other areas just to use trains and park all day Doesn't help anyone
We live in a street impacted by both Glen Eira Council Offices & the Caulfield Hospital. Priority roadside parking needs to be extended to the residents of this street ahead of anyone else, particularly where residents who live in older houses have single driveways & need to get cars in and out of their properties. Council is pushing the boundaries a bit too far by restricting visitor's parking in this situation. In particular council vehicles should not be parking at all in the street as it is up to council to provide adequate parking for its workers on its premises as well as for its clientele. It is a disgrace that fees for visitor's parking is even being considered.
400m is not enough distance, our street already is packed with residents cars and commuters park here to access the station. by allowing more people to drive closer to the station and walk it encourages more congestion in streets around the station precincts. alternative measures like more bus stops and buss's should be investigated to transport people during busy times
Our street has unfairly been used for bus holding zones during railway works and it has been an absolute disaster.
Mostly the policy is just shifting the problem around. The key principal should be to allow residents to park around their homes, and then encourage walking/cycling/public transport from there if needed. By encouraging neighbourhood parking instead of street-by-street parking, you are creating a greater race to the bottom of who gets to park where. The current system is relatively simple and reasonably effective. There should perhaps be greater curbs on parking permits for new developments on the understanding that residents of those will buy the apartments knowing that there is limited on-street parking. But don't penalise residents who have lived in the suburb for a long time, particularly with growing families.
Local streets are no longer local Thanks to the council All streets off the shopping strip. Ie mavho Loranne etc should be restricted 2 hours BOTH sides Not be made de facto parking for trains Put more parking in burgess street along the railway line and Nicholson st NOT the local streets They should only be 2 hours for shooppers an permit holders Do not make Bentleigh a parking lot
I live on mayfield st that has only permit parking and a school on the street and a few schools up the road. If the neighborhood parkig idea is implemented then parents and teachers from the schools will be forever using our spots, in addition friends and family of our neighbours will always use the spots
All new houses or units with 3 or 4 bedrooms should have a double garage,(not single). The aim should be to get parked cars off the street all together, in order to make bike lanes.(I'm not a bike rider myself)
The visitor permits are confusing - my mother in law stays with us 1 -2 nights a week - currently she parks on the unrestricted side of our street - if this is gone we'll need a permit for her - plus if we havea nyone come visit not having any unrestricted sections in neighbourhood streets means people cant come visit - impacting the lonliness of our community - esp necessary for new parents and the older generations
if you have a neighbourhood approach then people who catch the train who live more than 800m from the station would be tempted to drive if the station was in the same neighbourhood zone.
We already have daily parking issues with train travellers parking in our street. to expect residents to move to an individual parking permit, then small fee is unreasonable.
There's never enough parking, sometimes my family have to park in the next street. It's not good enough. Wheatley rd should be 2h parking on both sides AND as many permits per residence as required
Happy to keep the status quo ie 2 parking permits per resident.
Poorly drafted questions
The proposed policy is frustrating. Permits are required to restrict people parking in the street that are not residents or visiting residences. At the moment our street has local traders, their staff and train commuters using one side for parking. Permits are required to allow us to use the other side. We pay rates and we should have rights in our own street and neighbourhood.
Strongly disagree with the proposed change to permit arrangements!
Our street has a neighbourhood covenant and we have verbally been informed that we would NOT be successful in application for driveway and off street parking although 50% of houses on the street have this option. Disallowing this does not abide by universal design concepts and inhibits disability access. Also, our cars, which could be parked off street if we were granted this option, take up car parking on street that could be used for train parking. Charging us for additional permits + disallowing our drive way option penalises us. When we are trying to assist in parking issues. Please view our street any day or after 5pm to note the issue. We are at 47 Exhibition st McKinnon, it is a joke.

No point changing parking policy when it is never enforced. Non permit holders continue to park in permit zones due to zero enforcement. I continue to have to park further and further away from my house due to excess cars parking in permit zones. Changing a policy to adapt to modern climates, but enforce it
My street is used by people working around this area parking all day (no restrictions on one side of the road), and sometimes it is really hard to find a parking especially for our visitors. also because people park their cars here from morning to 5pm the street become one-way, and 2 cars coming from opposite directions can't drive at the same time.
Our resident street parking has been impacted by station car parkers for more than 15 years with no assistance given by the council to residents. At times Mothers with pre school infants have had to park in the next street and walk home as station car parkers take residents spots to rush to the station. Station car parkers park over drive ways making offstreet parking difficult. We even have people parking and heading to the airport for days at a time. All we have ever asked for is 4 hour parking, resident exempted parking on both sides of the street. The proposal seems to increase the burden on the residents rather than solve their resident parking issues.
I live in a street with parking restrictions this makes it extremely difficult for the residents who have adult children with cars living with them to park their car on the street without being penalised. Our street does not attract enough visitors to warrant these parking restrictions all it has done is cause problems for the residents. This new proposal of limiting permits to two per household puts us in a difficult position.
I currently have three permits, one for my own car, one for my mother who regularly drives to my house to assist me with daily chores (I have a disability) and a visitor permit which is regularly used for council support workers who attend to me in my house. Reducing my access to permits will make my already difficult life even more difficult as it will make it harder for those who offer me support to park in my street.
I prefer the current 3 permits system that we currently have. We regularly use them for visitors or our own cars and visitors. We are in close proximity to Patterson station and a lot of cars park in our street. The council made one side of our street 2 hour parking a few years ago which I believe has added to the congestion of cars on one side of the street. I will not be giving up my 3 permits as I don't think we should be disadvantaged when we need to have both cars on the road or we have multiple visitors. I don't think we should have to pay anything to park in our own street and therefor I am against any changes to the current system.
providing greater off street parking spaces at the expense of residents amenity is no different to buying a bigger belt to solve a weight issue.
I am happy with the general idea except for the 50 visits per year limit, my cars are generally parked inside the house however I do have a number of friends that visit that are from outside our area and have got travel far by car to get here rather than spend 2 hours on bad Melbourne public transport system I require to have 1 or 2 permits that I can use for visitors without restriction
The development of the MRC land and the influx of new residents means parking is at a premium for residents. they should not be disadvantaged by rail users driving to Caulfield (parking needs should be met by the stations in their locality) students attending Monash and events held at Caulfield racecourse. Exams and Caulfield Cup need particular consideration.
As a resident we require our 3 parking permits, so we can leave our cars at home and use public transport. You will be disadvantaging residents, that live close to the train station. We pay our rates like every one else therefore no charge for parking permits should apply. This is revenue raising by the Council of Glen Eira. Your parking inspectors are very diligent in our area, no fair to residents and there visitors
Because of my proximity to Murrumbidgee train station, my visitors can rarely park near my home let alone in my street. On average twice a week someone is parked 1/3 over my driveway making it near impossible to access my property. There is no regard to residents access or parking needs by others visiting the area. Planning applications that request reduced parking should be declined! There is already very limited parking in and around Melbourne Street - 1. because of the coffee shops 2. because of the train station. More parking officers needed please.
The parking conditions have changed on my street since the skyrail opened, its an easy place for commuters to park and this makes things difficult for me to find parking out front of my house, with an 18 month old child this can be extremely frustrating. Stricter parking restrictions on our street would be great
Residents should come first .
Its simple fix to the mess the council originals created. 2 streets either side of thje station and railway line - ie Burgess / Lorraine or Lorraine / Mavho as example make them 2 hour parking both sides (BOTH SIDES) from 8 till 8 not 8 - 6. Permits for resident in the houses only not developmenets maybe one permit per house. NOT for use in other streets. People have a right to park in front of their own homes. But council has removed this right. TWO hour parking only - is enough for people to do their shopping or visit someone - there is no need for all day poarking in local tsreets close to transport. Put extra parking (angle in Burgess street along the railway line). BUT make local streets like Lorraine 2 hour parking only BOTH sides all the way up between centre and brewer rd from 8 - 8 7 days a week. Dont compound your previous mistakes. Shoppers are okay with 2 hours they dont need all day parking and residents if they have a permnit are ok with that as well. DONT MAKE MORE MISTAKES

More public parking areas are required near train stations especially where there has been no council restrictions on the number of apartments being built where residents have more than 1 car parking spot allocated
Less than one year ago residents were advised that the projected increase in new dwellings in Glen Eira for the period from 2016 to 2031 was 9,000. More recently this has now increased to 14,020 which is a 55% in the projection in less than one year. Glen Eira is well and truly exceeding its population projection targets, has very high density, and had the second highest level of new dwellings in the state last year. In addition Glen Eira has the lowest provision of open space in the state and residents have previously highlighted excessive development as one of the major issues in the municipality. The modification to the parking policy is merely another example of changes resulting from excessive and inappropriate development in this municipality. In the absence of appropriate planning controls and with major developments planned (i.e. East Village) this situation will only further continue. When will Council actively respond to residents and address the genuine and reasonable concern associated with excessive and unsustainable development?
This is just another way of extracting more money and giving less services for the residents of Glen Eira. It will effect, as usual, the young and lower income earners.
I understand the proposal but I live next to a shopping precinct and have two visitor parking permits for family and friends. The area is sometimes very congested. My car has already sustained damage caused by drive through vehicles. This proposal would produce more congestion in my area by encouraging use of long term parking permits from people outside of my street.
Residents of Malvern Grove have previously submitted a petition to council, gaining greater than 80% of residents signatures (Actually all that were home 100%), all saying they did not want commuters parking in Malvern Grove, wanted more residents parking, restricted parking times to allow more residents to park easily. Many residents have 2-3 teenage children, all with or getting cars, so 4 car families. The proposed permits go against everything the residents wanted in this area. This was a common thread by neighbouring streets. We as rate payers wanted a fair go, like Stonnington residents around the station, where parking restrictions are in place both sides of the street and residents are able to park with permits issued per vehicle they own/use for work. Stonnington showing they care about the residents concerns and parking for those who own houses/properties and pay rates in the area. Possibly Glen Eira should actually talk to its residents, take on board their needs and give residents a fair go like residents receive in Stonnington. Note: Malvern Station is in Stonnington, not Glen Eira, so commuters to Malvern Station should not be a concern of Glen Eira, commuters to Caulfield Station should be. Give Residents a fair go, listen to their concerns, take on board petitions that have been submitted and ignored, even though it was above the required percentage council still ignored. Glen Eira seems to forget, we are the rate payers, the people who pay for the area to be maintained. Your plan for parking permits means that residents suffer more and families with vehicles have increased issues parking. Some people maybe able to utilise public transport to get to work or activities, though many can not, they require their vehicle to get to and from work or to make a living if a trades person, courier or alike. I do not believe council has considered any of this or taken on board the feelings that have been clearly put forward to council and ignored. Who are the streets of Glen Eira for, residents who live in the area and pay rates, or for people who think it convenient to dump their cars in our streets and the parking inspectors are inefficient in covering this. Creating a bike lane and reducing parking only puts more stress on our already congested streets. We don't want a bike lane and we don't want the commuters parking for hours and sometimes days when they find it easier to leave their cars then catch the train to go away. Fair go on parking like Stonnington, increased parking restrictions reducing commuters, increased residents permits not a decrease.
I object this new plan. I do not want any changes made, keep it the way it is
What is going on with our council? Start putting residents first. We already can't get a parking spot in our street. We need more restrictions and spots for residents not less. Train travellers using Malvern Grove prevent me from parking in my own street. Councils are here to provide for residents that pay rates. We paid more for our house to live close to a train station. Now you want to penalise me. What is going on with you councillors???
What has a free myki got to do with resident parking permits? Why make something that is simple into something that is complicated?
Currently we have non-resident commuters parking in streets within 400 meters of train stations, not just on streets abutting the station. This creates unacceptable congestion on local streets and often blocks access to properties. More off-street parking is needed for train stations.
IF council decides residents with parking permits will only get 1 permit for free and 50 one time visitor permits a year for free, can the resident's free permit be linked to 2 cars at least, so that either car might park on the street at any one time. As it is council does NOTHING about school parents who park across our driveways so when we park on our property we can't get out at school times, quite often
The definition of a landmark should be broadly defined to include community "village precincts" which include a variety of businesses and public amenities.

Our street is very close to Malvern station, glenferrie road and Emmy Monash Home. It is already hard for residents to get a park and we strongly oppose a neighbourhood approach to parking. It is a tiny street and we cannot accomodate more cars. The current arrangements seem to work ok and we do not want a change. As with most other jurisdictions, any streets near public transport or major shopping strips have permit parking. Perhaps more car parks near Malvern station is an option that could be discussed with Stonnington council as a lot of Malvern train users are parking in our already parking compromised streets.
Residents should be able to access the same number of permits as there are car owning residents in the house. No limits. Current policy and that proposed is discriminatory and does not reflect the reality that many licensed car owners live at home thereby adding their parking re to that of their parents, il am oparrt of a 4 persons family with 3 cars now and moving to four in April 2020
Particularly in my street, if the parking restrictions were enforced properly (ie more inspectors available after hours) I would be all for more restrictions on permits. Yet in my street, non permit holders park with no regards to permits restrictions anyway, so my guest and myself are left with no parking within sometimes 100m of my residence
Permit parking is necessary in my street as many people park there to use the train. Currently, there are restrictions on non-residents parking in my street which allows actual residents to park their cars on the street and close to their homes. My residence allows for one car to park on site, with my two housemates requiring street parking. Restrictions to the number of permits per household would have a negative effect on residents gaining close parking access to their residence on a street that is already very busy.
We have parking restrictions in bent st that are working dont stuff it up by changing again
My family and I, who have all lived in the area for 25 years + are absolutely disgusted that you are now planning to charge people for a second permit. Not only has Kambrook road had to endure the disgraceful development you approved, the new traffic light system that is downright dangerous and the newest development on Station Street, you are now catering to vistor. Whilst i see the sentiment in encouraging less vehicle transport, WE LIVE HERE. We are a 3 car family. You are not responding to our needs as residents. The only thing your actual residents and my neighbours are concerned about is the new schemes the council are cooking up to generate revenue.
I should be able to have a parking permit to park outside my home in Kooyong Road and not be forced to park in a side street under current parking permit rules.
Public Transport around the suburb is fine, as it is into CBD, I use all the time. But and my wife look after grand kids twice a week in Parkdale which require pickups. My son-in-law drives to Frankston each day for work, and it is 5ks from the railway station. I feel the current parking restrictions in Norwood Road works fine.
Each neighbourhood needs to have a different identifier ie a letter(s) so that patrol officers easily knows which zone the permit has been issued for. Currently the permits all look the same and unless you look up the number there is no way of tell which are the permit is for.
We are restricted in our street to a 4 hour and a 2 hour limit and as such need 3 permits for the 4 family adults who live in this house. we only have off street parking for 1 vehicle.We need to be able to purchase annual parking permits as all adults here require their vehicle for their work
As a local resident, I reject the notion of paying for ANY parking permits at GECC. If I need 2 , 3 or more parking permits, I expect their fees to be covered by rates. I see the proposed changes as a 'cash grab' by the council and I'm NOT going to start using Myki or public transport to run my business . I suggest to increase car-parking requirements for any new developments within GECC to a minimum rate of 1 dwelling to 1 car space.
Aiden Mullen Manager City Futures Dear Sir; I write in response to your letter dated 10th September 2019 relative the draft parking policy. I find the policy is absurd and just an attempt to make more money from residents, on top of what they are making with parking tickets. The main user of the parking spot where I reside are either employees or visitors to the Glen Eira hospital, who refuse to pay the hospital parking fees. The residents of the area who have parking permits are usually making use of the off street parking of a night or the weekend. The plan is also at cross purposes with the councils planning strategy to encourage medium density living, which will attract more cars to the area with high density buildings, hence more people with cars. Why do long standing residents who have been paying rates of in excess of 20 years be deprived of having the ability to park their near the residence without fear of being booked. The plan does not take into account for the difference in house owners as opposed to flats and units and renters. You want people to use public transport , yet the system cannot cope with existing level of travellers, again your plan is at odds For a council that allegedly puports to be about customer service and the ratepayers this policy is about LIP SERVICE
I have lived in my house for 30+ years. There is no off street parking on our property. It would be much more frustrating for my household if we were forced to park on another street if we we went to a neighbourhood approach. I think that there should only be permit parking on both sides of Shepparson Ave for its entire length. Developers should be forced to put in more underground or high rise parking and those who buy or rent them should be made to park in the parking provided (ie restrict permits). There should also be more parking provided around the station and the shopping precinct. STOP PENALISING LONG TERM RESIDENTS TO COMPENSATE FOR APPALLING, GREED DRIVEN PLANNING

I would hope to keep my 2 flexible visitor permits and my personal vehicle permit as the flexible ones can be given to visiting tradespeople for the time they are parked and also to any visitors that come and go.
With the advent of the new sky rail path we are see parking move further out because of the new linear park track
No
The neighborhood approach might have as an undesired outcome where permit holders converge to park close to landmarks bumping out residents who previously protected by the street only restriction currently in place.
So you propose to impose restrictions and/or fees on the resident/ratepayers, whilst commuters from who knows where park in all the streets near transport hubs, free of charge? In the mean time visitors/family to our home(s), which are situated near transport hubs, struggle to find parking in close proximity to our homes? You must be joking!
Our Transport system is not reliable obviously you do not live in Glen Eira Possibly not even in Melbourne to even know that
I agree that the permits need to be usable in more than the street of domicile & I understand it would be nice to make a more region-wide policy for all of GECC but I believe that is a gross oversimplified way to look at it. As a family with special needs this whole concept is concerning despite comments that people with special needs will be accommodated.
We currently have 3 cars required to drive to work (family of 4). Tried taking train, but often can't get on due to overcrowding. Very frustrating, so easier to drive. Don't see why we should be penalised and only get 2 permits and have to pay for 2nd. We park one vehicle in the driveway, but other 2 on street. Residents pay rates and should be allowed to park outside their homes without payment.
I live on GlenEira Rd, with 3 hour parking outside my home. I currently have 3 flexible permit tags which are more beneficial for us. We park on our property and use the permits for tradies, cleaners etc and for the elderly that come. Booking permits on line in cases of emergencies, especially when internet is not working will only further our stress. I am not a computer person and I dont deserve to be punished for that. Also, with the rates we are paying we should not be charged an extra cent for parking permits. I do not appreciate the council adding extra stress to our lives both financially, emotionally, and see no benefit in changing the situation as it is outside my home.
Residents should get consideration in relation to their visitors but should have incentives to park off street themselves. Better bus connections with the trains might encourage more use of public transport without needing extra parking.
Unrestricted parking doesn't always encourage commuters it encourages people to leave unused cars for months on end.
Parking patrol to police non permit holders parked in resident streets.
think it is very bad planning as council has yet to address the big parking issues we face in our street so how could you possibly manage elsewhere, there has been no thought given and rate payers as we pay far too much and shouldn't have to pay for this!
Kudos to council for actually consulting with rate payers. I wish they had consulted with residents when 2 parking spots were removed overnight without notice (corner Jasmine St and Glenhuntly Road)and replaced with a no standing sign. 3 fines for parking outside my property - Outrageous!
Could cause more people driving around looking for a parking space
Encouraging people to drive to public transport does not promote sustainable transport. This will incentivise driving to activity centres where public transport is located and disincentivise walking and cycling to public transport. Road space around public transport should support safe access by active modes as these are more sustainable to cater for growth long term.
Do not take away parking spots on Glenhuntly Rd and in residential streets. New developments should have mandatory parking and visitors parking
Where homes have garages or driveways (on their property) then those spaces should be counted in the allocation of parking permits. We need to encourage homeowners to park safely on their own property and to "share" on street parking with others.
there should be monitoring for dense living and also for properties with several drivers/car owners. Rental property owners should have to have cap/permit requirement for vehicles so that we are not having congested street parking, ensuring that drivers can safely exit their driveways.
Unrestricted car parking near stations is a bad idea - it is already difficult to park in my narrow street and we have a two hour zone. Neighbourhood plans are a bad idea as every street is different - different uses, widths etc Further restricting parking near shops, libraries etc is a terrible idea. Parking near the McKinnon and Centre Road shops is already really difficult, and near impossible on Sunday morning (when the market is on in Bentleigh). This is the time of the week when everyone who works 50 hours a week needs to get their supplies, and although the idea of walking or cycling is lovely, I can't lug 10 huge bags of supplies back without my car. If anything, the Bentleigh market should be moved to free up parking at Centre road. I feel for families with three kids trying to pick up a fortnight's worth of books at a library without access to parking. It's very romantic to think of people wandering down two or three times a week to get a book, but most families have two parents

working, and can't do that except a dash here and now to do things in bulk. I consider myself an environmentalist, but this is a bad idea.
Lots more unrestricted parking near train stations. There's nowhere near enough all day parking. And in other areas like where there are ovals etc, one side should be no parking, so people can drive through the streets and pass each other without having to let one car through at a time, for instance the oval on Bignell road. Impossible to drive down that Street on a Saturday or Sunday morning when there is football on.
My parking concern is for where I live, which is a very narrow street. Visitors to this street take no notice of the central white line (which is supposed to delineate no parking), due to the narrowness of the street making through traffic hazardous. The other concern is that residents who have off street parking and garages, either are too lazy to use their off street parking or use their garages for storage and park in the street. I propose that these issues are addressed in some way to incentivise the residents to utilize their existing off street parking.
Ensuring consistency of parking limits will discourage use of road as car storage. currently our street do not have parking permit conditions while street abutting us does. storage of cars has moved to our narrow street due to that (affecting our ability to safely enter and exit our driveway, and also bin collection), and likely that we will be again affected when parking on inkerman is cut due to bike lane. consistently applied parking restrictions will minimise disruption to us.
Sceptical as to how the 'Neighborhood" approach will work in our area close to Elsternwick shops & station where we are affected by parking of a combination of traders/shop staff, commuters & sometimes even workers from Nepean Hwy car yards just over railway. I think the current street specific permits work OK and I would have to be convinced that a neighborhood approach wouldn't see more load on Gisborne St. Changes to limits on western side of Riddell Pde in last couple of years (?) were ill-considered - the new 2 hr limit regularly leaving a number of these very valuable spaces empty for much of the day while at the same time increasing demand by commuters on the unrestricted spots in Gisborne & Rowan Sts.
I support encouraging public transport but not at a time when the whole public transport system is in disarray. The experience right now would not encourage people to travel by train.
Residents within a street will be disadvantaged, as people using public transport who do not reside in the street will have their cars parked there all day, taking up residents car spaces.
Increased and direct bus access to train stations is required to decrease driving to train stations. Buses every 5 minutes down the main arterial roads to train stations in peak times and every 10 minutes in non-peak times.
Parking restrictions need to be relevant to the Indmark's use. E.g. if primarily used in evenings and on weekends, restrictions would need to take this into account.
I disagree with a neighbourhood-wide approach. This sort of thing needs to be done in consultation with residents of each street, on a street-by-street basis, to understand their particular needs. Where parking restrictions are currently in place and working well, don't change them. Where there are no parking restrictions currently, ask the residents if this is a problem. Our family's walking, riding, scooting, PT, and driving is based on the locations to which we need to travel, how far away it is, the time of day, whether PT is available to that location, the time involved in travelling by different modes, how many family members are going, and how much luggage we need to transport. Making it harder to park will only make our lives more difficult and put our daughter's lives at risk if they have to walk home from far away in the dark. Whoever dreamed up this idea needs to take a good hard look at them and then stop generalising their own situation and values to everyone else. Seriously, this is another dumb idea coming out of Glen Eira Council. Darebin residents didn't like the idea, and neither do I !!!
side streets like ours, dont lead into a main st/ railway station etc so i'd like it left as it is.
Our street (Murray St) is always rather full with people who work in shops etc near the corner of Hawthorn and Glenhuntly roads parking in the street and moving their cars around due to the 2 hour limit. It continues on Saturday with even residents in the (too) many flats/apartments in this small street parking all day. We need access to permits as they currently are.
What is the problem that council is trying to fix here? It sounds like an opportunity to charge residents millions whilst providing less of a service. The proposal to restrict the number of parking permits based on household, whilst completely ignoring the different types of households; eg family, shared student accommodation, households with 2 or less occupants, families with 2, 3 or 4 children, etc. To treat household as though it were the same is wrong and discriminatory. Further, to change the visiting permits, which currently work well, to reduce the availability, increase the complexity of management, and begin charging residents, is an appalling idea. Finally, to charge trades people the proposed \$25 per day for up to 90 days at a time, equates to \$2,250 per car per period. This does not include the additional effort required by the trades person to apply (and prove the eligibility as outlined in the proposed draft policy), and probably doesn't include GST. All in all, this will make trades cost more and be less effective. The cost will simply be charged over to the Glen Eira residents via the trades person. This is effectively another tax or fee imposed on Glen Eira residents that will simply go straight back to the Council coffers whilst ensuring at the same time that everyone else is less efficient. We strongly reject the proposals made by this report, and would like council to explain exactly what they are trying to achieve with this policy. As said earlier, it appears that increasing fees for Glen Eira residents whilst reducing the services provided is a main outcome if this policy were to be implemented as stated.

I would like the parking restrictions in Riddell Parade to be kept the same during the day but to include new restrictions after 6 pm
Keep it simple, don't overcomplicate the issue. I don't like the one size fits all approach.
PARKING FOR BICYCLES SHOULD BE PROVIDED AND BUS ROUTES SHOULD BE IMPROVED. THIS WOULD GIVE THE WIDER COMMUNITY FAIRNESS AND WOULD ACHIEVE A MORE SUSTAINABLE TRANSPORT FUTURE WITHOUT ADVERSELY AFFECTING RESIDENTS' AMENITY.
This draft proposal discriminates against large families. By restricting to 2 parking permits per house, will make it impossible for all family members to park. Rates are determined by the property, and as our property accommodates all 6 members of our family, we should receive sufficient free parking to cover all the members who reside at the house and require parking.
I don't have an issue with using permits to restrict the time people park in high volume streets - I have an issue with charging for the permits. Just revenue generating - especially when it becomes effective for the second vehicle. Elsternwick and surrounding areas are full of young families - two vehicles to get kids to daycare/school etc. is not unfamiliar.
RESIDENTS' NEEDS APPEAR TO BE DOWNPLAYED IN FAVOUR OF VISITORS AND OWNERS OF NEARBY (CHEAPER) PROPERTIES, WHICH HAVE NOT PROVIDED THEIR OWN PARKING. RESIDENTS CLOSE TO FACILITIES HAVE PAID MORE FOR THEIR PROPERTIES AND WILL HAVE THEIR AMENITY REDUCED AND THEIR PROPERTIES DEVALUED. ALREADY, CAR PLACES IN MY OWN STREET ARE OCCUPIED BY SUCH PEOPLE WHO OFTEN IGNORE CURRENT RESTRICTIONS. THIS MAKES IT DIFFICULT TO RECEIVE VISITORS AND ACCESS PARKING IN MY STREET AT TIMES. I PAID MORE THAN USUAL FOR A 2 BEDROOM HOME TO BE NEAR FACILITIES AS I AM OLDER AND INCREASINGLY SUFFERING FROM HEALTH ISSUES. THE COUNCIL SHOULD PROVIDE MORE PARKING ON LAND ADJACENT TO THE ORMOND STATION INSTEAD OF AN UNWANTED TOWER. THIS COULD INCLUDE A MULTI STOREY CARPARK AS WELL AS BICYCLE PARKING FACILITIES.
Have more parking inspectors available to monitor the length vehicles are parked in a 2 hour zone - people don't take any notice of the restriction times - Council would make more income if there were more bookings
400m is not reasonable - we live 700m away from railway station and still have commuters parking in the street taking all the all day parking thus requiring as us to use permits to park in front of our own house
No
We pay over \$2000 a year in Council rates with a concession applied. We are 70 + years old and are Pensioners. This is our Family home- we have been here over 43 years. Every year we are being asked to give up more, yet we pay more each year. The parking in Carlyon st is often so tight, that we and our visitors and tradesmen (if we need them) are often forced to park up to 7 houses down the street. This is difficult if we have to get a lot of things out of the car/ if we are incapacitated.....eg broken foot/incapacitated friends or relatives who are also getting on in years/ tradesmen with their tools.
n/a
Usually our car is parked off-street however it has become increasingly difficult to exit our driveway as the street is often parked out from early morning (6.30am-8am onwards) with tradesman working on home renovations, construction workers who are working on apartment developments on Glen Huntly Road, Hopetoun Rehab hospital workers, Adass Israel school teachers and parents. They encroach driveways, park over driveways and park too close to street corners at both ends of Grafton Street making it unsafe. Sometimes it is very difficult to reverse out of the driveway. We have had to resort to parking our car on the street to ensure we can safely exit every morning. Council doesn't seem to enforce the parking restrictions in Grafton St nor illegally parked cars across driveways. Both sides of the street should be restricted / permit parking only for residents - currently only 2 hour parking on one side of the street. A neighbourhood approach will actually create further congestion and reduce safety as everyone other than residents will be given access to off-street parking. This just makes it more appealing to others to get in their cars and park out the local streets which enjoy a high level of urban amenity - to the detriment of residents in these streets.
The implementation of paid visitor parking permits is tedious and bound to cause confusion and anger. Consider requiring more parking in new multi-storey complexes. More low cost all-day public parking under the new Coles development for example would remove cars belonging to local workers and commuters from the street.
This encourages people to drive cars and clog up local streets. Caulfield is a junction - this attracts people from a far wider area than many other stations
Let's just create fair and policed parking for all clients.
I believe that we have a right to drive to the destinations that we want to (especially when Victoria is a place that cannot cater for our needs through public transport) and park my car outside my house without restriction. The concept of having a permit to park outside my own residence is unhelpful. I have chosen to live in this area as it is a suburb and not a busy inner city area. There are at least 4 drivers that live in our house and each has their own car. The concept of having to pay for permits or even be restricted to three permits is very distressing. Council is seeking to take away our basic rights to live comfortably in this leafy suburb. If council proceeds with the three permit per house policy or requiring payment per policy then we will

seek legal advice and object. We will also seek alternative council members who do not put business needs above our residential needs. I would prefer if counsel did to proceed with the new policy.
A sustainable transport future includes electric vehicles & hybrid cars. You seem to overlook this fact. Perhaps you ought to invest in charging stations!
The draft parking policy is terrible. Uncontrolled developments, too many get approved with a reduction in mandatory car parks. Council should not be redistributing wealth. Charging existing residents \$50 for an additional permit while giving away \$100 myki amounts is not appropriate for council. Existing residents should be getting looked after ahead of new developments. Residents have bought in to Glen Eira on the basis of what was available. Put restrictions in for new builds. With all the new developments and additional rate income that will come with it, council does not need to slug residents \$50 for permits. For once, look after existing residents and stop the over-development of Glen Eira.
The issue that is not mentioned is the increased amount of demand for parking created by overflow vehicles from multi story developments.
<p>RE: PARKING POLICY DRAFT - ELSTERNWICK As a long-term resident of 4 Sinclair St Elsternwick (15 years) I, along with my neighbours are acutely aware of the increasing parking demand in the area we live in, specifically, the streets that form part of the newly created 'Cultural Centre' of Elsternwick. Our position near the intersection of Gordon and Sinclair is already under enormous pressure from the ever-expanding cinema, additional restaurants, rail, bus & school. Over the 15 years we have been in the neighborhood parking exemptions for local high-rise and commercial enterprises continues unabated putting further demand on the local streets. Even with the current 2-hour limit and permit restrictions after 6pm in our street we continually face parking issues as the restrictions go largely ignored or are misinterpreted, resulting in great parking ticket revenue for the council, however loss of amenity for residents who have no other options. In my case due to the heritage overlay on my house, off-street parking is not allowed meaning I must rely solely on off-street parking. We are two full time working parents with two vehicles and a need for carer support for our child on most weekdays meaning the proposed 'visitor' allocation will be depleted prematurely requiring us to purchase more tickets – this is unacceptable when we've had access to no-cost permits for the whole 15 year period we've lived here. I think a revised approach to parking in these high demand areas is well overdue, however it's hard to understand why long-term rate paying residents will now have reduced parking options with a higher cost attached. How is this reasonable when it is largely parkers from outside of the community who are causing these issues. Aside from the ambiguous signage creating confusion, there seems to be a misconception that anyone with a Glen Eira parking permit can park in our street – there needs to be better policing of this as I'm not convinced the inspectors are actually scanning them to determine validity – color coding/zone referencing is a good idea in this respect. We need to be putting residents first in these high activity areas and encouraging others to actually use the trams/buses/rail to access the area – actively discourage parking for non-residents rather than penalize those who are paying rates and reasonably deserve the parking amenity available when they purchased property. Another issue we hope will be resolved by this parking overhaul is better policing of permits issued. We have seen non-residents parking in the street with resident permits presumably acquired illegally. They arrive in the morning, catch the rail and come back in the evening to drive home, well in excess of the parking restrictions. The recommendation to create 'zones' needs to be managed carefully in Sinclair and Gordon Street. To allow lazy residents from only blocks away to park close to the cinema, rail and restaurants will only have a negative impact on the residents who don't have other choices. The new restrictions note that streets directly abutting rail would be unrestricted – this will have an incredibly negative impact on Sinclair and Gordon Street residents. I'm within 200M of a school, and 400M of the tram/rail – it is imperative residents in both streets are provided for with appropriate non-resident restrictions. Restrictions in these two streets need to consider that there are 24/7 demands due to the rail and weekend trade of surrounding businesses – it is not just a 5 day a week issue – in fact it is a greater issue on the weekends and evenings. Parking around Sinclair and Gordon also need to consider the demands that will be created by turning Selwyn and the wider block into a Cultural Precinct and the impact of Woolworths/new towers proposed. We request the council consider the following for Sinclair and Gordon Street residents:</p> <ul style="list-style-type: none"> • Under the proposed new 'zoning' approach, limit parking in Sinclair and Gordon to only those who reside in the streets directly – not from adjacent streets. • Allow Sinclair and Gordon residents to have permanent visitor permits issued at no cost in line with the current program – either this or ensure residents in these areas have the special consideration/dispensation to access additional permits at no cost applied. • Revise the parking restrictions to provide 24/7 permit restricted parking in the immediate areas in front of existing houses in Sinclair & Gordon. We support improvements to parking in the wider area, however it is imperative that the special conditions around Sinclair and Gordon are properly considered and residents not-disadvantaged. <p>Sincerely, [name] [address]. [phone]</p>
As a resident who walks from home to the station, I feel it grossly unfair that my street (near the station) should be treated as 'public parking'. We put up with train noise (now extended to 24 hours on weekends) and rowdiness from the platform and would also be expected to lose the potential of any on-street parking for visiting carers, trades people, visiting family, etc. The feeling of being a second-class citizen prevails.

<p>Ensure any new development includes on site parking (at least one spot per individual dwelling). Otherwise, the amenities (street parking in this instance) is devalued for all existing rate payers to the benefit of a development or council. Lower the rates if you want to decrease the amenities. However I'd like to keep paying the same rates and be able to not compete for parking spots and not have people encroach on our driveway. To increase use of train stations and reduce the number of cars around stations, consider offering more bus lines and regular services to the station. Put up electronic signs at stops which show when the next bus is.</p>
<p>This policy is rubbish that it clearly designed to be pro developers yet again. Streets used to have plenty of parking are now gridlocked. Perhaps rather than coming up with these solutions you should actually enforce building permits to have car parking spots</p>
<p>1..Don't issue building permits for developments with little or no parking or impractical to use. 2..When parking conditions were placed at planning they aren't enforced (24 Railway) 3...when parking permits were issued to us the letter said permits would not be issued to residents on the south side of Werona because they have unrestricted parking but they now have permits for parking on the restricted side. 4....more policing of the parking is required as anarchy reigns most of the time including overstaying, parking overhang no parking zone in a dangerous manner, parking too close to the corner, parking over the footpath</p>
<p>The proposed plan completely ignores the radial spoke nature of Melbourne's public transport system . This system is currently under stress and will not cope with the predicted growth of population, even allowing for currently being constructed enhancements. It has significant black spots of limited access that are poorly serviced by Buses that compound the traffic flow of both passenger and commercial road users. The reality is that most households will require at least one vehicle for travel and with the increased density of apartments within Glen Eira and their lack of adequate parking the proposed draft plan is seriously flawed.</p>
<p>Strongly disagree</p>
<p>We have had great difficulty parking outside our home for years because we live opposite the Town Hall. Even though there are 2 hour restrictions on our side, it is almost always occupied by visiting cars and the other side is unrestricted and full from 8 am. This makes it very hard to have visitors, tradespeople, deliveries or even medical equipment deliveries. We are one of only three houses in the street which have residents. The other houses are used for a child care centre. The other major issue is the high volume of traffic entering to look for parking and then having to do a u turn at the end of the street (dead end) to exit again.</p>
<p>Oak st is chaos during the day. Saturdays you could be waiting 5 minutes or more at the start of the street trying to get past the traffic that is trying to get into Aldi car park. By the time you get to our house, if others are home and there is no space in the driveway you need to park at the complete end of the street because all on street parking is taken up by Shoppers shopping on center road and in Aldi. During the day, you fight for parking because people still shop, trades building the apartments park in our street, employees for business park in our street, and people who use the trains. With all the apartments being built, the traffic flow end up in our street for parking. we have a right to utilize on street parking that we pay rates for. while we have a driveway and garage (as do many other in this street) there are more people living in some of these house than their driveway or garage can handle. parking permits for residences in this street need to remain in place permanently as the 2 hour time limit on one of the street does not phase people and the other side with no time limit is taken up early in the mornings. makes it hard when people in the street want to also hire trades to fix their house or gardens and the trades have no where to park... such as landscapers who carry trailers. Glen Eira Council is making a terrible move and not looking after its residents who pay their rates if all these changes are brought in. When its jam packed with cars trying to get in out and people lose their patience, we have people speeding up the street, yelling at other, cutting people off and acting like they own the roads. those little islands with he speed hump in the middle outside Aldi carpark make matters worse as people cant get in and out and give way safely.</p>
<p>Murray street is now full of cars with drivers working in the hospital and/or people who live in the new apartments behind glen Huntly rd parking in the street and not in their designated car spots in the building . To discourage long term parking of hospital employees the the street should have 2 hour spots only . Our building is very old and the garages are too small and hard to access for a family car. The residents would end up paying for people who don't live here.</p>

<p>The draft policy in its current format is a slap in the face for existing owners who have - Purchased a property with street parking and congestion in mind; and - Given consideration to existing parking permits available in that street / restrictions that apply in that street. Council continues to approve property developments (i.e. apartment developments with multiple stories) which fail to contain adequate provisions for onsite parking to cater for the number of residents which will occupy the high rise development. If council is so concerned about the parking congestion, it should make it a stipulation of planning applications that minimum parking requirements are factored into the plans. Serious consideration should be given to banning underground stacker parking which discourages use, is costly to maintain and inevitably results in cars parking on the street. The proposed fee for a second parking permit per household again disadvantages those who have purchased a property and factored the number of permits available for that property into the purchase. The proposed fee to be charged appears to be a revenue raising measure. How would the allocation of 50 parking visitor permits work? If I have a visitor pop over unannounced am I expected to head down to local council offices and go and pick one up? An offer of a \$100 Myki card for those who forgo a permit clearly shows how out of touch those behind the draft planning application are. A return trip to the city (on the train) from within the Glen Eira region typically costs \$8.80. A person who commutes daily to the city is effectively going to receive 2 weeks free travel as compensation for forgoing a parking permit. The ability to get on the train, at Glen Huntly in particular, is another issue in itself. If there is one train cancellation / delay during the peak hour morning commute there is regular scenes of overcrowded platforms and people unable to fit on the train. The neighbourhood approach is by the far the most concerning part of the application. This "would enable you to use your permit/s in a local zone instead of a single street, to make your parking experience less frustrating". I think it would be more than frustrating if you arrived home of a night and were unable to obtain a park on the street you live in because your street has been flagged as being less congestive than others and therefore other residents in surrounding streets are now allowed to park in your street of residence. If council was concerned about managing parking in the area moving forward it would impose stricter parking obligations to developers and not disadvantage existing residents.</p>
<p>Our street is a distance from the train station but heavily used by commuters and racetrack attendees. The current parking arrangements work well in that one side of the street is for local permit holders and the other is open parking. I think that strikes a fair balance and we would not want to see that changed.</p>
<p>I need clear access to my driveway for backing in caravan and trailers and to have the street clear for this without being clogged up by non residents. It's not my worry if they have insufficient parking as they knew that when they bought or rented these new apartment developments.</p>
<p>Start listening to your constituents and not trying to force your views on us</p>
<p>The needs of resident car owners should be given a higher priority.</p>
<p>when residents don't have sufficient off street parking, ie one car spot in apartments where there is more than one driver, they will park in surrounding streets making it more congested for the residents of the streets being effected.</p>
<p>Please take into account access for emergency vehicles, tradesmen, waste disposal vehicles.</p>
<p>Parking in my street should be primarily for residents. Parking for institutions and schools should provide their own private off street parking.</p>
<p>If a street abuts a railway station, unrestricted parking is not good for the people in the street. If both sides of the street are unrestricted, then the street effectively becomes a one-way street. My street 'Stewart St' has two hour parking on one side, on restricted on the other. By about 8 in the morning, the unrestricted side is parked out. We get cars parking on the unrestricted side using the shops around the corner and the street effectively becomes one-way.</p>
<p>more bus connections should be included and better footpath for walking. during summer canregie in particular has bare hot footpaths in poor uneven condition with little or no trees (neerim road for example) these are very unpleasant and discourage walking</p>
<p>I refer only to Cromwell Street. 1. The available parking has already been adversely effected by the uncontrolled development of multistory apartments. 2. Parking on the street is both dangerous and risky and damage to my neighbor's and my vehicles has been often but available space on my property is limited. 3. The Council already does an appalling job of policing developers traffic management and general parking restrictions. 4. Fixing the parking issues in Cromwell street is NOT a subset of parking permits. If the council actually did their job and maintained the current restrictions there would be no parking problem. ie long term parking EVERY day by tradies and others that the council does NOTHING about. 5. Rather than applying "knee jerk" reactions maybe get what is in place working first. ie why on earth would you reduce a parking space on the corner of Cromwell and Catherine on the basis of one ill conceived complaint? 6. Maybe a better option would be to block off the Hawthorn Rd end of Cromwell Street to stop the dangerous drivers short cutting the lights at Balaclava Junction. This is a narrow, family oriented street with limited parking on one side of the street only. You might also consider making the street one way. 7. I question why you make no mention of indicative costs of additional permits. I think it is outrageous to discuss permits when you put only half the facts in your letter. What is the cost?? Why should residents pay more than the current high council rates they already pay on a street that is already dangerous and risky to park in.</p>
<p>We must stop giving our free all day parking near train stations to tradies and developers</p>

Not sure
I find that your question statements are difficult to understand and broad in their nature. We live close to the university and station and racecourse, which is extremely busy especially on weekends where there are no restrictions and are finding it virtually impossible to park anywhere near our house as students park all day to attend the library, people going to football, people attending race days. We need some sort of restrictions for the weekend as well, especially Queens Ave near the station. Friends and family find it extremely difficult to park on weekends so no longer visit. It makes organising any event at home troublesome due to this.
to much congestions on Grange Road since Sky Rail was erected. More traffic turns down street and from early morning to late night it makes households in area very noisy. It's impossible to get across road near Lordes Rd and Grange Road. A pedestrian crossing is needed in this area. Complaints of people almost being run over since traffic increased. Nearest crossing is blocks away which does not suit disabled, elderly, children who walk in area. Just a matter of time before a fatality occurs.
My comments are based on the fact that I have parking space on my property for a number of vehicles, I am aware not all properties do.
A huge development is happening at Bethlehem hospital that will affect the amenity of the local residents-specifically parking and specifically starting now during construction period. Please would you allow in your new strategy to permit temporary parking restrictions for permit holders around such developments from the start of construction. It is already a congested street- as are all those around the proposed new multi-level development. We have concerns that there will be insufficient on site free parking and persons using the facility will park on the residential streets surrounding the development.
This question is poorly worded and difficult to understand
My street (Glen Orme Ave) runs parallel to the rail way line, has a school and North rd shops and McKinnon rd shops either end. One side is all day parking and the other is 2 hours. This is totally non functional. I regularly cannot get out of my driveway, i can never park within 200 meters of my own home and the street is heavily congested. This street needs to be looked at as an exception. Visitors to my home cannot park, nor tradesmen. I will shortly have 3 driving children in this house and they will not be able to park in our street. We use the train everyday but cannot use the train for all our family travel needs. It is unrealistic to think the train replaces a car entirely. We buy annual travel passes so your rail travel incentive will not benefit my family who pay over \$2000 a year to use the train. The all day parking is regularly taken by people living on North rd who have no parking and they leave their cars there for weeks unmoved. I support train travel not at the expense of residents. Why was providing commuter parking not a part of the LXRA plan?. Please think about families better in your parking proposal.
The draft policy favours non-residents over residents.
The current revision of providing residents with parking permits is purely a cynical grab for cash by council. Parking restrictions in our street has not changed the hospital staff habit of parking in our street where restrictions end mainly at Harleston Park. If the council wants to have hospital visitors and staff park in the carpark, perhaps they need to review parking costs. There are issues with tradesmen taking parking spots on the street for entire day whilst working on building sites and this sometimes includes their trucks. This is an area council should review.
Residents pay rates. They should have access to parking in the street they live.
As long as parking is orderly in respect of Road Rules, no blocking footpaths, no parking on nature strips etc.
Very much in favour of street-by-street parking to stay in place. Don't see any benefits for the Glen Eira community to introduce the neighbourhood approach as this would make it more difficult to find parking in your own street. We have no need or would want to park long term in neighbouring streets. A neighbourhood approach would be more frustrating.
There needs to be ample unrestricted parking around train stations to encourage use of public transport and reduce illegal or 'inventive' parking which affects others.
with the over development ie: apartments in Glen Eira, long term residents find it frustrating to have to play "russian roulette" to find a car park in their own street, let alone outside their own home, due to the overflow of parking from nearby & not so nearby apartments. Parking permits should only be issued to residents of the street, & not for others in neighbouring streets to use. Our local residential streets are overcrowded with parked cars belonging to non residents of the street & commuter parking making it difficult & in some cases dangerous to navigate. Parking to facilitate public transport should be at train stations etc... & not in surrounding residential streets. What was once a pleasant suburb to live in is being ruined by traffic congestion & lack of convenient parking for local residents. Stick to the existing parking permit system & don't go ahead with the proposed permit changes as this will only further frustrate your already frustrated local residents/rate payers.
The policy for residents is ill considered as usual. We DO NOT have off street parking and rely on permits to park in the street. We already pay rates - now we have to pay to park as well????? Idiotic.
I oppose this proposal. I think that residents and their visitors should be able to park outside their house without restriction. Allowing others in the neighbourhood to park wherever they want will limit this

<p>Our household has 4 cars (with adult children)- 2 park onstreet and 2 off street. We currently have 3 free permits (including 1 visitor permit). We object to residents having to pay for any permits as proposed for a second permit. It should be our right to park unrestricted outside our residence. Currently we have 2hr and unrestricted parking on the other side of the street. We always use our off street parking for 2 vehicles as do many others who have off street parking so believe this will make no change to onstreet parking availability which comes from cars not from the area. We are then left to pay for extra permits which is unacceptable. We object to offer of MYKI card for forgoing permits as a accidental parking fine would be more costly. We also mainly use our vehicles in the Glen Eira vicinity and for work which mostly means train travel is unsuitable. We objected to a number of past multi-residential developments without adequate planning for parking saying this would be the result for onstreet parking congestion. Council have allowed this to happen and it shouldn't impose more costs on existing residents. This is unfair revenue raising. Many of the surrounding streets including ours have cars illegally parked opposite the line from the intersection causing tight or obstructed flow into/from the street. Being near a railway station, extending the time restriction to 4hr will make the situation worse in our street and disadvantage our adult children who use onstreet parking currently from 4pm Mon- Fri. We also object to tradepeople having to pay for permits as it will make the cost of their services more expensive for using them. Many streets that abut a railway station are unsuitable for unrestricted parking as they are in commercial zones with businesses that would find that a disadvantage.</p>
<p>If we were to have to reduce the amount of parking permits we would constantly be booked. Our driveway is rarely accessible due to erratic, unsafe and impatient drivers. It is becoming busier! Normanby Road abuts a railway station. It is also an overused and unpoliced Road that is extremely hazardous. Council has largely ignored the residents constant requests to reduce traffic, your response was to reduce our parking: it hasn't helped, we still have several accidents and dozens of near accidents every week. The parking permits should vary with every case.</p>
<p>I do not like the parking signs that have multiple rules. I always try to obey all parking signs but have been caught up in the rush of daily life/brain fog where I've paid strict attention to one sign and not noticed another nearby (e.g. made sure I'm no longer than 1 hour in a one hour zone but then not seen that it turns into a clearway at a certain time. Please help us to do the right thing by not making it confusing for those of us making quite quick/decisive decisions while trying to find suitable parking.</p>
<p>We object to your proposals as they will reduce our amenity, access and enjoyment of our property for our family.</p>
<p>its not fair on someone living near the railway line that they would never be able to park their car near their house</p>
<p>As a resident of the densely populated suburb of Carnegie, I would like to see more encouragement for car share services like Go Get, because sometimes you just need to use a car. The area is quite walkable from most of the apartment developments which is great for purchasing groceries and everyday items but public transport is limiting if you want to go to the snow or something. Car share services are ideal for people living in this area who don't need a car every day but do need to access one occasionally.</p>
<p>Glen Eira Councils should stay out of the parking business and concentrate on trying to complete the services and maintenance within its charter scope. No More complex Bureaucracy is needed or wanted to drive a car. Developments should be required to at least have adequate parking for 2 cars off the street.</p>
<p>Residents should not be disadvantaged just because they live near railway stations</p>
<p>If you are going to have residential parking restrictions then this needs to be monitored and enforced. Regent St has residential parking restrictions but they are rarely enforced as it's not considered a priority area.</p>
<p>We live in a street that is close to the Caulfield Hospital. We have permits and restrictions, but this is completely ineffective, as there is negligible enforcement by council so many hospital workers choose to park in our street. Furthermore, more apartments are being developed on Glenhuntly Rd - council has allowed these to be built with "reduced on-site parking allowances"... the result is that those residents park in the nearest street... Murray St, making things worse. There is no enforcement of restrictions by council so it has become progressively worse in recent years.</p>
<p>unfair burden on local residents</p>
<p>I have been a resident of Glen Eira for some 18 years now and my family is growing up and will be driving soon. I pay a heap of rates and taxes and I cannot park in the street outside of my house as it is right now - I am really unhappy to have to pay for permits in the future and each household should get three for free and then I am fine to pay for additional ones. We swap cars all the time and are constantly moving in and out of the garage and parking to enable lifts of our children etc. I think the real issue is larger building and medium density going up like the increased residential aged care in Freeman street however no new parking provided with the building (not sure how that got approved). Bottom line is I am not happy to pay for a second or third permit. Permit number four I am happy to pay for. Kind regards Gary Roff 0466 500 324</p>
<p>Stop removing our parking!</p>
<p>Railway stations need proper parking facilities ... just saying 'park on one side of the street' is ad hoc, no guarantees of parking, too little, etc.</p>

'Directly abuts' requires clarification. In the case of Elsternwick Station, does this include all of Gordon St, Horne St, Glenhuntly Rd? Currently there is grossly inadequate parking options for Elsternwick Station. Particularly if Council approves the planned development to the former ABC site, with tradespeople onsite at 7am, all of the parking destined to service train travellers will be taken by tradespeople. We have experienced this over the past 2 years with the Coles development - all unrestricted parking at the Library and elsewhere is gone by 7.30am most mornings. The 'no construction workers' sign was completely ineffective.
Achieving consensus across a neighbourhood would be extremely difficult, if not impossible
There should be a higher level of restrictions on parking closer to railway stations to protect those ratepayers and residents who reside closer to railway stations
Street parking outside of time zones (i.e. 2 hours) should be for permit holders who are residents only - not anyone who holds a 'Glen Eira' permit. This needs to be regulated as my street has plenty of cars that are not owned by residents and are left there all day.
To charge residents for additional parking even after the increases to council fees on a regular basis seems somewhat disingenuous. The parking currently on offer in Elster Avenue with the 2 hour parking restrictions on offer has minimal cars in the street. To charge residents for an additional permit when the system works fine is not right and simply a cash grab. This should not go ahead without significant input from the residents as I am sure noone would go for this in its current form.
do not prejudice rate paying RESIDENTS with these ideas , while they have merit, residents need their current parking permits and there should be NO reduction per household in the number f permits .I am ok to pay for them too BUT do not reduce them Residents should not be fined etc by inspectors simply because they park their family cars in front of their own home.we live on a corner opposite st josephs school and the elsternwick club so traffic and parking is heavy and we need all our resident parking stickers as is.. there is no way we can survive here with 2 resident permits only that's both impractical and a stupid idea to reduce what residnets have at the moment ..we are the people of glen eira , and we deserve what we have to dat we pay rates support our community and support our council but this is a Bad IDEA
For me there are section of the policy that are really good, but many sections that should not be implemented. I do not see that a train ticket will stop a resident from getting a resident parking pass.
This questionnaire does not address the sustainable transport future. The cars are still part of our existence and economic survival. Parking restrictions and unfair taxes for family owners are not the answer..
Whilst I understand the imperative to reduce the use of motor vehicles, I can't see how parking restrictions which will impact residents nearby to major transport or tourist facilities are fair. In addition, we experience major issues in our street from parking relating to the neighbouring Caulfield Hospital (staff & visitors) & multi-residential developments on Glenhuntly Rd (tradesmen). We see these as the major issues in our area to be dealt with by the Council.
As a owner rate payer resident who lives very close to Caulfield Hospital, we find that our street is constantly compromised by both staff & visitors to the Caulfield Hospital who park in our street at all hours, ignoring current restrictions. We are also experiencing extreme issues with tradespeople parking in our street, primarily relating to apartment developments on Glenhuntly Rd.
A neighbourhood wide approach doesn't consider whether every house in a street has off-street parking. Also, not all streets around Patterson Rd Train station (where I live) require parking restrictions after 5pm as the cars tend to clear once people return from work and head home, therefore, I question the need to extend the hours of current parking restrictions. The other issue I see with a neighbourhood vs streetwide approach is that some streets are more narrow than others (which results in some streets being more prone to traffic jams than others), therefore there is merit in having bespoke traffic restrictions based on individual street needs
I would like to see the council invest in public parking facilities and I reject the idea of restricting permits to resident car owners. I work in a role in which I need to drive hourly to teach students throughout the greater Glen Eira area, therefore my car is essential to my livelihood. I would like restrictions on transit parking vehicles upheld and place the emphasis on the rights of permit holding residents to park on their own street.
I find it difficult to get parking in my own street as there is no car park at Malvern station. I would like to see the council invest in free Car Parks rather than encourage parking in residential streets.
pot holes to be repaired quicker and properly instead of a patched job which still leaves the patch not level with the existing road. Streets with 2hr parking should have one day a month for street cleaning - our street is disgusting as it has never been cleaned by the street cleaning vehicles since 2 hr parking started - like City of Stonnington
Having lived in our street for over 30 years, we have seen huge changes over this time. I think a blanket policy of neighbourhood parking; would impact us negatively. We as a family all use public transport wherever possible. This does not mean we need less access to parking, but more. If the council took away 2 of our permits, we would not manage at all. If we have to pay extra, we are then disadvantaged by all the commuters and uni students who park for free, although restricted; whilst we the rate payer has to pay more. We understand that future planning is vital but please do not disregard the needs of the residents. I am happy to provide my details and to be contacted further. Marlene Bronstein 0422 375 622

Need to consider Elsternwick has high percentage of families with young adult children - it is important to provide adequate access to permits for these young people who get their license / car. Where we live, the local green grocer parks his truck which takes up 3 spaces and other traders also park there - it would be good to consider parking areas for traders. We also have a proposed Woolworths development nearby - if inadequate car parks re proposed this will enhance pressure on our street as does the local bowling club.
There needs to be exploration of NGLED parking which allows more cars to fit in the same stretch of road. So many sites around Gln Eira just need to have the naturestrip or footpath reduced by less then 1m or so and it would double the number of cars able to park in an area. Just to be clear, I am not advocating footpaths being reduced in size to fit cars, but there are areas where some very minor works would allow parallel parking be replaced with angled - particularly along the train lines which often have useless patches of dirt between the road and train tracks that could allow cars to be parked slightly closer
I will not want my kids to not be able to park in our street as they will eventually have there own cars in 2 - 3 years times
Roads abutting rail corridors are occasionally cycling corridors too. If one side of the abutting road is unrestricted, then there should be no parking on the other side.
Generally residents who can park off the street would do so. It is unfair to make parking more difficult for existing residence in these busy areas as it is already difficult enough to get a park near your house in these areas. Council should require more parking in new developments as a large amount of the increase in parking on the streets is from new developments. It is unfair make existing residence pay for a second parking permit.
IMPROVE PUBLIC TRANSPORT BEFORE YOU START TO PUSH PEOPLE TOWARDS IT.. HERE IS AN IDEA IF YOU REALLY CARE ABOUT THE ENVIRONMENT - PUBLIC TRANSPORT SHOULD BE FOR FREE!!!
Individual owners' rights are very important as they pay rates and should have the ability and the right to park their cars in their own street as well as their driveway.
We live at 8 Otira Rd and there is a safety concern in our street. The Balaclava Rd end of the street gets inundated with parked cars over school pick ups and drops offs and over Jewish holidays and Shabbat due to the proximity of the school and Synagogue. Synagogue attendees also park their cars and leave them for upwards of 24 hours over a Shabbat or Jewish Festival. After leaving our driveway recently the street was completely full on both sides so I had to reverse to let a car past. This resulted in me hitting a parked car, as there was no room to maneuver. This situation is recurrent with cars having to reverse to get through the street.
restricted parking should apply to all traffic, apart from residents' cars near public transport and high demand areas. This would considerably ease the need for requests for parking inspectors to fine cars parked over driveways.
Why go to all this effort and expense when autonomous vehicles will, by your own estimates, reduce parking requirements in the next 10-20 years. Most of what's in the proposal revolves around how it currently is, rather than what's coming. You are planning for a future that doesn't exist...
We live in a quiet street with plenty of parking. Our kids are at home & they may buy cars. We require at least 3 permits.
For resident car owners, it is the ability to run errands, attend appointments, buy groceries etc where public transport is not viable and when returning, park somewhere in close proximity to home.
caulfield hospital cars are parked all day in our street (limited parking on one side of the road) mbitions do not necessarily translate to activity streets arenot child friendly or age friendly and not safe. encouraging walking pretty theory but are the streets safe? very poorly lit cannot expect older people to walk a long way in unsafe conditions. Social theory such as plan melbourne is very elegant .does not translate to reality. Look at western suburbs -what happened to social theory there?Make the streets safer, better visibility,think of those more vulnerable ie kids and elderly skip the social theorists unless they want to personally come out of ivory towers and make sure the streets are safe. Walking and cycling admirable indeed but making the roads narrower increasing pressure of traffic and incidence of danger not so good. why are building permits issued to developments that do not provide sufficient in house parking these developments have created havoc in all the side streets ensure your planners think more fully about permits issued and parking provisions.
Thanks to council over development I park on the street so I can get out of my drive way as there are to many 2x4 bedroom home on blocks and only 2 cars parks. So the rest park on the street. Well done council and now you want me to pay for a permit. Annette
I have to park on the street at night because I can't get out of my drive way because off all the cars parked on the street.council have allowed over development. Two 4 bedroom homes on a block so up to 4 to 5 cars per home. so could be 10 cars and only parking for 2 cars per home. So where do the other cars park on the street. We also have all the cars that park in parkmore road for the shop in Mackie Road and now you want me to pay for a parking permit . Have a good think about what you are doing as this is a problem that council has caused. Annette Rowe

<p>We strongly object the proposals. The proposals are unfair to residents with private homes. Like many others we have chosen our home (and paid accordingly) based on current parking arrangements. Permits should absolutely be kept on a street by street basis. The proposal also works against people with private offstreet parking. The area of land in our driveway is ours to use as we see fit and it is our prerogative to use this space as we wish. We have a small driveway but we use it to store the council bins and have the kids play equipment set up. We also do not have remote driveway access so we would have to park over the pedestrian crossing/ already narrow road to stop and open the gate as we come and go. Our also dog uses this area so we cannot keep the gate open. Proposed 'community approach' takes away our right to park in front of our home/ our street. We need to park close to our home to unload children, elderly grandparents and groceries. The fees are unfair and exorbitant. We already pay high rates - up 15% this year! More and more apartments are going up without sufficient parking - this is the fault of planning and home owners/residents in neighboring streets should not be left to suffer the consequences. The parking permits work well as they are and fellow residents we have spoken to feel the same.</p>
<p>I try to cycle as much as possible. While my household had two cars, I could see cutting down to one car in the future if our cycling infrastructure were safer and more comprehensive. I am a parent and my main reason for driving is that I do not have enough safe bike lanes to take with my child right now, although the new rail trail has helped. Right now my car sits on our street unused for about 20 hours + every day.</p>
<p>Residents should come first! Myself and my family should be able to park outside our own house without restrictions. My guests should be able to come visit me for stretches of time and not be restricted. The current system works. Why change it?</p>
<p>Council has created this problem by approving too many high rise apartments. eg Caulfield : Coles complex Elaternwick I'm not in favour of extra Permit charges, the rates are high enough !</p>
<p>We need parking restrictions at least one side of a street for residents to get in and out of driveways</p>
<p>We live near a railway line. Parking is always difficult near our house as it is. Please don't permit extended parking permits to allow for longer parking in our area</p>
<p>Not being able to park near our own home severely impacts our lives. Having to park further away, often due to train commuters parking in our street, after grocery shopping or collecting children, and being forced to walk with heavy bags etc. is not viable.</p>
<p>You would need to create more around facilities around the train stations to facilitate unrestricted parking</p>
<p>Our family will no longer be able to function in our home with changes to our parking permit - we have cleaner gardener tradespeople for maintenance we have interstate grandparent staying with us using own car and large family function - laughable that our \$4000 a year rates means that we can people who visit and need to access our home be able to park safely in front of our house because of the new parking restrictions that have been drafted. You need to look after the home & family first which is the basis of your community - my home can no longer function based on proposed changes</p>
<p>We pay the highest rates in any council and now are looking at limiting my visitors to 50 per year - if we have tradespeople coming for days of maintenance on home required eg painting the house etc it will take all our allotted visitors parking. We also have 4 adults requiring car transport for work and you want an additional \$50 on top of \$4000 per year in rates - where our family has had no increase in salaries for over a decade whilst your council rates & other costs continue to go up. We cannot afford this, you have no idea what pressures families are under and rather than help the family environment that you get your revenue from, you want the residents & tradespeople visitors to either walk miles to their home. It will not work for tradespeople & mtce work required around homes, It will not work our large family function & unfortunately we still need cars for work where there is no public transport tradespeople & visitor to the home which pays the rate should take priority. WHO DEVELOPED THIS PLAN needs to think that a community starts at the home first - family functions and home maintenance needs to be catered for as a basic necessity of paying your rates. If we could reduce the cars we would but unfortunately where we work has no public transport - if we could reduce the number of cars we would due to the costs of running a car - not the additional \$50 a year for your parking revenue earning proposal for each car which is another way you have invented to get more money from your rate payer for a basic requirement that some family need - so depending where they live you want more money and provide less service - that is not fair between household that lives on a street with no restricted parking vs another, We strongly object to this proposal.</p>
<p>no</p>
<p>The outcome of this proposed strategy will severely impact existing residents (the number of which is about to significantly increase given Council has approved the building of high rise/high density apartment buildings on and close to Glenhuntly Road) in terms of both parking options and track congestion, both of which are getting worse almost daily. This is having a real impact on the liveability of Elsternwick from a residents enjoyment perspective.</p>

<p>This is a social engineering exercise that punishes residents for owning cars, which is their right. It is a blatant attempt to discourage people from using cars and in fact punishing them for doing so, without providing an even remotely plausible alternative. It's the same insane ideology that wants to take away parking in Inkerman Road to make cycling safer. And it is designed to make more space for commuters to park their vehicles and then catch a tram or train. I don't give a flying f^&%\$k about the commuters and where they park their cars. I live here for 30 years, pay inner city rates, bring business into the neighbourhood and have to rely on cars for my business and to get around (thanks to the shitty public transport system). This is the city of Glen Eira, not the Replublic of Moreland or Yarra. If I wanted to live under those conditions, I would move there. Stop this bloody social engineering and get on with providing services to the community.</p>
<p>Residents must have ability to park outside their own home</p>
<p>Questions are ambiguous. We have parking restrictions in the street and we see cars illegally parking virtually everyday. The council do NOT police the parking restrictions. We have numerous flat/apartments in our street and tenants do NOT use off street parking. Many have one car park (as allocated by the building permits), but either have 2 cars or still don't use the parking allocated off-street. This policy will NOT get cars off the street. If this approach is taken, we will end up with many more cars parking in our street everyday with permits, who are NOT residents. The solution is to provide sufficient parking at railway stations. Not in surrounding residential streets. Skyrail has changed nothing when it comes to the volume of cars parking in residential streets.</p>
<p>Encourage active transport, including parking a little further from the train station so a short walk is built into the commute.</p>
<p>Currently there are restrictions in the streets around our home from Monday's to Friday's. These work well. People working in the area need to be able to park somewhere. Often areas around stations do not currently provide much parking. I understand the need for parking restrictions, but please note that residence also entertain and visitors need to place their vehicles somewhere. There has to be a happy medium.</p>
<p>Unrestricted???</p>
<p>There is a real risk that a policy based on these principles may not act to discourage car use by persons residing outside Glen Eira, by giving them priority over residents. This may simply displace one type of parking with another, for example, resident parking may be displaced with commuter parking.</p>
<p>This policy fails to consider families. I have 2 sons who are driving. Why should I pay to park in front of my own home? There should be a free parking permit available for each resident over 18 years old. This appears to be just Council revenue raising.</p>
<p>we live 550 metres from the Elsternwick train station. I am very concerned that with the new 'neighbourhood' approach to parking we will never get a park outside our house. there are very few now, but if other Glen Eira residents can now use the 2hr parks (with their permits), I expect they will drive to the station and take advantage of the 2hr parks on Riddell Parade that were previously only usable by Riddell Parade residents.</p>
<p>2 comments: 1. Instead of charging \$100 for residents already paying heaps for second permit, hvae one permit pert household that could be used for 2 cars (adjusting your computer systems) because we always have one car garaged off street. 2. We suffer from unrestricted parking in Chestnut st on the odd side of the street and are continually calling council to fine people who block our driveway. Many of us on this side of Chestnut St want a 2 hours parking limitation with resident permits. Skyrail has a huge car parking area and what is happening is we are getting the consequences of aggro drivers. This is not sustainability: this is people driving to Carnegie station and then parking in our street. Cars are still being used to get here, and residents in Chestnut St bear the brunt of your decision to have unrestricted parking on the odd side pof the street. We want 2 hour parking on this side of the street like there is 2 hour parking on the even number part of the street. If I could upload images I have taken I would do so to show you how Chestnut St is a car park most days. Again, what is the point of having people drive to Carnegi station to catch a train...they are still using a car, and giving us grief here. A 2 hour parking limit will solve that problem.</p>
<p>I disagree wiht the proposed changes for existing residents. The parking issue has only arose due to Glen Eira planning department approvals for multi tennancy appartments (holding greater then 10 dwellings) which replace single dwellings and are causing the lack of parking availabilty as these developers have not included enought underground parking for the residential buildings. The proposed changes would disadvantage myself as a resident where I would now be required to pay for a vistor passes when either family, friends or trades are at my premises.</p>
<p>As answered above, I live on Derby Crescent. My street is just over 200m from Caulfield station which is great for me as I catch the train to work and into the city. Unfortunately I do have to park on the my street as my house is within an older townhouse complex (1960s), where the shared car spaces are too narrow. On the residential side of my street, it's a permit zone with a 1 hour parking time between 8am to 10pm weekdays. I agree with the 2 hour timeframe. Currently the railway side of my street is unrestricted which helps the commuters at Caulfield Station. What I don't agree with is the unrestricted on the weekends on the residential side.</p>

<p>1. a zoned parking approach would probably mean more locals would park in Gordon St, increasing parking problems here 2. Less permits for those close to tram/trains makes theoretical sense, but for residents makes life harder - spaces fill up for train station by 7am. A better approach would be for State/Fed governments, and Council to provide parking for transport options instead of shifting the cost - financial and amenity - to residents. I use train and walk wherever possible, but not always possible. 3. \$100 for second permit is onerous for people such as me, not a pensioner, but on a Commonwealth Seniors Health Care Card, hence not wealthy. 4. I could not find how visitor permits would work, despite searching the site. As I have frequent stays by family, and visitors, doctors, tradies etc dropping in, not sure how difficult/cumbersome it would be to arrange visitor permit 5 In one of the hierarchies of priorities tables, residents were placed second last, commercial interests dominated. Seems to reflect the cart before the horse approach to development, in that if businesses or other are encouraged to grow larger, residential developments allowed to reach ever higher, extra parking should be a condition of approval. I know this is not always in the power of Council to control, given the loose drafting of VCAT rules and activity centre guidelines, but again existing residents bear the consequent costs and loss of amenity. 6. Despite all of the above, I am in favour of closer development around transport hubs, rather than devouring more productive food-producing land on Melbourne's fringes, but the nature and size of such development is the issue. For example, no blocks of flats above 4 storeys and not subscribing to the fiction that apartment dwellers do not have visitors needing car parking would help; development that was environmentally sustainable in the sense of not contributing to heat island effects would help; powerful advocacy by Council to persuade state government/s that selling off public land to boost budgets is a bad idea when that land could be better used to provide parking for trains, or social housing, etc.</p>
residents should be given TOP priority as they pay the Council rates . nothing should disadvantage the resident.
Solutions need to be found to bring more commuters to Stations
Strongly object to 2nd permit costing \$100. Rates went up by 30% for us and charging another \$100 is unacceptable. Stop approving 10 story developments to help manage parking pressures . Don't disagree with increasing density - just not to extent council want. Council has had strong feedback on this aspect of urban growth, particularly in Elsternwick. We want to see the sky! Streets with restricted parking both sides should have 2 permits free. Third permits fee applies - should be \$60 for third permit. Permits should be transferable - as people change cars, bring work cars home etc. permits should be linked to an address not licence plate. I would prefer a street based permit - most people want to park in street they live in as a preference, but can also see logic in a precinct approach from broader approach. BUT NO FEE FOR SECOND PERMIT.
Worry that residents won't be able to find a park for themselves or visitors
Worry that residents won't be able to access parking in own street nor will visitors
We park 2 vehicles on the street as we only have space for 1 vehicle in our driveway. Each street has its own qualities and needs and should be acknowledged as such eg. Oakdene Crescent runs parallel to the train line which has different characteristics as Poplar Street

Q. Prioritizing parking – would you like to make any comments? Community survey responses

Ludbrook Avenue is a very narrow street. Too many multi units have been built in recent years. Too many residents, too many cars. Street parking MUST be limited to ONE vehicle per resident.
Why should residents AKA rate payers have less priority to parking than non residents, we are the ones who live here. If anyone should be forced to use public transport it should be visitors. Locals are the ones who support local business, dont put us last.
Permit zones signage is probably a good idea to avoid all the parking being taken by commuters Monday-Friday
Families with multiple cars should have street parking priority
Currently there are no clear rules for parking on a cul de sac. This means that on streets like ours people park perpendicular to the curb at the end of the cul de sac which makes it impossible for emergency vehicles to access the cul de sac and unnecessarily prevents sanitation vehicles from using the turning circle and collecting waste.
Residents and their visitors and their safety and safety of their property must be 1st priority
As rate payers, we should have a higher overall priority. Currently we find it difficult to find a vacant parking spot outside of our own residence. Off-street parking for future public transport users should have been taken into consideration during construction of the Skyrail. In addition, all the approvals of apartment developments have not made any allocations for extra vehicles by owners and/or their visitors. Increased on-site parking for residents & visitors of high rise apartment

developments should have been part of Council's basic requirements. In addition, there is absolutely no regard for residents' needs during construction of these developments, as trades people park their vehicles with no consideration for the residents.
As noted previously, the council is proving to be hopeless at policing flagrant parking abuses right outside its doors with the developments on Hawthorn road near the town hall. Opening up the parking restrictions will only make matters more complicated for residents who cannot park reasonably near their houses. Our street also has incredibly poor lighting at night meaning that if our young adults return from late shifts and need to park a distance from our house, it is unsafe. We also have a driver with a disabled parking permit who struggles to find parking. The reality as property prices escalate young adults are staying at home longer, meaning the need for on street parking is increasing. High rise developments are not adequately catering for the additional parking that they are attracting. The situation is already untenable lets not make it impossible. Keep restrictions for streets local to the streets and residents within it.
Residents should always be top priority. We pay the rates and invest our life times in BUYING a house in the area. To continue to allow high density when there is insufficient infrastructure is highly negligent.
Need to be mindful that you do not alienate the residents and owners living in these areas.
for on-street parking, I would have ranked car sharing bays higher than spaces for residents. If you want to discourage car ownership, then car sharing should be promoted
seems fair
Rate payers should be first priority.
Residents and their visitors should be given higher priority.
Unrestricted parking for local employees & commuters in streets that are completely residential should be totally excluded from any parking consideration.
Think some greater consideration needs to be given to local government employees who may travel long distances to work, eg. library staff. GECC staff etc. Perhaps they could be given a \$100 MYKI voucher
Rate payers of single dwellings are again being penalised
Residents and their visitors should rank higher
These really should be sold to enable stronger revenue for council.
I would like you to detail the criteria you would use to establish these hierarchies& what enforcement program will Council put in place to monitor compliance. Whats the cost structure for non compliance etc. Also, please refer to my earlier comments re sustainability of over-reliance on cars in the municipality. (What is Council's definition of sustainability?)
Very disappointing as a resident
Our baby sitter is driving our children to our house every day and she need to be able to park easily in the street. She will come and go from the house to go to activities and we like her to park in the street without any issues for ease of logisitcs.
Can't see any benefit in changing existing system other than revenue raising.
Carparks for residents who live on a land with one dwelling should have rights above anyone else.
for every single block conversion to due the nature strip should be converted to parking space.
You are kidding yourselves if you think this will change people's behaviour.
As rate payers & home owners we want to park outside our house. Car parks for recreational spaces should be included in plans for open spaces. This did not happen in my street and now people are parking in my street, especially on the weekends to then go cycling on the skyrail path. My visitors can not and could not park close when visiting for my recent birthday because of it as there is no additional parking. I'm seeing that the lack of planning, combined with multi home dwellings without sufficiently sized car parks and population growth is equalling the desire to remove car parking for residents to share for the recreation areas and other additional purposes !!!
The rationale - other than justifying additional fees and restricting residents amenity further - is not clear at all from the policy approach. The prioritisation should be placing resident rate payers first and this clearly does not.
I think residents should have at least 1 permanent parking spot allocated OUTSIDE their home, not 2 streets away.
It is not clear what 'care sharing bays' are in the context of on street parking. The bottom line is that local residents ie 'ratepayers' must have the highest priority for on street parking AND off street parking at public amenities, after all we residents pay for these amenities in our rates.
Any hierarchy must have the needs of residents and rate payers first!!
On street residential parking space should come as higher importance than Infrastructure for active and Independant travel

Some homes have room for one car only off street. Residents and their visitors/family are disadvantages as again lower in the priority list
Why is it that Residents are the lowest in the high priority list? We are the ones paying the rates that are increasing and are being forgotten or put on the lower end of the scale
Rate paying residence in most cases have supported council for years. We only need a fair go for the family to park on street to keep the family together.
Residents and their visitors come first - rate payers come first!!
The massive increase in multi unit developments has led to more congestion in the streets. Most of these do not have enough parking on site and even then many park on the street as it is easier to access their units for the street than their underground car park. I have first hand experience of this. I know of others who have turned garages into additional rooms and then have to park on the street.
There needs to be sufficient car parking for residents who reside near train stations, before you start prioritising train travelers who are overcrowding our narrow streets already.
Pity I pay my rates for Council coming up with such proposals
Priority for residents and their visitors - my visitors spend money in local cafes and shops. Please don't get rid of a standard visitor parking permit. The 50 single use option seems very cumbersome and unnecessary. I would prefer to just pay a small fee for the current visitor pass system
I would like to see spaces for workers at shops etc. within a reasonable distance of the shops.
Bad idea
Look after the residents without off street parking because we pay the rates every year, not the rail commuters, some of whom park in our street because it's safer for their cars than the station car park; (car less likely to be damaged, stolen or burgled etc).
Disagree with Residents being lowest in the High Priority space. Should be above Customers but rest of order is sound
Residents are being penalised with this above priority list.
Widen the narrow streets by creating inset parking within nature strips so that cars can actually drive through their streets and allow fair access into their own properties. Due to poorly planned streets (Churchill Close) by the Glen Eira Council, there are times we are unable to access our own home due to car numbers in the street.
Residents pay rates and should have an entitlement to parking outside their house. Council allowed over building in the streets causing more cars.
Carets need special access to residential off street parking
Resident rate payers living in individual streets must be allocated the highest priority for use of off street parking. Restriction of and payment for permits is outrageous for a Council that already charges extremely high rates. The Neighbourhood parking concept is unfair and discriminatory to the residents living in residential streets.
Spaces for residents should be no. 1
Accessibility - for whom? If you are talking about car parks next to shopping strips, eg at Carnegie, I think customers should be higher than people accessing recreation.
You are not considering people who live in large houses with many occupants. You think everyone lives in a one bedroom apartment. This new draft policy does not support the needs of families living in large houses with older children and their girlfriends living with us. It therefore discriminates us - where would my sons park their cars? with not enough space for 6 cars inside (only 3) where would the other 3 cars get parked. This policy does not allow support for larger families living in the elsternwick region. Not fair and would mean we would have to consider leaving elsternwick
Waste collection etc is important but residents should be in the top two.
I find the above really difficult to understand
See comment from last page. On street parking in time restricted areas should preference residents, as it is now, with parking permits. And take into account the size of the household. The questions are a little bit confusing but between this and previous comment, you'll understand the logic of not changing preferences for parking permits next to residential address
Residents should have high priority to parking outside their homes
Residents and customers should have higher priority than recreation
We purchased our properties with certain and definite rights and amenities. There should be solutions, such as multi-storey car parks that DO NOT MAKE RESIDENTS' WELL BEING ANY WORSE THAN THE CURRENT STATUS QUO!!!
Needs of residents should be first. We live here and pay the rates.

This is not clear
I can't select an option because it is unclear what is classed as active and independent travel.
To improve walkability and active transport opportunities, Council should also work more closely with schools such as McKinnon SC to open up access to enable residents to utilise the school's recreation facilities, open spaces and linkages so that people can walk through/across the Dept of Education land to shorten walking routes to McKinnon Primary School etc as opposed to them locking off the entire site.
I would like to see a definition or examples of what you mean by off street parking. Depending on this I feel that residents and their visitors should be further up the hierarchy.
Residents and their visitors must have right to park at least 3 vehicles more than 2 hours outside house they pay high rates for
things should be left as they are in residential streets
The way you have structured this survey passively endorses neighbourhood parking zones. This is an invalid survey method. The assumption that the neighbourhood wants neighbourhood parking zones has not been validated and introduces bias in your methodology. Any results or analysis that rely on this data collection are compromised and should not be used for decision making purposes.
I want to be able to park in my street & the opportunity for my elderly mother and relatives to park in my street
We have a permit system which works well during times of congestion. The proposed draft parking policy will undermine this current permit system and see residents disadvantaged - strongly disagree
Both on an off street parking should be demand based on not subsidized, the parking should subsidize the residents not the other way around.
Make residents a priority. That's what you were elected to do.
Residential on street parking needs to be the priority including access for visitors
Introducing a hierarchy as you call it I'm not too sure about. Firstly the word hierarchy needs to be scrapped. You don't place people or groups of people above others as you have in your proposal. Secondly, how is this change you propose going to benefit and achieve a more sustainable transport future when transport is at least 10 years behind and has lots of catch up to do. By the time the current situations and issue with public transport are achieved, the population growth will once again have out grown public transport. And again the circle of this issue will arise. This issue will never be resolved as demand will always exceed supply in this state is my opinion. Thirdly you are not supporting our local traders in any way here with any of these hierarchies. Please put some more thought into this. Who plans for Glen Eira? Why are you not seeking external assistance again with countries that do this so well. Lastly? I think it's the mind set of many Australians where the car is the be all end all and who think they are entitled. Other countries can rely on transport and other countries, well the people have grown up knowing that walking and transport is their main mode of transport. Maybe education and changing people's perceptions can help?
I often travel to the city in the evenings and even though I live only 500 mtrs from the station I will park in the Bent Street Car park as I don't like walking on my own at night. It is particularly frustrating that the parking restrictions mean I have to park in spots that are furthest from the station. As a woman I am constantly thinking of personal safety and would appreciate being able to park my car close to the station in the evenings. Can the restrictions be change to 2P 8am - 6pm?
I believe the current policy should remain and the only reason there is congestion is due to too much housing development. this is poor planning on the council who has permitted this development and residents should not suffer due to this. The new policy will devalue homes in quiet cul de sac streets
Again, you are not putting residents first!?!?
The number one priority for should always be the residents,
I'd like bike riders to be an identified group in the off street hierarchy and car share parking too
2 comments - table 1 - I'd like to see car sharing priority lower - as this is used by private firms for their PROFIT - so public transport and resident needs should be prioritised higher. table 2 - I am unclear why commercial activities (customers and traders) are prioritised above residents
Residents with parking permits shouldn't be allowed to leave their vehicles parked 24/7 in a 2 hour parking space outside a rate paying owners home...what's the point of the 2 hour parking sign, you might as well remove it, it is meaningless...
As per previous
This approach seems like the bigger problem is not addressed. The development of appartments is causing this issue.
I think residents need to have a higher priority than anyone other than the top two priorities listed.

Second hierarchy proposed may only be appropriate for apartments on busy roads, among busy shopping strips that are poorly accessible by public transport or not within 400m of dedicated parking bays.
As per our previous comments, a change to this policy would be discriminatory for households with extended family living arrangements, and would, at a practical level, materially disadvantage the lives of residents, causing some of us to leave the city of Glen Eira.
Residents need a hirer priority
Unclear poorly worded questions, could have double meaning.
reducing permits from 3 to 2 is not a good idea. We are already struggling with visitors and us getting fines in several occasions.
I think you need to hurry up and build the multi storey carpark behind the shops sooner than later and leave residential parking alone
In order for this to make sense, your survey needs to be clear and it is definitely not that. What does infrastructure for active an independent travel mean? why would you locate car sharing facilities in residential areas? Aren't they a private business concern? Does this mean that you are prioritising a private business concern over local residents? Why wouldn't they be situated closer to public transport access? when residents have off street parking, why are they prioritised below customers? Customers of what? Are you referring to houses closer to shops? This list is by no means exhaustive but captures the salient points. From my observations residents in this area have a mixture of on street and off street parking. It should not matter how far they are from shops. They should have priority of parking local to their house. I cannot agree to survey points which simply do not make sense.
A hierarchy priority must consider the size of residence and number of residents that need parking.
I drive to the area and park in streets close to the train station where is all day parking one side of street. I could easily park further away from the shops and walk - I need more shoppers and can only get this if there are more two hour parking zones near my shop. I park there because someone else will but if it was 2 hour parking - I have no problem walking 5 or 10 mins from the shop if it will enable more shoppers
Biased against locals Who will never be able to park in front of their homes ever again It will be worse than now U are effectively putting up free parking zones in local streets Why ? Streets around train lines should be 2 hour restricted both sides to encourage shoppers Not train travellers who just park and leave Whose bright idea is this I heard from old neighbors parking was never an issue till council made one side of streets all day just for the heck of it I moved from another area where streets near railways and shops just have 2 hour parking everywhere and monitored I know Why are u determined to make Bentleigh a parking jungle and not even monitor parking
Residents must come first in all hierarchies, after all they are the ones paying the council rates. Council should dismiss the notion of charging extra for visitor parking for residents.
Why are recreational users afforded greater priority than business customers? What will keep the lifeblood of business in the suburb flowing? And why are residents' visitors less important than recreational users? It creates the bizarre notion that if I am visiting a park in Caulfield, that is "better" than if I am visiting my friend at their home.
Local streets belong to the local residents not to train travellers or shop owners Travellers have parking and shop owners have their own parking Local streets should be 2 hours for shopping and this will allow more people to shop Now they can't park
Car sharing to be encouraged
Residents should have 1st priority
Residents should be the no 1 priority in the parking master plan.
Enabling planning for individual households for offstreet parking on their own properties
As residents are the rate payers their parking needs should be highest in the hierarchy
Residents is higher on priority list and people accessing recreation is lower with customers.
residents need to be higher - at level three
Not in favour, this system will create less parking options for residence and customers who frequent shops in the local area. stop using safety as a means to justify the highest priority. This is a furphy. Bin collect and street cleaning is being achieved already. Focus on those who need to live in the community, not temporary visitors or those who use the street as just a parking lot.
Residents and their visitors and public transport should rank above should rank above car sharing bays. This is too simplistic as it ignores students. The Kambrook Road carpark should be available for overflow residential parking
I think residents should have priority to off street parking near their homes before infrastructure for independent travel when they can only use private off street parking for one car. Again the neighbourhood policy should prioritise its residents.

Traders have their own parking - there is no need to have them taking up spots in local streets - your are trying to encourage shoppers - how by giving away parking spots from residents ? Oh no - make eg Loranne street 2 hour parking both sides 8 - 8 seven days a week. This will allow shoppers to come to the shops and people will be happy - traders have their own parking or if you insist make them park well away from the public transport and shops hubs. Do not use the streets close to the shops as free parking for traders and transport users. Increase train station parking ie multi storey and also in Burgess street angle parking. Loranne should be 2 hours max - 8 - 8 seven days a week LIKE a majority of shopping precincts.
The Koornang road food precinct attracts an ever increasing amount of drivers, but there is no multi-level car parking facility available. The forces drivers to park in residential streets putting more pressure on the limited spaces available. This causes problems for local residents and the wider community, and now you want to limit parking in this area without offering any additional parking options?
This is another form of controlling the public access, and generating more income. It has nothing to do with the good of the residents.
Inappropriate planning has led to many of these problems. Such as Insufficient off street parking, inappropriate placement of buildings that attract large volumes of people using motorised vehicles. These proposals impose concessions to be made by residents after failure of government to deliver smart city planning.
Residents and their visitors should have priority in their own streets. Why should those with no off street parking get an extra pass? We paid more for a house with an extra spot. This is not fair...
Residents should be placed second to safety based on hierarchy of needs.
We are rate payers and deserve to be able to park our cars in the street.
Parking priority in any residential street should be given to the resident. It is the resident that pay Rates. Every street is different & I would agree that some areas should always be made available for emergency vehicles or spots for disabled parking.
Residents must be the top priority. They are paying your wages and vote.
Residents of Glen Eira need priority in parking close to their homes. not those visiting for recreation or staff of local business.
As rate payer and car owner, I see my priority above all other described needs.
This is a nonsense, it will always be supply and demand for parking and traffic management
Why is it that in both these options residents are listed way down on the high priority list. We should be at the top. We have committed to Glen Eira by living here and we pay rates. We and traders should be at the top.
Priority should be given to rate paying owners, their visitors and families.
Priority needs to be given to residents at all times, the people who live in the houses that will be impacted the most
No.
How about you pseudo-intellectuals checking on the inhabitants of Glen Eira who actually have driveways, but for some unknown reason, choose to park their 3 or 4 family cars on the street, whilst their driveway(s) remain empty. The other side of that equation is, how many vehicles that belong to owners who live many kilometres from Glen Eira, choose to leave their cars in Glen Eira streets all day, at least 5 days per week, whilst the local ratepayers/property owners are disadvantaged, parking-wise, in the very precincts where their inflated annual rates are applicable. Seems like a 'Catch 22' scenario, that should definitely lean towards the local ratepayers. And if you so-called decision makers are of the view that the motor car will somehow cease to exist or decline in numbers in our culture, then I believe you are totally deluded. Perhaps some consideration should be given to limiting population growth in this borough, rather than gleefully rubbing your combined hands together at the prospect of the ever-increasing rate remuneration, based on the ever-increasing developments that entice and ever-increasing number of flat dwellers, all of whom have at least one motor car. Commonsense should decree that increase in population equals increase in human activity, and in this case, increase in motor cars. Seems simple really.
Don't know if this is just a fee your organisation is after more than 70% of houses in my street don't even have driveways and no one even monitors the permit zones.sometimes I have to walk over 10 min to get home from where ive parked .
This does not show that people with special needs that have no other choice other than using a car will have a higher priority & thus I have considerable concerns. Why have customers above car sharing if you are preaching sustainability?
Our current flexible permit is more beneficial than specific permits, any change will cause a lot of stress
Residents with their own off street parking should not be worried about changes.
I have NO idea what "infrastructure for active and independent travel" means. Good luck to anyone trying to do this survey if English isn't a first language, or aren't highly educated. To be a real consultation it should be rewritten in terms people can understand

Again, residents who have parking on their own properties, should be encouraged to use it. This is often not seen - but residents cars take up suburban street spaces when those spaces should be used to add to the ease of shopping access by others who cannot get to the shops by walking or train.
Why would you prioritise waste collection parking on street over anything else? That should be lowest priority!
Residents and their visitors should have a higher priority than recreation, customers and Traders and employees.
I question the research value of the 2 tables set out above. Why are the User categories described differently in the 2 tables - surely we are talking about the same groups of users but applying different priorities eg is 'Infrastructure for active and independent travel' the same as 'accessibility'? Where does Disabled parking fit into either of these categories - and does it? I don't believe Car Sharing should be prioritised in the 'on-street' ranking - it is surely a commercial activity? Has there been any post-audit of the value to the community of the car sharing services currently occupying high value parking? The tables do not allow for the Riddell Pde commuter parking situation described above. Don't understand why 'accessing recreation' is ranked above 'customers' in off-street table - what is definition of recreation? Does it include going to the cinema or meeting friends at a cafe? Very poor research methodology in my view which will create skewed results. Also this approach and that of the next section rely on a clinical segregation of 'neighborhoods' from 'Activity Centres'. Clearly our area is in an interface between the 2 (from Mon-Fri anyway) and I suggest there are many other areas in the city in the same situation where any change to parking rules or space in the Activity Center will have a direct impact on our street on those days.
I do not understand how mysingle off street parking place applies to any of the above criteria.
Residents who pay rates should be of highest priority
Difficult to follow as the conditions for parking detailed elsewhere do not seem to match these priorities
The double bus stops in Neerim Rd, Murrumbena are ridiculous and unused and should be reduced to one each side thereby creating 4 more street parking spaces. The two parks for Australia Post/courier vans are equally wasteful. One in Neerim Rd, Murrumbena is enough.
Council is creating the parking issues by approving so many large developments with insufficient parking spaces. Just stop!!! There are very few public or private off-road parking facilities in residential streets in Glen Eira. Rather than restricting on-street parking and making residents' lives a misery, maybe you should be buying up properties on the streets with lots of new apartment buildings (get developers to fund this) and turn them into car parks. Then when your pipedream utopia arrives and people do not drive cars anymore, you can convert these car parks into green open spaces. Glen Eira is infamous for its poverty of open spaces. Roads are the way people get to destinations. This includes both travelling and 'stopping'. Since most people travel around Glen Eira in cars, this means people need to park somewhere. For family, friends, visitors, tradespeople and carers to visit residents of Glen Eira streets, they either need on-street parking or car parks. Why would infrastructure for active travel be a higher priority than spaces for residents and their visitors. What does "off-street (public) parking in neighbourhoods" even mean?
The questions asked in this survey seem overly complicated and designed to achieve a particular preconceived outcome
THE ORDER IS INAPPROPRIATE IN BOTH SITUATIONS. SENIORS AND DISABLED SHOULD BE GIVEN HIGHER PRIORITY. BETTER PUBLIC TRANSPORT AND CYCLE ACCESS WITH SECURE PARKING SHOULD BE A PRIORITY.
Residents must be able to park their cars on the street, at no charge, if there is insufficient off street parking.
SUSTAINABLE TRAVEL OCCURS WHEN PEOPLE WALK, CYCLE, CATCH TRAINS, BUSES OR TRAMS OR MIX THESE TYPES OF TRANSPORT. ENCOURAGING PEOPLE TO DRIVE TO THE STATION BY PROVIDING PARKING IN NEIGHBOURING STREETS IS NOT CONTRIBUTING TO SUSTAINABLE TRANSPORT USE. IT SIMPLY SHIFTS THE CARS FOR THE DRIVERS' CONVENIENCE. I KNOW THAT DRIVERS WHO NORMALLY RESIDE 3 KMS AWAY IN NORTH ROAD REGULARLY PARK IN MY STREET TO CATCH THE TRAIN. THERE ARE BUSES THAT TRAVEL ALONG NORTH ROAD. THE SPACES THEY OCCUPY AFFECT MY AMENITY AS SOMETIMES MY VISITORS CANNOT OBTAIN A PARKING SPOT AND THIS WILL GET WORSE WITH THE NEW PROPOSAL. ALSO, IF THE COUNCIL ALLOWS APARTMENTS TO BE BUILT WITHOUT PROVIDING PARKING SPACES, THEY CANNOT HAVE IT BOTH WAYS AND ALSO ALLOW THE OCCUPANTS TO PARK IN OTHER NEIGHBOURING STREETS. IT IS A MYTH TO BELIEVE THAT ALL OF THESE RESIDENTS DO NOT OWN CARS. THE COUNCIL IS UNDER NO OBLIGATION TO DO MORE FOR THESE DRIVERS, PARTICULARLY WHEN BUSES ARE AVAILABLE AND PLENTY OF APARTMENTS WITH PARKING FACILITIES ARE AVAILABLE. WHY SHOULD RESIDENTS' , WHO ARE RATE PAYERS, LOSE THE AMENITY OF THE LOCALITY THAT THEY PAID FOR, OFTEN SACRIFICING LIFESTYLE TO DO SO. MANY OLDER RESIDENTS NEED FAMILY AND OTHER VISITORS AND SHOULD NOT BE CROWDED OUT BY THE CONSEQUENCES OF POLICIES DESIGNED FOR LAZY COMMUTERS OR BUYERS OF INAPPROPRIATE DEVELOPMENT.
The access for resident car owners should be one of the top priorities, not for the wider community
No
We have off street parking on our property. We only have one car. We nearly always park in our garage over night. Our garage is tight and it is difficult to open passenger doors in the garage. We tend to unload passengers and goods while street

parked as we can access the car better. We are getting older and the shopping is heavy- very difficult if we have to park so far down the street. It is also difficult to have to open the gates and drive into the garage, multiple times per day, if we are coming and going. The zoning in our street has changed and some homes have been sold to developers. These houses have been rented out, often to more than one family....share houses.....this results in 4 cars for one house, and the garage being used as a storehouse, with cars on the street and in the drive. More and more commuters and shoppers are parking in our street. The carpark within the building at 600 North Rd is usually empty....the employees and customers for those businesses do not park in the carpark, they choose our street. The rented flats opposite us, have 2 carparks per unit, yet some of the residents use the street full time to park in. The businesses make a profit or they would not exist. They are using our street to house their employees' and customers' cars at our expense. Yes, we use some of those businesses as well....they are convenient for us and we like to patronise the locals if possible, but the shopping centre car park is rarely full, and the designated business car spaces within business property boundaries are not used. We are facing a very near future, where we will have to spend a significant amount of \$\$\$ of our own money, to re-fence and re landscape our front yard to allow us to drive straight in off the street and park, so we can easily unload and exit our car. Then we would be assured of a car park, but would be giving up our residents' right to the use of parking in the street. There would be no Council compensation. We are not in the street that often, but we don't see why we have to pay for a visitor's permit. This is our home and we are continually having to reduce our use of shared space to make room for more and more others to come in and use that shared space. This is our home 24/7, we are the ones that clean the rubbish left by the others. The others won't use designated car parks as they are less convenient. The business owners don't always use the designated car parks, but we have to make room for them and their customers, so they can make a profit at the expense of our amenity. The Council should be looking out for the residents' rights and balancing those with the rights of the business owners, employees and customers. As for commuters, there is a HUGE, fenced, paved area over the train line at Ormond Station, that is lying idle. It could be used for commuter car parking, taking pressure off the surrounding streets. Why should we pay for Tradesmen or visitor permits? We are facing a plumbing repair job lasting up to 4 days (broken sewer boundary trap). This will bring a team of workers to our property. They need to access their vehicles to get tools etc. As a resident, it is normal to have tradesmen at times to fix or improve one's property. We are pensioners, the existing Council rates are huge. We should not have to pay even more, in order to have tradesmen visit our property for routine maintenance. We are not a commercial operation, just everyday residents being squashed more and more. The Council is making a lot of extra money in our area due to all the intense development of 3+ storey flats being built, where previously there was but 1 dwelling. A lot of extra rates. The Council has allowed nearly every development of multiple units, to have less parking than recommended. The Council maybe has not issued Parking Permits to these flat occupiers, but they are parking in the unrestricted places, adding to the congestion in ours and others' streets.

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It would appear that residents are not being adequately considered, being the 3rd priority. The idea of car sharing sounds good, but how would this be policed?

Not sure what your jargon really means!

see previous comments

(1) Ensure developers do not get reduced parking - this has happened close to 100% of the time (2) If you reduce the parking of residents, will you reduce our rates accordingly?

This draft strategy does not consider the fact that people living in Glen Eira do not spend their lives only travelling around Glen Eira, so no amount of encouraging use of public transport and active transport will reduce the demand for cars to achieve the Councils expressed target by 2030. Parts of Glen Eira are well serviced by public transport, but other parts and the wider Melbourne suburban area are not. No resident of Glen Eira has time to spend hours travelling to destinations on inadequate public transport in order to reduce car usage and demand for parking in Glen Eira. Whilst people may commute to their place of work during the week, outside work hours and on weekends they rely heavily on their private vehicles because public transport is largely inadequate for timely traffic across wide geographic areas. And until such time as the State Government provides a decent public transport system, this will continue to be the case. The notion of a \$100 Myki card is no incentive to relinquish rights to all eligible permits. The draft proposes that how close you live to public transport will determine how many permits you get. This is not an appropriate criterion because it gives no consideration to travel requirements of residents. For example, you could live near a train station, but have a requirement to regularly travel to an area with inadequate public transport, which necessitates the use of a car. Car use may be the only option for travelling to and from employment. A resident's work vehicle may require on-street parking because it is too large to be accommodated in the available off-street parking. What data has council collected in relation to the travel patterns of its residents? And if this data is not available what plans does Council have to collect it? Up to this point, residents have received 3 free parking permits. Council now proposes to reduce this to 2 permits and require residents to pay \$100 for a second permit! I am absolutely opposed to this. The draft strategy states that 'a fee sends a price signal that we value street space as scarce and limited'. The signal it sends me is that Council will take any opportunity to gouge money from residents. And to say that the revenue raised will be used to encourage use of public transport is not credible. In order to encourage use of public transport, their

needs to be a high-quality public transport system in place and this is sadly lacking due to the irresponsibility of successive State Governments. It will be many years (if ever) before we have a public transport system that gives the public the confidence to get rid of their cars. A maximum of 2 parking permits in the Elsternwick area is not adequate. With so many young adult children continuing to live with their parents rather than move out of home, it results in additional vehicles. It is not uncommon for each adult in a family to have a vehicle and this is not going to change for the reasons stated above. If Council considers that the needs of residents and their families is a higher priority consideration than commuters and customers, then residents should be entitled to 3 permits. It hardly seems reasonable that residents are financially penalised for the number of vehicles they have, yet commuters and customers to cafes, restaurants and other entertainment venues in Elsternwick are welcome to monopolise parking at all hours of the day and night, 7 days a week, to the inconvenience of residents. The idea of zone-based permits also means that residents will compete for parking over a wider geographic area than under the current system. The draft policy makes the specific point that residents should no longer expect to park near their homes. Given the large proportion of senior residents, this will result in inconvenience and potentially health issues if residents are required to carry their shopping/purchases over hundreds of metres from car park to home. The draft policy also states that residential parking permits are not transferable, but how can Council ensure that residents don't sell their parking permits to commuters or charge for others to use them on a short term basis? A Black Market in parking permits! Public transport is supposed to take vehicles off the road, but in Elsternwick, in those streets which have no parking restrictions, commuters bring more vehicles into the area and cause significant parking inconvenience to local residents. If the State Government wants to encourage people to use public transport for commuting purposes, it should provide adequate car parking at railway stations so that local councils and residents do not bear the brunt of this 'buck passing'. For a strategy that sees commuters as a low priority, there seems to be an awful lot of parking opportunities being provided for this group in the train/tram zone and major activity centres. Again, the residents having to 'cop it sweet' to bail out the State Government for not providing adequate commuter parking at/near railway stations. Whilst Council may have an expectation that commuter parking will be provided by the 'relevant state authority', the reality may be very different! In relation to future residential development, Council must always require the maximum number of resident and visitor car parks to be provided on site. Waiving of visitor parking requirements, which seems to be the common practice by Council, just puts pressure on on-street parking. I fully support the proposal to deny parking permits to residents in new residential developments as a way of reducing the impact on on-street parking in residential streets. I just hope Council finalises the parking strategy in a timely manner to maximise this benefit. The draft policy states that 'permits will only be issued to residents who have parking restrictions within their street, between intersecting streets'. In the example given, it appears that the intersecting local streets do not have parking restrictions, leaving them prey to commuter parking. This common practice would significantly reduce residents being able to park in these streets. But because residents are ineligible to park beyond the stated hours in the restricted parking Main Street, just around the corner, these residents are doubly disadvantaged. Council needs to consider providing parking and visitor parking permits for this type of situation. The draft policy is not clear how the 50 free visitor parking permits will function. If they are daily tickets does this mean they will be provided with dates stamped on them? If so, why should residents have to pay for the second batch of 50 when they very likely have not used some of the dated visitor permits issued in the first batch? If, however, the 50 visitors daily permits are not dated, how should they be used and how will Council determine that they have been used? Tradespersons will have permits to access 'nominated streets' providing car parking 'in the vicinity of where they are working'. But the draft strategy does not identify the criteria for identifying these nominated streets and does not define 'vicinity of where they work'. How far away from where they are working would these permits apply. Given the amount of development going on in Glen Eira, this provision could become quite onerous for residents who are already stressed by lack of parking. How will these permits be monitored to ensure usage is appropriate and not being abused. Given the frequency with which Construction Traffic Management Plans for development sites are flouted, I have no faith that use of Tradesperson parking permits will be adhered to. If empathetic parking cannot be enforced there is absolutely no point in introducing it. These parking spaces will be used by non-eligible drivers because there will be no consequences and those who the parking spaces have been provided for as a courtesy, will rarely get the benefit. Such abuse will however cause public annoyance and add to dissatisfaction in relation to parking issues.

Residents need to continue to be placed at the top of the hierarchy in general. I live close to the rail and a school and don't have access to off-street parking and should not be disadvantaged by these changes.

Disagree strongly

In the first question above I am not sure what infrastructure for active and independent travel means. It is not clear what the second question means. If the off street parking is near parks then it makes sense it is for people accessing recreation...otherwise it would be more likely for customers

Residents should be at the top of the list. we LIVE HERE. we pay the rates that keep Glen Eira going. Without places to park means difficult living arrangement, people will leave the area. there is more than enough parking else where for people who need to work or go shopping. all family events and major holidays are held at our house every year. How am i expected to accommodate this?

It looks to me by the way the questions have been structured that it will go ahead anyway . The residents and their carers and families should have higher priority than people who work around the corner and don't want to use public transport and/or don't want to pay for parking at the hospital. This means the residents will pay for the local employees .
Refer to previous comments made
Emergency vehicle access
I disagree with the on-street parking hierarchy for the lowest 5 items.
Residents and their visitors should have a higher priority. Also greater monitoring of parking restrictions needs to occur so that customers etc do not take advantage of off street parking for longer than allowed time or restrict access of residents to their properties eg parking across driveway so they can go into a local shop, buy coffee etc
I don't think the council has a responsibility to deliver a "more sustainable transport future"
The highest priority should be the rate payers.
Consider the congestion traffic has caused since the sky rail has been erected. More crossings are needed. Pedestrians no longer feel safe.
Our streets are narrow and after dark there is often only one lane, which can be dangerous. With Gardenvale Rd closed to traffic- and its the widest road in the area- Ludbrook takes the brunt of the through traffic. Why not put traffic lights at the Gardenvale/Kooyong Rd Intersection
This hierarchy system is flawed. Council access to empty bins should not be the highest priority. I don't understand why when wanting to encourage people to use public transport that commuter parking is the lowest priority. This is not consistent
Residents / ratepayers should be accorded the highest priority.
Residents pay rates. They are the first priority. They should be able to park in the street they live near their homes. They should be at the top of the priority. Visitors to recreational can take public transport and walk.
Employee parking should not take a higher priority than car sharing.
My response 'not sure' is due to needing clarity on some of the 'need' categories and 'particular places'
Traders & their customers should be first priority here. If you don't have convenient parking for shopping this will adversely affect the local traders & further frustrate the local residents
The residents pay your wages.... why are they not have top priority!! we LIVE HERE! This is our space, and the inept policy planning procedure fails to recognise this> is this about the council generating more money??
do not change anything. us residents suffer most with all the dwellings coming up that do not offer sufficient parking for their resident and then using up our streets to park.
This survey is difficult to follow and leading to answers rather than allowing free text
To encourage less private vehicle ownership- provision for share cars could be higher on the list.
Residents seem to be getting locked out of parking near their homes...Mind you this survey is difficult to understand , i.e. the difference between on-street parking and off street
It is most important to look after residents' needs
Why isn't the Council's first priority looking after the parking needs of residents who pay rates rather than catering for visitors.
Without enforcement, none of this achieves anything.
residents may not have off street parking necessitating ready and safe access to their homes via on street parking
Stop removing our parking!
I disagree with the premise. You created this problem by allowing development with less than mandatory parking spaces .. now we have to suffer for it. We warned Council and were stonewalled. Residents on a street should get first options on parking. End of story.
Interesting that Council rates its own residents as the second lowest priority in this hierarchy of 7. Have you forgotten who pays your rates? And car sharing is the lowest priority - what does this say about Council's commitment to sustainable travelling practice?
I am in general agreement with the proposed parking priorities.
On streets nears shopping/retail/commercial centres, there needs to be resident only parking, as these streets are being used by permits holders who are not residents. Residents cannot even park on their own street - especially Arawatta Street

As per my comments above, how can residents be penalised for parking their cars in their area by being hit with additional council rates to park their car outside their homes. This is not right. Prioritise the residents before others where there are no impacts.
REFER TO MY COMENTS ABOVE
I don't really understand how this "hierarchical" system could work
Still don't see any positives here for sustainable transport future. Nothing relevant to the above on any page.
I think there is an opportunity to create more public parking spaces at Patterson Train station. The current train station car park near the Patterson Rd train station would be suited to being developed as a multi-storey car park for commuters. This would reduce parking pressure on nearby residential streets and encourage commuters to take public transport
While safety and access are important issues for the Glen Eira community, this does not mean that residents should be compromised. For the residents which live in the area, pay the current council rates and taxes, the priority should be much higher. The proposed increased priority for transit visitors to the area is detrimental to the lives of the residents. The priority to increase safety etc should be in line with the investment into new public facilities rather than changing the rules for local residents.
Parking for home owners should be the priority.
residents should priority which they do not at the moment.
This is quite confusing and i'm unable to provide comment on this. In my view, residential on-street parking needs to prioritise residents living in the street. If can not be assumed that someone with off street parking has sufficient parking access to meet their needs.
Please simplify parking restrictions. There are some areas in the shopping strips that should just permanently be clear ways, some that need to be permanently loading zones. There also needs to be more spaces for drop off/pick up.
Agree with car sharing being lowest
Residential planning permits need to accomodate more than one car parking space per dwelling. As multiple-resident dwellings increase in number, so does the consumed space on the road with resident cars parked in the street.
Hierarchy puts some of the commuity at a disadvantage.
Many residents such as our household have 2 cars and alternate which one is in the driveway and which one is on the street. It is unfair make existing residence pay for a second parking permit. Generally residents who can park off the street would do so. It is unfair to make parking more difficult for existing residence in these busy areas as it is already difficult enough to get a park near your house in these areas. Council should require more parking in new developments as a large amount of the increase in parking on the streets is from new developments.
I believe public transport should be higher on the list than residential needs - if you want a car it should be parked on your own property not the street
SOME HOMES DON'T HAVE A CHOICE BUT TO PARK ON STREET! DO NOT DISADVANTAGE ME WHEN I DON'T HAVE A DRIVEWAY!!
As a rate-paying resident we believe we should have first priority for parking in the street in which we live.
Residents should have access at all times to parking on street where there is more than one car involved.
I am against the draft proposal
For on street parking, residents should be above infrastructure for active and independent travel. Bike lines cater for a small section of the community and should not override other needs.
Safety is a poor secondary thought other modes of transport will not be effective for kids and elderly glad waste collection has high priority
The highest priority should always be residents!
For on street parking, residents and visitors should have priority
We have 4 adults and often one visitor staying with us and family functions tradespeople cleaner gardener 50 visit per year only takes care of one cleaner- house painting mice etc this draft cannot work for an average home to function which comes first as this is the basis for your community!!!!
residents and their visitors should have priority over spaces for people accessing recreation.
strongly disagree with proposal for only 1 free parking permit per household. As it is ridiculous and unfair!!!
Surely the highest priority for any planning scheme has to be for the people who actually live in the suburb or surrounding area, i.e. the residents??

This is a social engineering exercise at the cost of existing residents.
Residents come first (we pay the rates). Our street is full of commuters every week day. NOT satisfactory.
Survey should allow respondent to re-order the rows in both tables and suggest additional rows (user categories) eg seniors, kiss & ride zones, etc
Residents should be given first priority in their own street.
looks ok.
Look, I am sure you are all lovely people reading this but Chestnut St is a public car park already and it is not the reason I live here.
on street parking is a priority for residents and even if a resident has off street parking this should not disadvantage them from have accessibility to off street parking
Customers for off street parking needs to be higher up to keep economy going in local activity centre - people stop going if parking is to hard. Council needs to retain current public parking in elsternwick .
I understand the need for less congestion but residents should have priority
We don't think it is fair to now start charging residents for parking in front of their home if the resident does not have the capacity to park on their property

Q. Parking in our busy centres – would you like to make any comments? Community survey responses

Ludbrook Avenue is a real issue. It's also used as a rat run by traffic running between Hawthorn and Kooyong Roads (Avoiding lights and North Road). Virtually all other through-streets are blocked or have limited access due to traffic control measure. Ludbrook Avenue is a real issue.
Parking for traders and employees should be lower on the priority list. No reason why they can't use non-car transport like everyone else.
At least some of the senior parking should be on street as many elderly people struggle to walk long distances but lack disability permits
Being close to shops, cinema and train, the residential zones proposal will mean people living up to 800 metres away will be tempted to drive and park outside my house to go to the movies etc. Parking is often very difficult, this proposal will make it significantly worse.
We are currently within 200 meters of activity centres and, as much as we appreciate the need for public access to these centres, we would like the ability to be able to park in-front of our own residence.
Pram spaces are the most commonly abused parking spaces ever invented - this is just an unenforceable revenue raising activity. How to determine if the parker has a pram or not - does the parking officer stay and wait to see?
Particular needs public parking spaces should only be provided for seniors, people with prams should be required to park and walk like all other drivers.
Activity centres generally back on to residential side streets. Any parking changes that impacts local resident car parking is not practical.
In murrumbeena there isnt enough spaces to supply this.
Make these spaces available after hrs for everyone to use as they are often empty.
I occasionally use street parking near stations as a commuter. I'm happy for this to be the lowest priority - I just wish the bus ran more regularly, on time and later into the night.
People with prams do not require special car parks. Their child is comfortably sitting in a pram and the guardians are capable of walking and keeping fit.
Given my observation of considerable abuse of 'special needs' parking generally in the community, no changes ought be made.
Major activity centres like corrupt owner of Classic Cinema
I think 2 or more in 50 is better for disability
It's difficult to comment on the above without stats to support the need for this parking
Public off street parking should really be sold. A waste of space really, hard to maintain and quite ugly.
Ditto- see my previus comments

There is a lot of money wasted that could be better spent
Customers and local employees should be higher up the priority list.
Disability spaces are usually empty (or people that use them cheat). There is no need to allocate spaces for prams or seniors. People just cheat. We never needed pram spots, normal parking spots were sufficient.
Will this be enforced? Car parks provided for these groups often appear to be abused by those who have been allocated permits incorrectly.
Seniors don't drive as much anyway.
It really seems that the rate payers are not being considered at all as at the bottom of these lists !!!
I presume this reflects council's research on needs, in which case I assume the recommendations are reasonable.
Those with identified needs should be catered for. Not sure prams fall in that category. Is Council also proposing to introduce fees for the proposed timed parking spaces?
Take into account residents needs first and then everything else should fall into place. Not sure who came up with these hierarchies but if you paid them money ask for a refund, or check their credentials, they are appalling and clearly don't live in the council area or anywhere near an activity centre!!!
Seniors yes, prams no
Prams are able to be pushed ,dont understand the necessity for allocated parking for these.
Any assistance to encourage use of venues is beneficial
only disabled people deserve a special spot. Being old or having kids is not deserving of a permit - walk! Waste of time and money to create these special parks for oldies and parents.
Car share spots should be treated the same as resident spots
Allocating public parking spaces in Activity Centres to seniors and people with prams? These people are not disabled. Why would we do this? These people are not special.
There must always be a prioritising of residents parking needs - they will be impacted every day of the year if they can't access parking for their needs if they happen to live near an activity centre.
It have been very disappointing for Council to allow traffic hazards to be created by Caulfield Station Street development (opposite Racetrack). For months I watched my rates and taxes being wasted by developing roundabout then changing it to crossing lights. It have been very inconvenient and went for almost a year!!! Further to that, it was badly planned. As it was not enough the signage made it very risky to cross the road. I travel to work by Train but it seems that our Glenira Council is determined to make local residents as difficult as possible. Very DISAPPOINTED
look after residents that don't have a driveway.
In terms of disabled spaces I think it is a lack of enforcement of people breaching the space if there is a problem. Not sure we need more than we have. Carnegie is a case in point
The existing disabled spots are rarely full. Why do they need more? You are proposing to go from 1 per 50 for disabled and seniors and prams to 2.5 in 50. That's obviously way too much
Disability permits are clearly being abused and allocated to those without disabilities. This should be rectified before increasing allocations to disabled. There needs to be an agreed definition for Seniors before an allocation is granted.
Spaces for residents should be much higher
In the first box in this section, I do not see why Customers have a lower priority than Bike Parking. I am a senior, but don't see why we need parking spaces dedicated for us. I have seen the large number of spaces for people with prams at Chadstone, and most of them are often empty.
Define activity centre. We cant spend all day finding definitions. It's not fair.
We have enough disability parking. Seniors and people with prams don't need any greater access. Most seniors already have disability parking permits. People with prams can walk and don't need special treatment.
Increasing the rate of disability accessible parking to 1.5 in 50 is too low.
Why do prams need special spaces, give them to seniors and disabled
Many people do not adhere to pram /senior parking signs so they are a waste
How do you plan to monitor and police it? I've seen many cases where anyone just parks in these spots so they are not available to those ho actually do need them
car sharing space should be below space for residents
Just because someone has a pram or is a senior with a walker DOES NOT MAKE THEM DISABLED!!! They are quite capable of walking. It just might take a bit longer but that is no excuse to skip ahead of the queue!!!
Customers need to be higher on the list of priprities

- Something needs to be done to push residents to utilise off-st parking. Many apartment dwellers in our st don't use their off-st parking but park on the st as they find it easier!
better access to parkign for seniors would be desirable
You have not described what an "activity centre" is within this survey and invalidates this survey methodology. This will result in inconsistent responses. It would be irresponsible to rely on the survey results for decision making purposes.
Disabled drivers, seniors and pram users should be given cheaper pricing, but everyone should be using dynamic pricing to keep spaces open to everyone.
Residents need to be the highest priority
I dont agree with the proposal for those with prams. What makes people with prams more important than the average jo blood? I agree you need to increase the parking for the accessible parking and parking for our beautiful seniors but not for those with prams. It will only become and issue as I have seen elsewhere as I park in pram areas as this is not law and you are discriminating against others with no prams and possibly no children. And I also dont wish to be abused by arrogant and abusive parents who once again think they are entitled to a car spot above me or anyone else with no pram. Only in Australia have I seen this introduced and it is nonsense. They have a pram for a reason to assist them they are not carrying the child in their hands. You can I introduce more walkways for pedestrians or those parking within the activity centres for safety. Safety should be a priority and not how many car spaces for those with prams you need. You need to free up the spaces and not place "titles" and hiesrachies unless it is really needed like out seniors and disability parking only. You have too many hierarchies as you call this and you are confusing the matter by placing titles on each one of us. Keep it simple is the best. Focus on the traders and what will assist the traders with parking for all and this may be achieved by having more spaces for all and capping this at 3 hours. 1 hour is too short and 4 hours too long. Calling at 3 hours as an example meets both ling and short term. And how will all these restrictions be monitored??
Can you also provide spaces fro women travelling alone at night time? You keep talking about safety but I don't think you have considered the safety of women travelling alone.
I don't think seniors or people with prams need priority parking. All are just road users, like everyone else.
There should be better policing of disability permits, there is proliferation of disabled permits and clear abuse by able bodied people or at least people able to walk short distances
As a resident I would prioritise 1 hour parks over 2 and 4 hour parks - I walk to the shops because I can't get a park and that's hard work when the shopping is heavy! Increase disabled parks - old people and people with kids can get disabled parking stickers if they need them - senior and parent parking is too easily open to abuse
I'd increase the number of disabled spaces near banks - I always had trouble getting a park near the banks in Glen Huntly Rd for my disabled mother when she was alive, but there is a car share space right outside the Commonwealth bank (grrr!) Not sure why seniors would need priority - if they do they can get a disabled permit. Nor can i see why people with prams need priority - people with prams are almost by definition young parents and they can walk.
Should be more parking for seniors....
Not well thought out.
people with prams should not have priority. It is their choice to have babies so therefore they should be made to walk like the rest of us. THEY ARE NOT DISABLED, JUST FAT AND LAZY
Please enforce a policy of encouraging non senior or people with no prams to not park in those spaces.
this is a good approach
I disagree with the above hierarchy because Car sharing spaces is a private company concern and not a concern of council. Council should be concerned with public transport access only as representatives of the local community. While i understand that council is attracted to revenue that can be gained from these services by leasing car spaces, it should not be at the expense of rate paying residents. Rate paying residents should be prioritised above these private enterprises at all times.
In place like Malvern Central, this sort of parking seems to be abused. How do you allocate seniors parking? What signage would a senior have to display?
Disability parking is abit of a joke as everyone seems to have some sort of permit regardless of disability.
Would like to know what you are increasing it to
Will you monitor ? I don't think so Make your streets 2 hours and not all day close to the train and the shops - disperse the traffic congestion parking - instead of concentrating it
Why are traders who have own parking placed above locals The locals pay the rates the traders take the profits Traders have own parking behind shops 2 hour for streets close to shops Traders can park further out where there can be less congestion Can you conisider that Closer to the shops an Train more strict restrictions Further away less That way u spreading the parking problem It's common sense Traders should not argue or get priority they can park but why right in front or within 2 mins of shops But locals have to walk and walk to park

As a doctor I can tell you that disability parking permits are inconsistently applied for and granted. Basically they go to those who ask the loudest, not those who need them the most. Seniors parking and pram parking will be similarly abused. I don't see why 1 hour parking is less worthy than 2 or 4 hour. Quick shop here and there is sensible and supports craftsmen and artisans - butcher, baker and greengrocer. If it's easier to get a 2 or 4 hour park, I'll just go to the supermarket and buy it all in one place.
Council doesn't monitor streets how will they do this Stop playing with local streets Other councils like Malvern have 2 hour restriction why can't you
Increase in disabled parking spots across the city of Glen Eira. At the end of North Road Cafe is ONE disabled spot out of circa 80 car spaces!!
customers seems to rate quite low on these lists... without customers the businesses don't survive without the businesses (esp food related) the style of the community changes... i think the 1 hour slots need to be reassessed so that parking near restaurants etc is at least 2 hours
You can't expect people to use public transport when buses and trains are so unreliable, they are frequently cancelled or late. And when they do run, they are filthy and often have passengers who are violent to other commuters because of drug use
More disability spaces. Should aim for 5 out of 100 as a minimum. Our population is aging and they should be accommodated.
Any on street parking that impacts residents should have time limits to stop all day impacts to the residents
Residents are a higher priority
residents - especially older 70+ - need higher priority
The area around Caulfield Racecourse is problematic. The number of residences is rapidly growing and in this plan there is not a clear priority to accommodate this influx and balance it with students, event participants and in particular the trades and construction workers that will be in the area for years to come.
How will you monitor this - ie at coles people parking in disability bays and council is nowhere to be seen
You need to introduce timed parking sensors
This is another form of control. It assumes that there are no restrictions already in accessing public spaces and centres and wants to impose even further limitations.
Yes people who need assistance require easily obtained spaces but why does the design of a centre deliver a shortage of parking spaces if that is the chief way people come to these centres?
No
Loading zones are becoming a problem as deliveries are in effect throughout the day. Therefore 15 - 30 minute loading zones should be considered.
Residence must have high priority as we pay the rates
These are more general and don't impact me so much do what you wish here
Senior parking - yes People with prams - no
For the groups with particular needs how will it be policed?
Access for emergency vehicles and utility vehicles is a must but again not always in sync with other council developments ie; roundabouts & planning approvals
Provide MUCH more off street parking and allow on street parking for people with disabilities and the elderly and the traders and employees.
Disability, parents with prams and young children should have allocated parking.
love the more disability and groups with particular needs parking!
No.
Is there any auditing done on the abuse of accessible permits. My limited and totally unscientific assessment is that more people I know using these permits are not the ones they were issued to.
Yes I would like to make a comment. There is a gross abuse of the retard parking arrangement; Surely all of you must have witnessed many occasions when clearly 'able-bodied' individuals 'jump' out of their vehicles that they park in the so-called disadvantaged zones, and go about their business, whilst the genuine disadvantaged individual(s) stagger around in frustration, some distance away. This system, based on integrity, is so abused that it fosters retard black humour, and total aggravation by the poor afflicted individuals.
Your questions have been written by a 10 year old
I think the rate of 1.5/50 & 1/50 respectively on these two issues is too low. I believe both need to be much higher otherwise it is just tokenism & problems will still exist very substantially. I also believe that like the disability tag, there should be an

approved tag for seniors and the disability permits need to be more easily available to a growing number of people needing them.
disability parking is abused every day in Elsternwick. I watch people jump out of their car with sticker and they clearly do not appear to have any type of disability.
How is Activity Centre defined? Shopping centre parking already has time limits. Would restrictions at "Events" centres vary according to days of the week etc?
people who live in what are now considered "activity zones" seem to be very disadvantaged. (This does not apply to those who moved into new apartments who should have been aware of limited parking, but those in quiet suburban streets that have now been over run with apartments and struggle to park)
More disabled parking required
In the first question - how does on-street parking for pedestrians work? Even though I am just a resident - making it easy for businesses helps them be profitable. Loading zones are very important to assist with the delivery of goods to business - and Loading zones should not take customer space, but should have either a rear entrance and loading (some require fork lifts to operate).
The resident = rate payers need to have a higher priority to share vehicles, traders people and employees of local businesses and loading zones. This is unacceptable.
Car sharing and drop off zones are way too high in your priorities above
The current space allocation for disabled persons is rarely taken up, so why increase the # of spaces.
Comments re on-street hierarchies: Disabled parking must not be excluded from the on-street hierarchies - it is easily accommodated in angle parking areas at least. For example the spots at the north ends of Riddell Pde & Carre St are essential to provide easy access to Glen Huntly Rd whereas the spots centered in (say) the Stanley St car park are too far away for people with limited walking ability to independently shop. More on-street disabled parking spots like these should be created outside the RSL in St Georges Rd and in the indented area at the north end of Downshire Rd. How can 'Pedestrians' be included in the 'hierarchies of users of on-street parking'? A planning priority undoubtedly but not a user of parking. On-street parking spaces should not be re-allocated to bike parking when the current area opposite St Georges Rd is patently a waste of 2-3 very valuable spots - I walk that area most days (and often multiple times in a day) and the bike parking is very rarely in use. An independent post-audit of the value of that initiative is required before any further such installations are considered. Off-street eg the Elsternwick Plaza bike spaces, can service that need. The implementation of drop off/pick up zones is welcomed and should be fast tracked. Customers (1 hour limited) and Loading Zones should be placed higher than Car Sharing which should be limited to off street areas. On-street hierarchy needs to promote Commuter parking where appropriate (eg Riddell Pde west side) Comments re off-street hierarchies: Strongly question the mixing of disabilities and 'other needs' into a single hierarchy, presumably to include the 'seniors and prams' allocations mentioned above. Disable parking must be kept as a singular category without any dilution. The proposed allocation of seniors and prams at a ration of 1:50 is grossly excessive when you consider that is the current disabled ratio. Maybe allocate at no more than 1:10 (and thats from a Senior!) The low priority for the loading zone places seems wrong.
YOu haven't defined your Activity Centres
I agree with disabled parking spaces.
Again difficult to follow and the sections regarding multi deck parking seems to counter this as well. Purchase of large items or quantities requires the use of a vehicle. Again efficient frequent bus routes to these centres is required. Too far to walk, driving is seen as a cheaper option than paying for a bus trip.
Too many specified parking bays can mean many are left unused, such as disability bays around Neerim Rd, Murrumbeena, shops and Murrumbeena Primary School.
You have not defined what a MAJOR activity centre is, so it is hard to answer the above questions. Does it just include the shopping strip or recreation facility, or the side streets as well? I don't agree with blanket solutions - especially to problems that might not exist. Wherever there is a large number of residents, I think Council should consult those residents - on main roads and side streets - before making changes to parking (on a street-by-street basis).
Parking for seniors and for people with prams is a good idea only if it is enforced
CAR SHARERS SHOULD NOT BE GIVEN ANY PRIORITY AS THEY DO NOT CONTRIBUTE TO A MORE SUSTAINABLE FUTURE AS THEY USUALLY CHOOSE THIS OPTION PRIMARILY FOR ECONOMIC REASONS. MORE PRIORITY SHOULD BE GIVEN TO SENIORS AS MANY OF THEM HAVE HEALTH ISSUES BUT DO NOT QUALIFY FOR A DISABLED STICKER.
MORE SPACES SHOULD BE PROVIDED FOR SENIORS AS THOUGH THEY MAY NOT HAVE DISABILITY PERMITS, MANY HAVE DIFFICULTIES WALKING. SHARED CARS SHOULD BE TREATED AS ANY OTHER CAR. THE DRIVERS USE THEM FOR ECONOMIC REASONS, NOT FOR ENVIRONMENTAL REASONS, OTHERWISE THEY WOULD USE PUBLIC TRANSPORT AND / OR CYCLE.
Good idea as long as these group with particular needs are able to park in allocated places and these places are not used by other

The ratio of 1:50 is not enough. It could be even better, eg 1:20 for both categories.....seniors/prams/disabilities.
Seniors who are not disabled and people with prams are just as capable as anyone else, they do not need dedicated spaces. These the use of these space is often abused anyway and not enforced.
There needs to be more parking for seniors, given the ageing population in Glen Eira. Those with prams more often than not should have the ability to walk further than the aged. Residents living close to activity centres are again being penalised by having the lowest priority for their parking needs
Are you taking account of the size of cars using parking spaces, fro huge SUV's to very small cars?
see previous comments
Be more stringent in handing out tickets to people who park in disabled parks - Allnut Park is a good place to start!
Pram spaces get abused. I support senior and disabled parking though.
I agree we need to provide appropriate parking for the disabled however not for seniors/prams - they are in a minority and reducing for this section of the community is un-necessary. I've managed fine in the area as a parent of a small child - I don't see the issue. Elderly should embrace public transport and ride sharing as much as other segments of the community.
Re the above, we feel that the order of the hierarchy is to an extent wrong, although the general principle might have benefit,
More disabled spots is good. More for seniors is reasonable but not sure how effective that number will be
Strongly disagree with hierarchy
Increasing disabled and other priority parking is a good idea.
Whatever is decided the fact is that if customers can not park close to the shops they won't buy there especially if they have children with them or would like to go to a few shops. . They will travel to the next nearest place to shop where they may be able to get a closer spot.the people who park in the street working at the hospital move their cars every 4 hours. Sometimes I can't park close to where I live at all.there should be an incentive for these people to park in the hospital as the car park is almost empty
If you want people to use public transport than public off street parking should be looked at with no parking limits so residents can park there for the day for the commute to work
Cannot see why people with prams would need a specific space these people are younger and generally fitter than senior citizens.
You need to more tightly regulate permit holders to prevent misuse
Spacers fro traders and local employees needs to move up in the hierarchy.
Ratepayers should be first and foremost in all residential streets such as Cromwell Street. With the exception of high rise developments that MUST provide their own off street parking and have NO access to permits.
I do not understand what you mean by an Activity centre so it is difficult to answer your questions
More public parking is needed. More regular bus service for those using 623 and 624 transport. Usually they follow each other. Should be gap of 15 minutes between each.
Allocation should be based on need and encouragement to participate. People with prams, yes; Seniors with special needs yes; however many seniors are fit and active and do not necessarily require special bays (I include myself in that group)
Looking after Seniors is an excellent idea
Residents / ratepayers should be accorded the highest priority.
Parking for people with pram is not enforceable on public roads. It is a naive idea that will be abused.
Obviously all parking needs need to be met fairly
it is hard enough to get a park in Glen Eira, please dont mess with the already far to few existing car spaces
Reasonable
Why are residents at the lowest hierarchy? We pay rates and live here!
Spaces for short stay customers need to be limited for off street parking or businesses will bear the cost of customers not visiting.
I think these allocations are on the low side. More spaces for special needs, seniors and people with prams, as these demographics are likely to increase.
I wish there was more kiss and go parking at McKinnon Primary School.
again its too bad if you live in an activity centre and want to park near your house
Tighten up the process for gaining Disabled Parking Permits. It seems that 70% of cars in the Caulfield area have one. May need to have photo Id on them to stop the wrong people using them.

The pram parking that i used at Bentley and Chadstone were never enforced therefore useless.
It is unclear from council's published materials the extents of the zones impacted by the "Activity Zone" suggestions. Can't really comment without knowing this.
special car parking is open to abuse - it can only work if it is policed and it never is. Greedy people take disability car parks for their own. 'Activity Centres' - who determines the reach of car parking associated with these?
Stop removing our parking!
No. If you allocated spaces to special groups of people those spaces sit empty while everyone else drives round and round. UK supermarkets have disability spaces and parents with children spaces.. they are rarely all used so sit empty making it harder for everyone else. Plus again I challenge the premise for this whole strategy. You have set up this consultation with some preconceived ideas and concepts already in place and now asking us to comment on the frills .. nope. Not happy.
Disability parking is easily enforceable, but you only need to go to a major shopping centre (eg Southland) to see that people take advantage of spaces allocated to Seniors and People with Prams. If the cars could be identifiable by the form of a permit or sticker then this is a reasonable approach. Otherwise, all you will end up with is angry Seniors and parents of small children who cannot get a carpark because it has been taken by someone who doesn't care and knows they can get away with parking there. It's nice to think that people will do the right thing, but I have lived in Glen Eira for 16 years, and the change in demographic and attitudes during that time indicates that more and more people will just try to get away with whatever they can.
The activity centres need to accommodate a variety of parking for transient users. The proposed priorities appear appropriate.
Car sharing should not be higher than residents
Residents must have a higher priority be on both of the above due to residential growth and need for more parking or there will be no activity in these centres.
Don't forget the parking needs of residents in these high activity zones who require on street parking
Parking for residents should be the priority.
I am unsure as to what you would classify an activity centre. If a resident lives close to an activity centre; they should not be further disadvantaged. Otherwise for the general public, I do then agree to provide good access, especially to those with greater needs.
Accessible parking for people with disability should be prioritised - many seniors will be eligible for accessible parking permits and can be picked up through this. Could you instead consider increasing accessible parking for pwd?
You would be creating a headache by introducing sub-category of parking users i.e. senior and people with prams. It may be work in a shopping centre like Chadstone, but for the small shopping strips parking demand is high, and we should allocate these few spaces to people with accessibility needs. Furthermore, you need to have clearways in areas that LEAD UP TO a bus stop, and a little bit after a bus bay to allow buses to smoothly enter and exit. You often have the situation of a useless parking space or 2 just before/after a bus stop in activity centres that causes delays for buses
encourage employees to train to the activity centre
To prioritize disabled, fair enough. Do not go to "other groups" parking prioritizing.
i have never seen these locations full. perhaps a survey should be completed to check demand.
cycle parking on street does not make sense unless you want to remove on street parking bays in which case if you want to promote it, it needs to be higher than 2 hr parking limits
How on earth do you enforce "people with prams"? Pay someone to stand there all day watching? Issue yet another permit? This is a stupid idea.
I'm a parent with a pram and I don't think the extra parking is necessary. If I choose to drive, I think I should have to find a park like everyone else. For seniors, I think if they have a disability they should get the normal permit. Then again, I feel that discouraging driving in all instances is the priority and best for my family's future.
Employees need parking!
Not sure what these parking hierarchies will look like for residents. Residents who park on the street should at least get permits if there are restrictions put in place.
You have not explained what an Activity Centre is, making it difficult to assess your proposed priorities. Also, you should provide a link to the Draft Plan so we can read it and understand the questions you are asking.
For on street parking, customers should be a higher priority
Not a reasonable proposal Our house will not be able to function with this proposal - we have visitors stay with us, cleaner, gardener, maintenance sometimes requiring more than a month of tradespeople eg painting a wooden house family friends large family gathering - 50 visits per year only takes care of one cleaner - how did this proposal get this far? What does my \$4000 a year rate pay for a home with no visitors or maintenance been provided for. This is not equitable -a neighbour in an

unrestricted parking area can pay the same amount but have a home with friends & visitors allowed to park safely in front of their house. You want us to pay more for the basic privilege of maintaining & using our home for our family to function. Very narrow minded view about how people live - interstate travellers travel by car, car for work us required & will not be eliminated for to no public transport where the work place is - mace of homes require unrestricted parking as these change depending on work needs to be done
No concessions should be made for people with prams. Spots requiring senior citizen tags may work
no
The way this survey is structured is subject to interpretation. Very poorly composed, questions are very vague per se. Moreover, why car sharing is given priority over customer-It seems to be grossly unfair to me. To us this initiative seems to be pure money grabbing exercise, masked by some philanthropic agendas. I pay for my parking permits as I pay my rates. It is not a privilege, it is our right!!! This proposal is ridiculous to say the least and we, the residents, will object !!!!
The rates above should be tied in with population demographics & local claim rates for Disability Pension etc, so that rates can be logically adjusted as population makeup changes.
My observation is that when parking is tight some people who are not entitled to use disabled parking places do so without consequence as this is difficult to police. Increasing such places will only exacerbate this problem.
I don't believe the busy centres require further parking spaces for disabilities or prams - i always notice there are always plenty available for use
Whilst this may not be relevant to this policy, I believe the parking around Caulfield Station and Monash University needs to be reviewed asap. With the increase of students in that area, there should be more focus on pedestrian friendly paths and cars to be separated from them as it's very messy there at the moment & frustrating too.
no sounds fair and reasonable.
Keep current off street car parks. Need to address around schools close to activity centres where car chaos exists every day, with double parking. Where does this fit in hierarchy , keep current DDA parking ratio.

Q. Parking on our busy roads – would you like to make any comments? Community survey responses

The issues in Ludbrook Avenue will become far worse with the construction of the high rise tower on the corner of Ludbrook and Kooyong. Why/How the council ever let this happen is really beyond me.
Don't listen to squeaky wheels. The vast majority of us in the community want to see positive change.
Exiting side streets onto main roads is often difficult and dangerous. Vehicles (especially those associated with construction work) often park in no standing areas obstructing vision. Another situations include drivers parking directly in front of letter box on Hawthorn Road next to Newstead Street to post letters, drivers doing illegal U turns on Hawthorn Road and in shopping centres and pedestrians crossing main road unsafely and near where lights offer a safe option. Council and police need to manage these much better.
As stated earlier, we submitted during consultation of the Skyrail project, for sufficient allocation for future public transport users needs to be taken into consideration. We reiterate, that this was an issue which should have been dealt with at that time and be an after thought.
This survey doesn't help us residents
Current unrestricted parking on main roads (e.g. the top of Hawthorn Road) is ridiculous. Some limits should be established.
It will just push cars into the already overcrowded side streets
Limiting overdevelopment of Glen Eira in particular Elsternwick, is the logical way to manage parking congestion
Council needs to be brave about challenging the status quo on this one. Many people think they own the street. They do not.
will be giving some residents an advantage over others. Not fair
Parking should be removed close to busy intersections/busy roads to allow traffic flow
Just don't make things worse than they already are.

I STRONGLY OBJECT to a neighbourhood approach instead of street by street parking . 3 storey apartment BLOCKS are being built on Hawthorn Rd , The residents per aptment have one car park , most occupants have more than one car , This means they will park in SYLVERLY GROVE where I live and we will have the same parking problem we had when the 2 hoir parking restriction was removed and Caulfield hospital staff parked all day , blocking our driveways and unable to safely reverse from our driveways trying to not hit the parked car across the road (it did occur several times) YOu may recall residents of SLVERLY GVE presented a petition , attended Council meetings pleading our case (with media coverage in The Leader) to have the 2 hoir parking signs re instaled . I dont wish for our street residents to have to go thru battle again . I count on your understanding of our situation . THANK YOU !!!!
When has council listened to residents.Our area will be soon filled with cars from apartment buildings from nearby streets.Parking taken from residents and their families that live there. When have council listened when contacted about the parking already a problem in our street ,with tradesmenand school people parking for a lot more than the allocated 2/24 parking allotted. The all day parking is taken also with tradesmen,teachers and tram travellers. Where are we going to park.
Case by case with residence we agree
It have been very disappointing for Council to allow traffic hazards to be created by Caulfield Station Street development (opposite Racetrack). For months I watched my rates and taxes being wasted by developing roundabout then changing it to crossing lights. It have been very inconvenient and went for almost a year!!! Further to that, it was badly planned. As it was not enough the signage made it very risky to cross the road. I travel to work by Train but it seems that our Glenira Council is determined to make local residents as difficult as possible. Very DISAPPOINTED
More clearway enforcement is necessary perhaps increased tow away zones
Its a bit late when the problem has been allowed to occur.
It is very hard to engage with a large number of people on any matter, I believe - and this survey would be too complicated and long for many to complete. I have put it off several times, and struggled to fill it out even now. I have found many questions hard to answer, but welcome the chance to put in my views.
Sorry but I believe your question or propositionhere are misleading and written in a way that support only one agenda and that is council in raising more parking fees through permits and further restricting parking for residents.
You must listen to residents and provide alternatives
Look at overseas cities where bike paths are well developed to inform best practices and change out dated policies & legislation
I get very, very angry that the competing car share brands get SO MANY dedicated car spots. These spots, which are usually the absolute best ones and most convenient, should be LIMITED and the different brands should be forced to participate in a ballot for these scarce spots and resources
Take out the stupid trees you planted on Centre Rd. They not only block the view when you pull out of side streets but they take up valuable car spaces.
need to define significant engagement
Cse by case approach is warranted in some instances as specific issues may only affect a few residents.
need to address inconsistencies in the parking, for example where there are clearways. GlenEira Road, Neerim Road mail zone.
The current permit scheme works well and we do not see the need to change this and be disadvantaged by the proposed draft parking policy
All on-street parking should be paid parking.
On Normanby road in our group of single fronted terrace houses there is not enough on street parking to accommodate one car per house and many of our neighbours have 2-3. There is no parking on train side of Normanby so it makes parking for residents and visitors really difficult. We rarely get a space near out house. Cycling is not an option for our family given that we do not have the space to properly store bikes and school and work commitments make it unfeasible to not drive each day. We feel that our small houses are also unfairly affected by this as further own the road where there are double and triple fronted houses with ample off street parking there are also inset parking bays all along the train line. Angry.

I'd like to see Koornang road, turning right from Dandenong road be care free along that strip of shops where you enter Carnegie central and outside the Rosstown Hotel. The no parking after 4pm does not work as people park there after 4pm daily. This causes traffic to bank up as you try and turn right onto Kooenang road from Dandenong road and stops the flow of traffic. There are traffic lights on Koornang road not far from Dandenong road (as you turn to enter Carnegie central car park) and keeping this stretch of Koornang road clear at all times will assist in both directions and those entering and exiting Koornanf road from Dandenong road but also from the street you turn into to enter Carnegie central carpark.
Adequate parking for residents is key and must be protected
I think residents should have a significant say in the parking arrangements in their particular street of residency.
As a resident I would rather be losing access to parking on my street in return for a safe bike lane than to make room for park-n-ride people to park their cars
First Priority should be given to owner rate payers, so they can park outside their own home if needed...
Parking on major roads near the railway station (eg. Poath Road, Murrumbeena Road), needs to not be allowed prior to 9am otherwise it causes congestion.
The local residents who are directly affected even in busy corridors need to be prioritised. Busy corridors are usually based on the path of least resistance. If council make it easier for people to use residential areas as a major through fare, then that is what will happen. Improving traffic flow on busy roads ,such as maintaining optimal traffic light timing(Murrumbeena and railway parade lights are atrocious), will assist here. Fix the flow problem areas and the problems will go away. In terms of parking, why wasn't the parking under the skyrail made double story? The area under there can accomodate that and it would've doubled the carparking capacity. Probably would alleviate the surrounding car parking problems. I would have thought thats an easy fix. You could accomodate your ride sharing ambitionsby providing car parking there.
As long as residents and stakeholders are consulted. Glen Eira does not have a good track record on this.
All tresst cl;ose to train stations and shops should be restricted parking and unrestricted further away - this gives you the best of everything its not rocket science - you are doing it in reverse and discouraging shoppers away from the shops
Council didn't ask about forcing more cars onto our streets Why aren't they talking to state government an increasing train station parking ie along Nicholson build multi storey parking 4 storeys high all way down to McKinnon over railways Put parking in burgess street BUT MAKE LORANNE ALL SIDES 2 hour parking only monitored 24 hours per day You will create more issues with policy you proposed an waste more local residents rates for nothing
It's not your job to look after train travellers but to look after local residents and to allow shoppers to park Stop ripping off rate payers an allow them space in front of own property to park Train travellers park go to train an then back they don't shop Shop owners have own parking Big 4 story development have own parking no need for permits for them So make it 2 hours every street both sides the length between centre rd and brewer rd where most of the council damage has been done
there still needs to be some unresctited casual parking and really good signage so its not seen as a revenue raising exercise
at present, I think the parking in my st Riddell Pde is fair and gives a good balance between, residents, commuters and shoppers. So each street needs to be reviewed on a case by case basis
Off street parking options need to be assessed
2 streets either side of the railway line ie Burgess / Lorraine should be 2 hours only 8 - 8 seven days a week AND monitored. No permits for large scale development parking they have their own parking. As you move away from the railway line and shops you can relax the parking restrictions. This will encourage shoppers to do shopping etc. You are doing the revers by encouraging NON shoppers to take up shopping spaces wil all day parking and pushing shoppers away. ALSO parking permits street only - why cant i park in front of my own home but have to move to another street to park
We have an ageing population, so more people from their 50's on wards are driving more of the time, so we need greater access to more parking in those areas that attract more people
Effectively moving people into the city means allowing greater parking capability within the suburbs. Not imposing limitations on them. This whole plan is against public transport.
This is a complex area so all my remarks here are uneducated thoughts. But I still ask the question, why is planning so haphazard that parking has become an issue. These are all proposals trying to contain a problem that was a long time coming and that has been made worse by hap hazard development.

Should consider residents of each street first.
Rate payers and residents must have priority
The transport corridors are part of history and in most cases cannot be changed without acquisition and development
Wherever possible, reduce parking on corridors and allow more space for cyclists and drivers
Resident should be at fore front of all considerations
No.
For residents, to have a change that removes on street parking options would need very careful management particularly for elderly or mobility restricted people.
This is too vague a statement to make an assessment.
Movement of traffic, including bikes, would be facilitated by having no street parking in some busy corridors, e.g. narrower parts of North Road such as East Boundary Road to Warrigal Road. Punt Road is a much more pleasant drive now that there is NO street parking.
Do not remove parking spots
A Parking Policy should not be half done... as it will be ages until it is updated.
for it to be fair to residents than only residents should have access to parking within certain time periods, eg over night until 10am.
Every road situation is unique and can change over time, so it needs to be addressed on a case by case basis.
I look forward to council engaging us in side street of inkerman as parking is already an increasingly significant issue - while i support bike lane, changes to side street parking including introducing restrictions needed to ensure spillover is not car storage.
This could be an issue for busy corridors where no on-site parking is available. Need to have good road access for increase in buses and bicycles.
It's important to consider broader community access and amenity in any changes rather than the perspective of the 'greasy wheel' type trader who is often only considering their own business needs.
I don't think "significant engagement" is sufficient. You actually need to listen to residents and traders on those roads and what they want.
THE CORRIDORS PICTURED DO NOT APPEAR TO BE ACCURATE AND NEED FURTHER DISCUSSION. THE TRAIN AT NORTH ROAD IS A LONG WAY FROM THE TRAM IN GLENHUNTLY ROAD SO THIS CORRIDOR IS TOO BIG AND UNFAIR TO THOSE AT THE SOUTHERN END.
PLEASE THINK VERY CAREFULLY ABOUT ANY CHANGE TO PARKING POLICY. MUCH DAMAGE COULD BER DONE.
The existing residents need to be looked out for a lot more than what is happening at present.
A unified and systematic approach to parking on busy roads would provide a predictable model for drivers and other road users.
Proper consultation is imperative. Our experience has been very poor in this regard in the past
AS long as there is GENUINE consultation..
see previous comments
Statement is too vague to agree to
This question is too vague and possible to answer with these categories
Murray street between hawthorn rd and Kooyong rd is already closed to driving and is being used as a car park by hospital / local business workers
A lot of residents live on the main roads and / or visit family there often with old people and young children .it would be difficult to visit and or live on the main road if parking is made more difficult. You would need to pay for a visitors permit as well so the amount would be \$200 per family and this amount will increase every year. Those people who are using places to park for nothing where they work are not being encouraged to go by public transport as there is no incentive to do so.

It would help if you enforced existing parking restrictions on busy roads such as Koornang Rd between Arawatta St & Dandenong Rd between 4:00 and 7:00 pm.
Residents along these routes must be given the highest priority and voice in decision making
As you increase the density of the population through development of apartments you increase the pressure for on street parking.
I don't think it's the Council's role to be delivering a "more sustainable transport future"
Should not apply to Cromwell Street. Cromwell street should not be a thoroughfare for drivers travelling well above the speed limit to avoid the lights at Balaclava Junction.
I would hope that there is a lot more consultations with residents, it is difficult to answer, I'm not sure what you mean by wider community
Provision for temporary restrictions is required
This is ridiculous, council will not do this on a case by case basis on a major transport corridor. The idea is unacceptable
On street parking is public. It is for Council to manage. Anything that can help more sustainable transport options should have a high priority than preserving some spaces.
Residents lose. Again
Not sure I follow this
As per previous comments
Residents in the street and immediately adjacent need to be consulted and listened to before decisions are made. Their concerns should be addressed before a plan is put forward
Stop removing our parking!
Again, you are presuming so many things that we can't respond to by this question. WHO WROTE THIS SURVEY? So many concepts and ideas are being presumed ... and I disagree with those presumptions, but there's no room here to say that.
This is utterly confusing. Are you talking about putting in more 'No Standing' sections or more clearways? It is impossible to comment on the above, because it is completely unclear what is being proposed.
Need to consider the substantial overlap between activity centres and residences with the increase in apartments on busy roads. For example, there have been a significant increase in apartments on Glenhuntly Road from Hawthorn Road to Nepean Hwy.
This is does not appear to be acceptable with offering workable options for the residents. eg one side of the road for resident permits only. Attention to existing cycle paths may e a better solution. I cycle in this area you refer to. Sounds good but big corridors may get too busy and dangerous..
Timeliness and genuine engagement would be required - there is a danger that specific street needs may not be picked up in this approach. Streets are very different in terms of traffic volume, community infrastructure, width and other pressures.
Multi-resident dwellings on busy roads cause pinch points (due to high incidence of on-street parking) and seriously compromise traffic flow and cyclist safety.
Need more detail question very vague
Movement should always trump parking in all cases within corridors
Residents should have priority
I do not think local residents often have the best interests of the wider community at heart during consultation. I think future urban planning should not be left to the whims of NIMBYs. Street parking should be flexible, easily changed, and forward thinking.
Parking should not change to support cyclists. Residents should come first, not a small minority of people who want to maybe use a bike path and don't even pay local rates.
Sounds good but not sure which streets are being considered.
There are about four statements in each question, I'm not sure what to agree or disagree with.

Based on the cycling corridor proposal, I do not trust your "engagement" is acting in residents interest.
nil
greater consultation with the residents is required, before any amendments are made. This current proposal is just bizzare and will be opposed!!
Residents' interests come first.
Making our community safe is a top priority that should not be jeopardised by other considerations such as resident parking. However, resident needs should be taken into account to ensure that adequate alternative options are available.
use the major arterial roads as the corridor like Dandenong Road . Wide and can afford modification.
Survey very long and unclear in sections
The premise that people won't purchase a car because there is no parking near or around their property is false. Not everyone can access work or leisure by public transport

Q. Changes to parking permits – would you like to make any comments? Community survey responses

If we forgo one of two household permits do we get the \$100 Myki card.? It is unclear.
Ludbrook Avenue is an issue. Residents need to be limited to ONE ONLY parking permit. New residents of the new high rise should not have access to any street parking permits at all.
Be careful of making permits like these, they can be open to abuse. Parking fees should be as high as possible to discourage car use. Three permits is too much, two is enough. Should be based on whether off-street parking is available or not.
This does not take into account the different number of occupants in each house. Where a family of 5 live in a house one permit is a severe disadvantage compared to houses with 1 or 2 occupants. Permits should consider how many people live in a residence.
I don't feel that paying for a second permit is in the spirit of the policy. We own two cars and have one off-street parking spot, whoever arrives home first uses it to keep on-street parking available for others that need it. Having to pay for a second permit would penalise us for trying to do the right thing. Second, 50 single use visitor permits is not environmentally friendly, and having one year long permit would effectively achieve the same outcome for the majority of households in the area.
2 free parking permits should be provided to every household that has 2 cars.
Will there be a limit to how many group/party permits a household can get?
We live near the Caulfield race course and the University. I would like to suggest that restrictions to parking not just apply to Mon-Fri, but to be extended to days when events are being held at the racecourse - race days but also events such as caravan and camping show etc. This impacts on our ability to park at our home on these days...
We have 2 resident and 1 visitor permits at present for free. We require this in the future. It is TOTALLY UNREASONABLE to charge residents to park in the vicinity of their home or to limit their visitors. We live in Newstead Street and Council must force Caulfield Hospital to ensure it's workers and visitors park within it's car parks. Make Caulfield Hospital pay for resident parking spaces. There are also parking problems caused by high density developments. Council must ensure these have adequate parking for residents and visitors, and enforce this.
Introducing a fee is unfair and so is restricting the number of permits depending on where you live within the city. This is NOT the answer.
how will the visitor permits be accessed/administered and monitored?
We only have 1 off-street parking space available. On rubbish collection days, we have to move our car to the street to be able to put out our bins, we shouldn't have to pay for a 2nd permit just to allow us to provide access to our bins for collection. Parking problems in our street are generally not caused by residents, the problems are caused by visitors to Caulfield hospital. Quite often our street can be quite empty outside of hospital visiting hours. I don't think adding a cost for a second resident permit is fair and reasonable. If you want to increase revenue, put in parking meters for visitors (which are mostly hospital visitors).
The idea of 50 visitor permits is beyond madness! That is 50 permits that a household could each sell to people wanting to access parking in areas to which they would not otherwise be entitled. This already occurs around private schools in the area with residents selling their current permits or renting them out. Add another 50 into the equation and that will make residential streets with significant landmarks an absolute nightmare

This is so unfair, 20 years we have lived here. Why are we being punished????? 50 days isn't enough. You are denying us of the ability to SEE our families! This is disgusting. I have 5 children, which can under this new rule only visit me 10 times each the entire 365 days of the year!! How is this even on the table!
some of these initiatives sound good however additional costs and application processes/red tape do not make these attractive propositions.
What about promoting home businesses that may need extra parking for customers or staff
I think the number of permits should depend on the reason that parking restrictions are being brought in. If they are to encourage visitors to the area to move on after a certain timeframe, then I don't think permanent residents should be penalised by having 1 less permit and having to pay. I also think the idea of 50 visitor permits is unworkable. How would this work? Would you have to logon each time and register a use? That would be a giant headache - if there is no daily registration, how would you know people are using them? I don't need another administrative thing to do just to have my in-laws look after my kids. I also think the \$100 myki reward would just be handing out a reward to people who don't need the permits now.
seems fair. surprised we get them for free now.
If the Myki card is handed out every year, for every resident, then it's a great plan.
The current visitor parking system works well. As retirees with regular visitors (including a cleaner every week and regular visits from family, maintenance persons, gardener, painters etc) we would easily use 100 visits per annum. It is not clear how these daily visitor permits would be "accessed". Does this mean we have to "access" a permit via the internet and print a pass each day we have a visitor? When we have interstate visitors here for two weeks do we have to "access" a permit each day of their visit? More information needed, please. Please do not change the current system.
Any chance of setting up a "Tradesman's Permit" - a daily permit, but as a separate category & NOT a general visitor's daily permit? My driveway is too short for tradesmen's vehicles so normal off street parking is required. I should not have to utilise a daily visitor permit for a tradesman.
Please expand the time limited bays around shopping strips to cover more blocks. Many streets are just car parks for workers during the day.
This is clearly a shift to remove parking permit areas to suit businesses like the Classic cinema who the council has their hands in his pocket
Many new apartment blocks and dual occupancy do not have enough parking for their residents. I have a home but was told by the council I could not put a double parking area in the front of my home- heritage overlay but most of my street have done this without permission. You need to talk to the building planning people too
Encouraging increased public transport use in Glen Eira is not applicable for those where using public transport to get to work where work is outside of Glen Eira, is not an option
Flexibility is good. Need to reflect local conditions.
fee is far too excessive. Why not incentivise residents to park off street if they have capacity by reducing the council rates? I would encourage Council to think innovatively about the approaches that could work....
Why should parking in front of my house cost me more when my rates keep going up
Any erosion of the parking rights of residents will be very unpopular. The parking signs and permits were meant to be set up to protect the residents parking rights, yet the majority of tickets you hand out would be to those residents. The council is meant to serve the residents, not to use them as a cash cow.
The idea of charging for 2nd & 3rd permit is an evil one. Why should we be compromised because we live in an area that is frequented by the gym and office customers.
Council has caused this problem of lack of car park by building too many apartments, so they should not be charging fees to residents who live on land with one dwelling.
All residents have equal rights. The council cannot decide who gets permits. Existing restrictions should only apply to new Glen Eira residents (ie when property ownership is changed) existing residents should keep their current permits
the carer permit should be issue by the appropriate organisation providing the care on a single use basis. It should not be a requirement of the resident to obtain this. What about areas where it has been advised that residents will not be receiving parking permits (this has occurred in many blocks of flats in the Mckinnon / Bentleigh area? Are these now being issued?
Mu household has 3 cars parked on the street and I need 3 permits. I am paying enough rates to be able to park cars for free at least on my street.
council should not

This is the worst part of this whole sorry policy. You do not own the street, and with more older children living at home and requiring cars, you are preventing them from living their lives. Stop over-regulating us. Do you really think that charging people for having a second car at their house will make any difference? It is simple revenue raising. If you want any policy, you must allow every adult living in Glen Eira to access a car. Therefore, if there are 4 adults living in a household (mum, dad and 2 older kids) you must not prevent them from being able to have a car.
A blanket approach does not work and you should not be charging rate payers to park at their home. Not owning a car is not an option until we have public transport that is more regular and more reliable. Just because residents have off street parking it should not be up to Council to dictate how that space is used and when and then be penalised if it is not used as you wish i.e. a car park. We pay rates !!!! In addition I believe that permits for contractors visiting the house for the purpose of a reno etc. ie. electricians, builders should be much more affordable than they currently are.
I wonder if there is currently a black market in selling second permits or visitor permits to commuters or local employees, or whether these changes would encourage or discourage such behaviour. I assume that has been considered.
Why would a temporary permit be considered? It would cause on street parking congestion which Council is saying it wishes to address.
The most important thing is that permits give access to parking OUTSIDE the residents home
Council have created this parking issue by approving the significant increase in high density dwellings in the city. It is the people living in these high density dwellings who should bear the burden of this situation. I strongly oppose having to pay and additional \$100 for a 2nd parking permit ON TOP OF my rates. The substitute of a Miki card for foregoing my parking permit is a laughable idea but this app would not let me register a 0 in response.
Totally disgusted that Council wants to charge residents who pay rates to park!! Maybe if you had the parking inspectors do their job properly you would raise funds you want, instead of this fee for parking nonsense.
We are paying high rates which I understand goes toward the betterment of Glen Eira HOWEVER , as a rate payer I object to having to pay to park in my own street ! THE current set up , whereby residents get 2 FREE parking permits and ONE VISITORS PASS is very fair and feasible. I understand you are looking at what other municipalities are doing - WE DONT HAVE TO COPY!!!! I When deciding in which suburb to buy a house , I checked out Port Philip Council, was not impressed with their policies nor what they offered the residents .with no consistency in answers to my questions . Glen Eira Council was very professional with clear concise regulations , taking much pride in working with the local community .. THIS IS WHY I CHOSE TO BUY IN CAULFIELD !!! (28 years ago) PLEASE DONT BRUSH US ASIDE,Residents voices are important too!
Parking is inelastic, charging residents doesn't change if we have a car and need parking, so this is just a money grab, it won't change behaviour. Plus, you seem to be fixated on apartment development with limited car parking - that monstrosity at the Racecourse being the ultimate example - then pushing the problem onto residents. Add in the proposed Inkerman Road bike corridor with the clear disruption to thousands of residents so a small number of non-residents can commute, and it's clear Council has its eye on an exterior audience.
Parties in the park near us may take up all the street. Again where are residents going to park
Large parties eg, at a park , could take up most of our street. Where do residents and families living in the street park
As a owner resident with off street parking and using it but has large family all driving we need to maintain a min of three parking permits
If you make streets near train stations free parking for all for commuters I will NEVER be able to get a park in my street. My very small busy street that already struggles with parking and access will be unmanageable.
Too complicated. Leave it as it is. You are trying to dictate how residents live their lives! If you give permits to those who live further away they will take all the parking spots for use by those who live more centrally. How can we have visitors? This is a devil in sheep's clothing plan and revenue raising exercise disguised as a sustainable initiative- false indeed. You've already raised rates. Just money hungry council with no consideration for rate payers.
You should be charging for the third permit, not the second permit. You are not an inner city council and you are using this comparison to mask your ineptitude and greed in approving so many new developments. It is us, the long suffering rate payers, who are now having to clean up your mess by paying for a second parking permit. It really is beyond the pale.
Currently the multi unit developments do not get permits. Does this mean they will now be able to buy on street parking? The idea that this will promote the use of public transport is misguided. It seems the council experts have a different opinion to the PTV experts. It seems expert advice changes with the audience for the advice.
The introduction of parking fees and restrictions is unfair to the residents. We have lived here for over 25 years and we don't think it is fair to start restricting our parking in this way

An additional parking permit for households with no off-street private parking should be qualified. Where this is a result of the developer of the property not providing off street parking, no parking permits should be given at all. Parking permits should be limited to one per sub-divided property where the property has been sub-divided into two and no parking permits where the property has been sub-divided into more than two households.
I will re-iterate we have a large family, who will require parking permits so my children can park in front of their own house. Residents who live further away from the train station do not need permits - they are not being pressured by train travellers. But we are being expected to pay for permits simply because of where we live, and the size of our family. We already overpay for our rates because of our house size - required because of our family size. This is an extra revenue grab targeted against large families. This is unfair and poorly targeted - assuming that people can chose to get rid of cars - and ignoring family sizes. How about you take account of family size, or number of adults when determining number of permits. And with this money you intend to grab from us, you are going to give free train tickets to people who probably don't have a car to start with - I cant seeing a legitimate car user giving up their car to get \$100 of tickets - this is just a rubbish policy which will be totally scammed for no net gain - waste at its best.
I've never heard of anyone not utilising their off street parking where it's available. Not everyone works in the CBD and can commute to work. My boyfriend uses a trade car for work. You allow apartment buildings without adequate parking for residents and their guests and now propose to penalise us. The Myki incentive is pointless, anyone who can use public transport already does. I pay for a yearly pass through work.
with unique circumstances....most parties would be after hours and parking would be plentiful.
Greedy Council wants to more revenue at the expense of local residents. You should be ashamed to put ideas such as this to us.
At 15 Chestnut St Carnegie 3163 (JAMES EARLS) we have no driveway. We pay \$1200 a year in rates. We wish to have 3 parking permits at no charge AND wish to see 2 hour restricted parking on BOTH SIDES of our street.
Like the Myki proposal however is this a good use of ratepayer funds? Consider defunding matters such as multicultural events etc to balance out.
I have made comments already about parking permits. These proposals actively discriminate against Glen Eira resident ratepayers compared to other nearby cities eg Bayside. Boroondara that provide 3 or 4 poermits free of charge. It appears that Glen Eira has less regard for its residents than other nearby councils. Why is that? Is Glen Eira more interested in developers than residents?
How long is this survey going to go on?
permits for local residents should not be changed. they work well now. what you need to do is encourage workers coming into elsternwick to use public transport to get here. as a resident I dont see why we are losing our rights to permits. I already pay \$4000 a year in rates. Residents who already use their residential spaces but require more spaces on the street cause they have 6 people living in the house with cars, are being disadvantaged by this new draft parking permit policy. its unfair and unjust to local residents
I don't agree with any of the proposals for parking permits. There is no challenge for on-street parking in our street with plenty access to parking. Being a large family with 5 cars in the family, the inconvenience and cost to apply for additional permits and manage parking permits is both frustrating and time consuming. Myself and family members have received parking fines in the past for parking outside the house and not displaying the permit. Managing parking permits for parking outside our house adds more stress to an already busy life.
As suggested earlier, the proposed fees are excessive considering our high rates! You need to take into account household size and residents. If a household of 5 has 3 cars, it will be akin extra rates or taxes to charge us for parking next to our house. I am not sure you realise how insane that sounds. I object to any additional fees or rate rising activities. Example: Etna St on which we park, used to have approx 30 houses. You approved 3 massive developments and the street now has 6 times the cars and residents. So you expect me to pay for your extra rate collection? Does that sound fair? Really? You replaced 4 houses on Etna with over 40 apartments. 10 times the rate payers. That alone should give me extra compensation not cause me to pay more. Object on any possible level.
All these new categories are great in theory. There is no explanation on how it will work. Providing this information will garnish more support.
Providing a \$100 Myki card is not a good idea, people either require permits for their cars or they don't - people that have 2 cars and no off street parking will need the 2nd permit, and people that don't need it won't require one so there is no reason to reward them with a \$100 Myki card, it is unfair to people like our household who use public transport very often but would not receive a benefit for doing so.
Permits don't take into account adult children living in the family home and needing a car to get to work as public transport is not always an option for employment. Permits should be free for any vehicle registered to an address.

Changing the number of parking permits we have will not increase our use of public transport. We pay rates and should have priority in parking in the streets of Glen Eira.
The current arrangement in Curral Road works perfectly well (when the street is NOT full of tradie vehicles parking all day with no visible permits to do so). Hopefully when the Coles development is completed the residents can get their on street parking back. Proposal looks like another revenue raising exercise!!
People will use and abuse these. How will they be policed? We pay enough in rates and are struggling with those let alone add to them by requiring us to pay for parking permits. TOTALLY AND COMPLETELY UNFAIR. we live close to Glenhuntly Rd do parking is at a premium most days difficult for visitors to find. We are very frustrated with constantly having to give up our liveability as big business encroaches on our home and garden all in the name of profit for them. How about taking into account the local residents that make Elsternwick the wonderful place it is today and helping us preserve some of our liveability instead of just take take take
Residents are not going to sell a car because they have to pay \$100 a year for the permit. So it will not change the number of residents cars that need to be parked in the street. You should enforce more policing of parking restrictions and give more parking fines for non resident-permit cars and make sure that new developments that are required to provide 2 off-street spaces do so correctly not by putting a few pavers in the garden and calling that a 2nd car spot in front of a carport. All the latest developments of units in our street have not had adequate off-street carpark built onsite and despite the fact that the building permits mentioned the units would not get on-street permits, I now see some permit on their cars parked in the street. Change the building requirements for more adequate carpark such as underground for example, that will help with parking space in the street a lot more than asking for payment of a 2nd permit.
Who is going to administer to avoid abuse??? What will the cost be for this administration??? Too stupid unless the Vic Government gets behind this and issues a carer's permit with Vic Road.
- the visitor's permit rules are too confusing - adding a charge for permits in excess of 1 will not encourage us to get rid of a car and take public transport. Seems unfair as we don't work near public transport hubs. We need 2 permits per 3 bdrm household. - apartment dwellers need to be forced to use their off-st parking and not park on the street just because it's easier for them
All of this section is poorly considered
Some people seem to be very good at convincing authorities that they have special needs.
I wouldn't mind paying for the extra permit so long as parking inspectors actually policed the over stay of vehicles parked in limited time zones. Currently this does not happen frequently enough.
We are happy with the current arrangements. It is mostly working. If Glen Eira doesn't go the way of other councils with overdevelopment, parking would not be an issue.
We have 2 hour parking because others just leave their cars to service school and other facilities. Why should rate payers need to give up current 3 permits. Makes no sense and again disrespects the needs of residents/rate payers.
Parking in Hoddle Street works very well under the current arrangements
Need to ensure that Carers permit is also extended to unpaid Carers ie family and other informal supports a resident might have to provide care and not just having paid services such as home care package or NDIS plan
More ways to waste council money with more red tape involved in tiers of permits.
This approach introduces unnecessary bureaucracy and the council was not elected to frustrate residents and their lifestyle. As the land owner, where do these fees go? Why are these changes being prioritised over other much more pressing immediate needs such as improving waste management and bringing parkland back to residents? Glen Eira is a big council and cannot be over simplified. The fact that other councils have implemented these changes is not justification to do it here.
Terrible idea to penalize the residents who live near an activity center. I do not agree to be charged for a second permit and a visitors permit. I pay already high rates for this.
This appears to be a money grab. Essentially allowing similar conditions yet residents have to pay for privilege. This is already factored into our council rates and we strongly disagree with this proposed draft parking policy

I am disappointed by these changes to permits for residents. I moved to Bentleigh because it was a family friendly suburb. I have 3 children who all have cars. They need their car because they work shift work and public transport is unsuitable. I think residents should be able to park our cars in our own street near where we live without the additional cost of permits. I think the explosion of high rise apartment blocks with inadequate parking has caused this increase demand for street parking. Making residents pay above and beyond their council rates will not solve the problem, only line the council's pockets. I am so angry about this draft policy that I am seriously considering moving. Trouble is our properties have severely devalued due to being overlooked by ugly apartment blocks. I think you should re think your policies and be kinder to the people who live here, not charge them for parking in their own streets. I have no doubt that my comments will go unheeded and the policy will stand as is with no changes. Feedback ignored
Fees should be higher for parking permits, and then there should still be charges for hourly or daily usage just lower than for non-permit holders
This policy is not focusing on residents best interests. You are disadvantaging me and my young children because I can't use other methods of transport. I feel discriminated against as a mother and person with a disability.
Two parking permits per household should be standard and free. We pay high rates and it is not acceptable especially for families with children with no off street parking to have to pay extra to park on the street. A \$100 myki is not enticing enough for the disadvantage and inconvenience this would cause
one Myki card (nothing automatic, you must claim it...) for one household is a joke and will not cover the transport fees.
To go from 3 free permits to having to pay \$200 is excessive. It would be far more reasonable to allow 2 free permits and only charge for a 3rd permit. Many self funded retirees (such as myself) live on a very strict budget
Within the street I reside in, there are vehicles owned by a neighbor and associated with recreation and his business (ie: Caravan and trucks) that stay stationary for extended periods, occupying the minimal number of spots available for residents and their visitors. Based on this, we would request the vehicles such as caravans, trucks and trailers not have access to permits for street parking.
50 daily use visitor parking?? I'm confused. How is this going to be implemented and monitored? Why are you making things so confusing for? Will this be based on honesty? Parking for residents and the permits should be capped. You talk of all these changes to increase the use of public transport yet you allo 3 permits per household? contradictory in my eyes. You also suggest permits for those having party, scrap that. Having a myki card and paying the \$100 out of funds raised will not increase the support and use of public transport. I'd rather see this money goes towards more bins in the area especially outside the hall hire near Carnegie library ad each time there is a party the bins are overflowing with rubbish from the parties. I'd also like to see Pensioners carered for more and think they should not be paying for their 2nd or 3rd permits at all. The cost of living is high as it is let alone for pensioners who are paid next to nothing and sometimes go without good food and by the time electricity and water and council rates are paid, expenses on medication there is not much left over. Having an additional yearly bill for permit is a huge no from me
overall this policy is not a good idea and making us pay for a second permit when we pay substantial council rates is unfair
\$100 for a second parking permit - what an absolute rort!!
Overcomplicating permit allocation and does not take into account house size ie 4 bedroom houses should not have same allocation as 2 bedroom
Three permits per household seems like a lot, particularly if the residence has car parking on their property. That is potentially parking for 4-5 cars per household. If the aim is to encourage public transport use I would recommend re-thinking this number. With the visitor permits will this be 50 separate pieces of paper? Seems a little wasteful unless they can be recycled or reused.
why penalise the home owner paying rates and taxes. our street was wonderful and peaceful until zone 2 for train was scrapped, provide more public parking at the station instead od attacking the home owner.
I don't think anything extra should be charged if you need to have extra permits for your own cars. This should automatically be covered in the high rates we pay!

I think that (short term) reducing on street parking in residential streets for residents only increases parking for visitors and park-n-riders and tradesmen and I'm struggling to see how it gets cars off the road (other than parked ones). I'd rather see visitors to my street pay to park there than having to pay to park their myself. I'm concerned about abuse of the 50 visitor permits idea by tradespeople. The \$100 Myki card is no incentive to sell a car (but a bike lane up Elliott Ave to Skyrail, and a bike turning lane from Belgrave Rd into Waverley Rd and Waverley into Sycamore AND a bike lane down Elliott, R onto McLaurin, L onto Porter and R onto Coorigil AND a footpath the length of McLaurin would be). Permits for carers is a good idea - but will you give transferable permits to meals on wheels drivers and other providers of services? (Old folk on Aged Care packages can easily have 10 different visitors providing services a week). I would like a community rating approach considered in relation to the number of permits issued to residents. We are a household of 5 licenced drivers living in a 6 bedroom home; we get a bigger bin for being a large family - could we have an extra free permit please? We think owning 3 cars between 5 drivers isn't a bad effort by us given we only drive when we can't walk, PT or ride our bikes. Our street has a few old large families homes with little off-street parking and large families.
No of permits - 2 or 3 per household is too many - I suggest 1 free permit per household then charge a large fee for a second, but not more than 2 permits allowed. Second permit at half cost for houses with no off street parking. Why only a concession for pensioners - what bout Newstart recipients? Not sure about the Myki idea - i like it in principle, but can't see that it would assist a household who reduce their car ownership - more but local and more frequent public transport would do that.
I presently have a resident parking permit and 2 visitor passes. These are convenient for when I have a visitor to my home and have never been used than for the purpose they were intended. Having to always give out a pass leads itself to 'slip ups' and possible fines. Making residents pay for having a visitor if they happen to be the 51st is ridiculous. In a time when our society is becoming more socially isolated by now making residents pay for the privilege of a visit seems to be a social cost to our community. I believe the system of visitor passes should stay the same.
Currently we utilise the two unlimited household off street parking more often than not. We are a household of 4 drivers. One side of the road is restricted 2 hourly and the other side unrestricted. Our street is just behind Oasis Bakery and so we have Oasis Bakery employees and customers using the unrestricted side which then force us to use our permits. In this instance, moving to a fee for a second permit does not meet our need or serve us as rate paying residents.
Streets near the station don't have any parking spaces left after the workers have headed off to work, special permits would be pointless...
This is revenue raising and not a well thought out solution.
It is totally unfair to make residents of Glen Eira pay for parking outside their homes. We disagree with this. It is just another revenue raking proosal under the guise of supporting people.
I think the Myki card offer is quite a good idea but would need to be a lot more than \$100 for anyone to take up the offer. A six month Myki or equivalent would be more likely to be taken up.
So long as the permits for visitors don't have to be changed on a daily basis as this is a big inconvenience for visitors. Would be best to have a Parking permit number on visitor permit that can be managed with an app/ online.
As per my previous comments, any reduction in the number of permits for families with extended family living arrangements would be disastrous and would force us to leave Glen Eira, to the disadvantage of families who support grandparents living at the same home as their grand children.
encouraging people to park off street is a good idea. Please ensure on-street parking is positioned to allow better access to and from driveways. When the street is full - it makes it harder for people to exit or enter their driveways.
Eventually there will be four people in this household with cars. We need to be able to park them. Please do not disadvantage larger households. A permit should be available per resident who drives.
I think its unacceptable to charge so much so we can park in our own streets outside our house. I don't mind paying a small fee to have a visitor pass but for our own cars I think it is robbery.
giving a myki card will not help everyone. not everyone can get to where they need to go with public transport.
\$100 Myki card wouldn't last long .
As residents who already pay rates, i take a very dim view of this indirect revenue raising strategy. The residents who live here don't abuse the permits that we already have and should not be penalised just because we may have more than one car which needs to be parked on the street. The problem of traffic lies with councils not dealing appropriately with non residential parking. That is where councils revenue raising efforts should be directed.
Allocating permits according to public transport accessibility takes no account of people who are older, do not have a disability, but find public transport difficult to negotiate, i.e. crowded, often no seats, possibility of falling

<p>Thank you for sharing the draft Parking Policy. While we appreciate and support the need to balance local amenity and on-street parking the proposal to provide 2 parking permits plus temporary permits is not feasible in our situation. If this model is to be applied across Glen Eira then it disadvantages those residents with larger households and therefore more residents with parking requirements. Note: rate payments are proportionately calculated on size (Capital Value). While the proposed model may work for medium households with two or three adult residents/bedrooms it is restrictive in our situation. Our home is a five bedroom residence occupied by five adults, each with transport needs. We do have one on site parking facility and currently have 2 parking and one visitor permits. This does not meet all of our needs with the large family, partners, visitors etc but it suffices with unrestricted on street parking used as required. The proposal to reduce the number of permits for large residences would create issues and overload the available unrestricted on-street parking spaces. The calculation of parking permits per household would more fairly consider the capacity of residences based on the size of residence, perhaps similar to rate payment calculations, rather than to assume a set number of permit requirements for all residences across Glen Eira. This would mean that unrestricted areas would face increased demand and a higher level of competition for on-street parking adjacent to one's house, which in turn would create disputes and conflicts negatively impacting the amenity of the neighbourhood we cherish.</p>
<p>To compensate residents for the additional complexity imposed by the new parking policy, the policy should enable each household to challenge and nullify 2 overstay parking fines inflicted by the Council on the cars of residents and their guests in their own street each year.</p>
<p>I strongly disagree with the \$100 fee for a second permit</p>
<p>see last comments - shoppers / residents first ie 2 hour parking and permits and long term travellers and traders further away - encourage people to come to shop - not to park and go away</p>
<p>Visitors permits existing can and are used for careers etc no need change that Handing out un monitored permits what a stupid stupid idea Just make streets 2 hour parking both sides Visitors permits for careers But no more cars on local streets You can't move now or park in own street Next you will hand out free parking to multi storey developments ohh yeah you do that anyway by having streets with all day parking What a joke Traders can park away from main streets an this will free up spots for shoppers and locals instead of taking away from locals an shoppers Move free parking away from Lorraine and mavho and Campbell</p>
<p>Charging for a second residential permit is a disgusting cash grab by council</p>
<p>A minimum of 2 permits should be free for each household that does not have access to off-street parking</p>
<p>First - I think that the policy should distinguish b/w existing residents who have bought in the neighbourhood with an understanding of the permit system, and those who are buying into new developments to be constructed. Second - the amount offered for a MYKI card subsidy is derisory, if the intent is to encourage a shift from cars to public transport. Third - where is the evidence that there is underutilisation of available off-street parking by residents? Fourth - if you wish to encourage families to live in Glen Eira, throughout there lifecycle - where is the recognition that large families with young-adult members, and multi-generational homes, need more parking and therefore more permits than a single-person household?</p>
<p>People will trade their permits nota good idea Make it 1 or 2 permits per house an they can hi to carer Make streets 2 hours monitored from 6 to 8 both sides STOP ONE SIDE OF STREET FREE PARKING it doesn't work Try like it was 2 hours max both sides monitored</p>
<p>as I said before , mayfield st only has permit parking. I think it is fair hat we should still be able to have 3 permits for free</p>
<p>the visitor permit park isnt clear - how do you get 50 tickets, how are they used, how are they tracked - it was easier just having a single visiot permit you could use</p>
<p>just because you live near a commuter hub does not mean you use this hub. Normally it is your destination that determines which mode of transport you need to utilise.</p>
<p>I think the fees are too high for permit parking, particularly pensioners. At the moment people do have off street car spots and park on the street without a residential permit. I am not sure how the paid permit will change this. but rather it will negatively impact the households that dont have off street parking by having to pay a fee. Please explain how this will positively impact households who dont have parking spots. To be this seems to just generate for revenue for councils</p>
<p>More permits for residents are required</p>
<p>I still maintain some of these ideas are good but on the whole residents rights must be maintained.</p>

There is no justification for charging fees for second or third parking permits. This is pure revenue raising and is completely unacceptable. Spend less money on wasteful projects, rather than raising more tax revenue please
This creates a heap of new bureaucracy, wastes time and money on paperwork that will create a whole heap of angst and add to costs with no or very little difference, current simple system of 3 permits is simple and fair, not everybody is using it all the time but it is available to use for special events and times when it is needed without having to make further applications or pay extra out of pocket, we already use public transport as much as possible, additional paperwork and extra fees will not be encouraging us to use public transport will just add to the disappointment and frustration with the council. Please please please do not change from the current system, it works, it is easy to administer and it is fair!!!! If you really want to encourage public transport consider small frequent shuttle buses to train hubs create incentives rather than punishing those who struggle to use current system!
As per prior
Permits need to be able to be used in multiple difference cars. I have plenty of family visiting my place for long periods of time and parking is constantly a hassle. Having the ability to use permits allocated to cars on other cars would help that
I think it is absolutely disgusting to only provide one free permit to residents and then charge an exorbitant price for one or two more permits. We pay enough as it is for rates and to now come up with this scheme is totally unfair. It's just a way of trying to generate income for the Council and it's just not fair!!!!
I have a disability and am assisted in my daily life by my mother (who visits me in her vehicle on a regular basis) and a council cleaner who also visits me by car. My mother currently has a parking permit for my street, in addition to the one I have for my own vehicle and for a visitor. If my parking permit were not specific to my vehicle, but could be shared between myself, my mother, and a visitor then I think it would be fair to restrict the number of permits per household. However, if my parking permit continues to be specific to my vehicle then reducing my access to parking permits from three to one would be extremely unfair and add significant burden to the life I already live. I suffer from the late effects of polio.
Where an older couple (70+) require a second permit, should be supplied at lower rate even if the couple do not have pensioner concession
Parking permits for residents (in the same street) should be for free or at minimum increase from 1. Residents in apartment blocks in other streets should not be considered as a resident in parking in adjoining streets. Planning permit conditions need to be upheld where those who reside in apartments are not entitled to a parking permit.
I don't have enough time in my day to day to also include planning o when guests will visit or asking for permission and I live next to the council I have a full time job with a stay at home wife and baby, adding permit restrictions on people visiting will impact on her well being due to reducing the ability of people to visit freely, in the current system we have a permit which we can pass onto visitors and this works great, I disagree entirely with limiting the number of visits a person can get without paying the council for the privilege, doing this change will greatly discourage socialising with people that are outside of our suburb Please don't make this change
Charging \$100 for a second permit is excessive.
I think charging residents permit fees and limiting their permits is a very bad idea. The council has approved the 100s of apartments in the area so they need to take responsibility for the traffic management issues without further impact on residents. The rationale of encouraging off street parking and other councils doing it is a weak argument. Has this strategy been evaluated? How much revenue is council making out of these proposals? We pay rates, fees for pets? now fees for parking our own cars? Regulation and revenue making gone mad. No
You are planning on taking away our permits - ok give us the one but only if the whole street is 2 hour parking 8 - 8 sev'n days per week. This is in equitable and selfish if you reduce my parking while we already have reduced parking ie by all day parking in half the street. Only do this if Lorraine is 2 hour parking both sides otherwise its a rip off
This page summarises your intent - the introduction of fees is all about gouging local residents for more of their money - council rates continue to rise, cost of living is increasing but wages aren't keeping up, so now you want to squeeze local residents more to cover-up your incompetence at managing all of the money you generate from approving thousands of new apartments and increasing council rates
These are simply lies. There is not an ounce of truth in this proposal.
Convolutd idea. Too complex. Sure I'll sell my car so I can get \$100 Myki voucher. Crazy.
Why should houses with less parking get an extra pass? We bought a house with an off street spot an extra cost. Letting those with no off street parking have an extra spot is rewarding them for paying less...

Keep the parking scheme as simple as possible to keep overhead costs down. Residents' (free) permits should be sufficient to cover carers.
In principal I agree with a fee for additional parking permits however the threshold for permanent residents is low. I would like to see permanent residents be allocated two permits.
I think the council has lost the plot and you should all be fired again
We have a cleaner each week that would need a permit. Also we think 2 free residential permits per house is fair given the rates we pay.
Temporary group/party permits for households holding an event could create havoc in a small residential street. It also encourages all party goers to take their own car, rather than sharing, taking public transport or a taxi. It could also encourage more drink driving.
Resident get permits first but the above ideas are reasonable
Some households have no choice but to park on the street e.g. renters with multiple housemates - all with their own cars.
I pay \$2298.20 rates per year and you now want to charge me extra money for a second permit , what a load of crap Leave the system alone and focus on reducing rates not employing survey groups to generate this stuff to appease feel good councillors
My family and I, who have all lived in the area for 25 years + are absolutely disgusted that you are now planning to charge people for a second permit. Not only has Kambrook road had to endure the disgraceful development you approved, the new traffic light system that is downright dangerous and the newest development on Station Street, you are now catering to visitors. Whilst i see the sentiment in encouraging less vehicle transport, WE LIVE HERE. We are a 3 car family. You are not responding to our needs as residents. The only thing your actual residents and my neighbours are concerned about is the new schemes the council are cooking up to generate revenue.
Some house have off street parking e.g. garages others like mine do not. The current way Norwood Road is signed seems to work fine.
How will it be policed?
WE NEED TO BE ABLE TO HAVE 3 PERMITS
I suspect these proposals might be additional ways to collect more fees from parking permits, rather than genuine care to residents. So as long there is NO charge to these permits, then it is worth considering each case by its merits.
Over regulated bull shit like the booking of parks to have a picnic, will be abused by one group or more go back to supply and demand
Why do you insist on slugging residents? This is totally unfair. Rates go up every year then you find other ways to hit us for money. Surely it would be fairer to install ticket parking for those who don't have permits. And start fining those who current park in permit zones for with no permit. In Shepparson Ave for example, make one side available for permit holders and the other side fee paying for those who don't have a permit. We need our permits and we pay rates. NO FEE for resident permits (2 for off street properties, 3 for no off street properties). Why should residents subsidise non residents who choose to park in our streets?
Keep the permit for at least one specific vehicle and 2 flexible car permits for local "rate paying" residents
It would be fairer to make one of the fixed permits a flexible permit. Otherwise we can not shuffle our cars for off-street parking. Will also assist with visitors as they can park in our off-street parking and we can park one car on street with the flexibility of a variable permit.
This is purely a money grab by the gleneira council, a very clever spin to generate revenue, we are not a inner suburb (st Kilda or Carlton is what I consider an inner suburb). Why do I get charged an extra fee to allow family or friends to come and visit me, I already pay rates so surely I should be able expect to be able to be supplied with at least 3 parking permits to have family/friends stay as long as they like when visiting. As I previously stated this is purely a revenue generating exercise and if you truly where concerned with sustainability you would cease approving these multi dwelling on small blocks and streets. It would be very disheartening to think anyone I supported for council would see fit to approve such a proposal, the very least households should be given 2 free permits and charge for a 3rd permit if required and surely \$50 would be a more reasonable cost. THIS IS PURELY REVENUE RAISING
Party permit is a terrible idea.
No.

We live within a so-called transport hub location. I'm sorry, but I just had to vacate my seat at my PC because I could hear car doors banging outside my home. This was indicative, as it is every damn day, that some cretin has stopped or parked over my driveway, totally in contravention of two (2) No Stopping/Standing signs and very obvious painted lines on the roadway. This has again caused me to place both of my rubbish and recycle bins on the roadway in front of my driveway, to ensure I actually can access my own driveway. And this takes place, every day/ evening, bar none! So, the bottom line, after returning to my PC in an angry frame of mind is, you must be kidding if you think we would be pleased to pay for a damn parking permit when we are making annual rate payments of more than 1200 Dollars, and, people from who knows where keep parking in our street, every day, all day, without having to pay, and that includes over our damn driveway!
Aidan Mullen with fees like that it shows your a scam artists you need to be locked up for life in prison and the key thrown away
As a resident with special needs [and with a disability pension but no disability permit] I do not agree that charging for permits in such households to subsidise giving out mykis is at all fair & reasonable. I need my parking permits, have no off street parking and have no disposable income to pay GECC any more money. The introduction of 'user pays' ad infinitum has gone beyond a joke. I understand the need to start making changes and i understand it is not easy to balance conflicting needs. But I do not agree with what is proposed.
Need to drive to train station if catching public transport as required to carry heavy bags for work. Always struggle to find a car park near station and recently fell while rushing to get train. Trains are so overcrowded, so often resort to driving. Unfair to have to pay for extra permits as adult children living at home who can't afford place of their own. Should remain as is, 2 permits and 1 visitor at no charge to ratepayers.
Our current flexible permits are more beneficial than specific permits. They are used only when necessary. Council should not demand us to book permits online when more than often there is no internet, Council should not demand that during stressful times we should book permits on line. Not everybody is quick on the computer, and not everybody will remember to book a permit when suddenly there is need for a tradie, a nurse, etc This is another way for council to take from the community.
This will only work in conjunction with appropriate revised parking restrictions. eg our street is 2 hr parking one side, no restrictions other side. The neighbours with 4 cars permanently on the street will just move them across the road unless that is fixed.
Party permit! Aren't being over-governed are we?
Third permit too cheap; additional permit categories seem compl3x
This does not go far enough. Should a household really get three on street car parks for \$250???? This greatly undervalues the public road space given over to parking. If people need three cars then they should purchase property that can accomodate them off street!!!
I do it want to pay for my second permit. You have allowed more development in Elsternwick. This has increased the number of cars. I should not be penalised for Council's mismanagement.
Again - in general the structure of permits should encourage residents to park their cars on their own property - where they have a garage or a driveway. The wider community has less access to shopping and services in Glen Eira where residents (families) park three, four cars on the street and dont use their own garage or off street parking.
2nd vehicle should also be free for permit. New developments should have to have a min of two off-street parking per dwelling (regardless of # of bedrooms). There should also be an increase in visitor off street parking for these developments. If there is no off street parking available for a property, then residents SHOULD NOT BE ABLE TO GET A PERMIT, as in South Yarra, as they were aware at the time of renting/purchasing that no parking was available.
Hiking the prices is not going to change the way people need and use permits. People who are socially isolated need to have visitors, and putting the prices up isn't going to stop that, it's just going to cost more. This is a bit rich considering the high rates council charges. If you're concerned about people on selling their permits, just look at the online trading sites where this is happening and ban those people. Don't punish everyone. We also shouldn't have to justify to council why we need visitors with the different kinds of permits - it's none of your business. If you do go down the harebrained road of charging, then please waive the fees for pensioners, the elderly, health care card holders, and parents with young kids who sometimes just need a friend to drop in for a cuppa and stay for a long chat (and who will most likely use the first free permit for their own car)
Residents who do not utilize their off street parking and or garages should not be entitled to on street permits other than 1 for visitors.
Fees are excessive for retired/fixed income households. This whole approach to permits & fees is based on the totally flawed premise that public transport negates the need for more than 1 car. People not in work rarely travel on on routes or destinations effectively serviced by public transport. For the disabled, having a car is essential to maintain independence.

The money council would spend giving households MYKI vouchers would be better off spent hiring a space for those who are commuting by train. Where these people could park for the day and have a bus taking them directly to the station.
We have elderly parents visit us for extended periods of time due to medical appointments. This can mean an additional vehicle - is this eligible for special need. The permits are also built towards the standard 9-5 working day. The information provided regarding the hours covered by parking limits is difficult to follow. Working life has changed from this. The parking hours are set for the standard 9-5pm working life. This needs further consideration.
For this system to work, new developments must incorporate appropriate parking requirements per apartment/dwelling rather than suggest they are near public transport so don't require it. The reality is that many people in apartments near transport still have cars. This includes student accommodation near transport hubs as both local and international students still have cars.
Most of the above reasoning relies on faulty logic. The number of on-street parking permits needed actually depends on the make-up of the household and their transport patterns. Just because someone lives near public transport in Glen Eira doesn't mean that public transport is available to the places they want to go. Likewise, visitors might not have public transport available to them in order to reach residents in Glen Eira. Limiting the parking permits to 1-2 per household (or 3 as an exception) does not take into consideration the different make-up of households. Not many people can provide off-street parking for more than 2 cars, and this will hit larger families particularly hard. Limiting visitor permits to 50-100 day vouchers will isolate people from their family and friends. Every time we have a family dinner that would be 10 permits gone. So what you are saying is that I can have my family over once a month. Thanks, but that is just not good enough.
I'm happy to keep it the way it has been, with 3 permits per residence. it isn't always practical to use the off st parking, & additional cars could need parking on a temp basis.
Refer to my previous comments which cover this section also.
Far too complicated and looks like revenue raising for the council.
My household is in an area with intense daytime parking pressure due to the proximity of a popular cafe and I object to any attempt at reducing number of permits that my household currently has access to. Similarly, I already pay substantial rates on the property and so I object to any move that will cause me to have to pay extra just to get park near our home. Perhaps the council can fund any initiatives like the \$100 Myki with actual policing of the parking restrictions and the issuing of fines to the malefactors breaking the current rules and parking everywhere (eg across my driveway and in No Standing zones) and generally overstating the times day after day.
SOME CARING TAKES PLACE ON AN INFORMAL BASIS. HOW WILL YOU ALLOW THIS? OLDER RESIDENTS NEED VISITORS. IF IT IS TOO DIFFICULT THEY MAY MISS OUT ON IMPORTANT COMPANY AND ASSISTANCE. BE CAREFUL HERE. ALSO, YOU ARE DEVALUING THE AMENITY OF THE PROPERTY FOR OWNERS WHO HAVE PAID FOR IT AND CONTINUE TO PAY THROUGH THEIR RATES
We have 6 residents, who require parking. It is atrocious to think that we won't be able to provide parking for our children that live at the premises. This new plan does not encourage public transport use. It discriminates against families.
The idea of having to get a permit of council for when you have an event (when a resident) is ridiculous. The idea of having to pay for a second permit when you are a resident is ridiculous. We already pay significant fees - this is just revenue raising. It won't actually change people's behaviour in terms of vehicle management. I strongly disagree with changing the number of permits residents can access, and I strongly disagree with having to pay for them. The only case I would advocate is if residents want above 4 permits for example.
SOME CARERS ARE CASUAL AND NOT FORMALLY ARRANGED. PLEASE PROVIDE FOR THESE TOO.
Why should we as residents have to pay for an additional parking permit or visitors permits when our all day parking spaces are taken up by commuters who are parking for free all day, just because there is not enough parking at the station. We mostly park in driveway but do have occasions to park in the street or need to move our cars around and can't access our own frontage because of commuters. Also there is a number of pending multi level developments in the neighbourhood which will reduce the parking available even further making it even harder to find parking near our own house.
All resident parking on-street, up to and including two vehicles per eligible property, should be cost-free. Cost could be levied from the third vehicle, not the second, per eligible property. Resident permits should allow vehicles to park unrestricted 24 hours, seven days per week, over-riding restrictions for non-residents' vehicles.

I would strongly object to having to pay for any of the above permits. We are getting older. We have lived here for over 43 years. As we continue to age, we may need carers or relatives to visit us and assist us so we can continue to live in our home here. Why should we pay for parking permits for them? We have a right as residents, to access the help needed as our age and stages in life demand. We may need more help than we have ever needed before, but we will have to pay for some of that help. We are Pensioners, and our income is already not keeping pace with the demands of life. We should be able to have people visit us, to support us, without being charged to park their cars. We are residents, living in our homes. We are not a business making a profit.
Council is just complicating the system and creating further administrative work around issuing and enforcing parking permits. Parking permits were designed to give reasonable parking priority to residents who live in streets where we have overflow parking from shopping strips, schools, hospitals, public parks. Why should we be charged extra because we live in favoured well located streets? This makes it difficult for family and other visitors - why should we be paying extra for this?
The introduction of more fees and charges for varieties of parking permits complicates a simple need for residents. It is bound to introduce unnecessary infringement problems and will be slow and tedious for residents to organise - nothing is ever easy and streamlined at Glen Eira.
If we have tradespeople in the street for a short period, we would have to use one of the newly proposed permits. As the situation currently stands, they can display one of our visitor permits for the time they are here. We strongly object to paying for our visitors to park in our street. We see that this could be open to abuse by issuing 50, which some residents may sell, particularly to racegoers. We also see little point in making these changes, when the parking officers do not enforce what is already in place. They never visit our street unless we have called them, and then often don't bother, even on event days.
Who is going to police this?
It is very unfortunate that council is seeking to restrict residents in any way in parking outside their own houses. If you are a resident there should be no restrictions. We have 4 adult drivers living in our house all with a need to park outside the house. Council should not have the right to restrict residents. This will affect our property values and the ability to enjoy living in the suburb.
Please see my comments before regarding my objection to any parking permits for actual residents
Residents who have off street parking must be expected to use it. Parking restrictions should be enforced, rather than rely on resident reporting.
Council should be redistributing wealth. If council wishes to fund something then it can cut costs from something else.
At present the parking permit system is fairly clear and straightforward. If all suggested changes were to be implemented it becomes much more complex and if computer based there is room for problems.
As a resident of Sinclair St without off-street parking, two vehicles and a requirement for a visitor pass to support 5 day per week care for my child I believe I should have special consideration. Making residents who have no other choices pay additional fees in the order of hundreds of dollars is simply unfair when it is high-rise, cinema, restaurants and rail that are creating the issues. Residents first. This idea that streets abutting the rail should be unrestricted is ridiculous when it will directly disadvantage the residents and encourage people who could reasonably want to the rail to now park their cars closer due to the lack of restriction. Parking restrictions need to be increased in Sinclair and Gordon Streets and illegal parking policed more vigorously. Increase the fines to discourage abuse.
The carer should be treated like the resident. But it needs to be ensured that it isn't abused, that is, that just anyone is claiming they require a carer. In our street, it is somewhat academic as there are frequently no places at all!
Or perhaps stop issuing building permits for massive unit blocks waiving the need for spots
Access to public transport is not necessarily useful to some residents who cannot use it.
We long term resident already pay council rates. Ridiculous amount of new dwelling behind shops being approved by council and most of them park on Murray st instead of their allocated car park.. these new dwellings have (lift)stacked parking that is not being used!!
We often need to park on the street to make room for any deliveries or tradespeople who are coming as they will not be able to find parking. It is not fair to disadvantage residents by restricting permits where there is little access to parking
have different permits for different things means every knows what happening within your house, an event, family function, people in your house requiring carers or special needs etc.
The council is not encouraging people to use public transport this way. What is being proposed is that the rate payer pay for people who do not use public transport and/ or not use the parking facilities either in their building or place of work. The bike riders are not paying for registration and whole streets are being redesigned for them. Why is it that only car drivers are being penalised not the bike riders. They use the ride as well.

<p>The draft policy in its current format is a slap in the face for existing owners who have - Purchased a property with street parking and congestion in mind; and - Given consideration to existing parking permits available in that street / restrictions that apply in that street. Council continues to approve property developments (i.e. apartment developments with multiple stories) which fail to contain adequate provisions for onsite parking to cater for the number of residents which will occupy the high rise development. If council is so concerned about the parking congestion, it should make it a stipulation of planning applications that minimum parking requirements are factored into the plans. Serious consideration should be given to banning underground stacker parking which discourages use, is costly to maintain and inevitably results in cars parking on the street. The proposed fee for a second parking permit per household again disadvantages those who have purchased a property and factored the number of permits available for that property into the purchase. The proposed fee to be charged appears to be a revenue raising measure. How would the allocation of 50 parking visitor permits work? If I have a visitor pop over unannounced am I expected to head down to local council offices and go and pick one up? An offer of a \$100 Myki card for those who forgo a permit clearly shows how out of touch those behind the draft planning application are. A return trip to the city (on the train) from within the Glen Eira region typically costs \$8.80. A person who commutes daily to the city is effectively going to receive 2 weeks free travel as compensation for forgoing a parking permit. The ability to get on the train, at Glen Huntly in particular, is another issue in itself. If there is one train cancellation / delay during the peak hour morning commute there is regular scenes of overcrowded platforms and people unable to fit on the train. The neighbourhood approach is by far the most concerning part of the application. This "would enable you to use your permit/s in a local zone instead of a single street, to make your parking experience less frustrating". I think it would be more than frustrating if you arrived home at night and were unable to obtain a park on the street you live in because your street has been flagged as being less congestive than others and therefore other residents in surrounding streets are now allowed to park in your street of residence. If council was concerned about managing parking in the area moving forward it would impose stricter parking obligations to developers and not disadvantage existing residents.</p>
<p>We have 2 cars and off street parking for one. However my husband and I alternate who uses the off street parking based on who is able to transport the children to and from school (they are not within walking distance of their school). If there is only a single permit issued, this will make our home arrangements difficult. I note the visitor parking option and that this may be a way of working around the problem of a single on-street permit but think it is unnecessarily complicated and bureaucratic and cannot imagine that administering such a system would decrease on-street parking use. It would simply increase the administrative burden for council.</p>
<p>People 60 and over and the disabled should be given higher consideration in being able to park near their homes at no cost.</p>
<p>people attending the occasional event at a private home should be able to park in the area nearest the event without too much inconvenience to the visitor or the home, the idea that it should be permit based seems unreasonable.</p>
<p>This is totally unacceptable use of ratepayers money.</p>
<p>Our public transport system is not extensive enough to replace cars. It provides transport to and from the city only. Cars provide a wide variety of needs. Our household used public transport prolifically yet cars are still required for work, supporting elderly parents and leisure. Please do not burden the residents with a scheme that limits access to on street parking. Instead focus your attention on limiting non resident parking. We are a household of 3 cars with no off street parking although we have a driveway crossover. Public transport does not reduce the need for our cars. Your scheme is a punitive proposal for residents who have a legitimate requirement for off street parking for multiple cars.</p>
<p>Who is going to police the temporary permit system? We often have cars parked in our street over the 2 hours permit and they are not booked.</p>
<p>What about people who work at your property on a regular basis (eg. cleaners, gardeners)?</p>
<p>This policy does not allow for a household with more than 3 people with a car. How do we gain a permit for 365 days a year for additional car? This is not manageable. Teenagers with cars will not be able to park anywhere as parents have the 2 household permits!! I am happy to pay for an additional permit, but this is not offered.</p>
<p>Ah, so you have to work through the questionnaire to find the costs! The ratepayers already pay high council rates. Why should there be more cost imposed to alleviate an issue that would not exist if you actually did your job and policed the current restrictions? It is an appalling idea.</p>
<p>it worries me that the council will give away \$100 to some people, that is money coming out of our rates when it could be used for something that needs fixing, when giving away money it's open to being rorted and abused by some people, I don't understand Why the parking permits need changing at all</p>
<p>consider disabled and elderly residents needs</p>

there is no description of what a temporary event is and how many people it applies to and how much it would cost The cost of permits is totally unacceptable and is effectively a rate rise for people living near transport. It should not go ahead under any circumstances it would mean that there are 2 different types of properties in the city that are rated differently
100 myki is not going to help families who purchase annual myki. we purchase 4 annual mykis at a cost of over \$2000
Council needs to adopt a residents first policy similar to other local government authorities.
This is purely a grab for cash by council under the guise of attending to residential street parking issues. The council knows that virtually all homes have families with 2 cars or more; thus by imposing fees beyond 1 car ownership is ridiculous. Whilst we have a good transport system in the area it does not reduce the necessity for more than 1 car per household. Undertaking regular daily chores in most cases requires the household to have more than 1 car and more likely today there are 3 or more cars in each household. Whilst most residents do have access to off street parking they still have necessity for on street parking during the day.
I have a number of strong views on this part of the survey. Firstly I am conscious of not making it more expensive for Council to manage a Permit System nor cumbersome for users especially residents. I am particularly against imposing the requirement for residents to obtain a once off Visitor permit every time somebody drops in casually. This will simply deter or impose time restrictions on visitors including family especially to older residents who need all the socialisation possible. Secondly the second Resident permit should be free of charge. I don't think it's unreasonable to charge for a third Resident permit. Thirdly there are other categories of visitors who will need special consideration. In home child minders who may be e.g. a retired grand-parent would be discriminated against. Fourthly the means of obtaining an as-you-go visitor's Permit is a major consideration in forming my view. How does council propose to administer permit issue? It is unreasonable and in fact discriminatory (many older people don't have computers) to expect a resident to contact council or even go on line to print-off a permit on an each time visitor call. I am strongly opposed to this requirement as it will discourage casual visitation. Fifthly I am not in favour of the idea of introducing a scheme which encourages more car travel into residential streets in Elsternwick which in my opinion these changes will be inclined to do. Our streets are already suffering enough with vehicle overload.
This would just complicate the system and provide excuses to issue permits. You need to be serious about fixing parking problems.
The extra day permits defeats the purpose!
just because a resident is close to public transport does not necessarily mean that they are physically able to travel this way, so offering a myki voucher is of no use or inducement to that resident at all
I really think that the planners do not have much concept on how a real household of parents with children is run. Limiting the parking permits just causes aggravation to residents on the dream of limiting the number of cars on the streets. Really??? Who sat there on wages that I had to pay for and dreamt this crap up????
I do not see why residents need to pay for the second permit. The 50 visitor passes is not enough for us - we have friends, cleaners, babysitters and a gardner visiting each week. We will quickly run through them. Also not environmentally sound to have all those individual permits floating around. Unclear what will count as special needs - open to discrepancies
Our household has 4 cars (with adult children)- 2 park onstreet and 2 off street. We currently have 3 free permits (including 1 visitor permit). We object to residents having to pay for any permits as proposed for a second permit. It should be our right to park unrestricted outside our residence. Currently we have 2hr and unrestricted parking on the other side of the street. We always use our off street parking for 2 vehicles as do many others who have off street parking so believe this will make no change to onstreet parking availability which comes from cars not from the area. We are then left to pay for extra permits which is unacceptable. We object to offer of MYKI card for forgoing permits as a accidental parking fine would be more costly. We also mainly use our vehicles in the Glen Eira vicinity and for work which mostly means train travel is unsuitable. We objected to a number of past multi-residential developments without adequate planning for parking saying this would be the result for onstreet parking congestion. Council have allowed this to happen and it shouldnt impose more costs on existing residents. This is unfair revenue raising. We also dont want to be using our time to apply for an event permit.
We object to all these proposals as they will reduce our amenity, access and enjoyment of our property for our family and visitors.
We have at cost to ourselves, made off street parking, in our house, ;meanwhile the development down the road has made hardly any parking available for its residents. Why will I be penalised and have to pay extra when big developers who are pushing their residents cars on the streets and creating overcrowding get off scot free
Ensure that all domestic buildings have sufficient garage facilities on site.

Why should residents be restricted in having 50 visitors a year but Council is promoting transients into the area.
Resident permits should be transferable so that a household having 2 cars should have the option to legally park either one on the street depending on their needs.
open to abuse; likely to result in complex administration - the burden of which will be borne by rate payers
Stop removing our parking!
Again PRESUMPTIONS! Why is being close to public transport a good thing? It's only a good thing if the tram or train line is going where I want to go. And I can do it as quickly and as efficiently as in a car. Like in London or Paris or Singapore. When I lived in London for a decade I didn't have a car .. nowhere to park it, too expensive to drive it into the city centre to park it for a night out, traffic too heavy and why bother when the Tube and cabs were so efficient and speedy? We don't have the public transport infrastructure here. For example: how do I visit my friend in Mernda and then drop into the supermarket on the way home? How do I visit a friend whose just off Hotham Street, Balaclava .. three's no bus and it's too far to walk. How do I visit a friend in Mernda by public transport anyway ... into the city and then out again .. for hours and hours on the train. How do I drop two kids at their separate schools and then drive to my job in Hughesdale? And then swing past the supermarket on the way home, pick up groceries for my family and my mother, and then drop mum's groceries to her .. and still be home in time to make dinner? We are a car culture. Fiddling with on street parking is never going to do much except seriously annoy people.
This is the most ludicrous component of the new policy for several reasons: 1) it is unrealistic to expect that for families where both parents are working in different parts of the city, that one car will be sufficient to accommodate the family needs. 2) Two free permits per house is reasonable on that basis, and should be continued. 3) Many families have grandparents or family members assisting with the care of children while parents work. 50 permits per year, even 100 with the paid second 50 (which is ludicrous) will not be sufficient for a year. The standard visitor permit should likewise continue to support these families. 3) The Myki trade-off suggestion is ridiculous - almost every house in our street alone has 2 cars, most without off-street parking options (many houses have driveways, but they are too small to accommodate most cars). What do you expect people to do - sell their car to get a Myki? If the purpose of this is to encourage people to access off-street parking, this is equally ridiculous - people would be accessing offstreet parking already if they could - car insurance is cheaper, it's safer to have your car off the street - offering a Myki card will make no difference whatsoever, apart from possibly a few residents living in apartments, most of whom have sufficient offstreet parking anyway. The only part of this policy that makes sense is introducing the categories to support residents with special needs. This part I wholly endorse. The rest is very poorly thought out, and an insult to the current rate payers of Glen Eira.
I strongly disagree with the proposal to limit the Parking Permits for residents. With out current hub-and-spoke public transport system it is unreasonable to expect that cars are redundant. We are prolific users of alternate forms of transport. I ride a bicycle to the CBD every day, and have done so for 30 years. My wife uses public transport to get to the city. Our son uses public transport to get to uni. Our house does not have off-Street parking (although it does have a cross way). My wife and I have elderly parents for whom we provide transport. Our son works two jobs involving shift work at locations not serviced by public transport. We are a three car family and need to retain three cars. Your proposed policy does not accommodate our circumstances. On a broader note it is pre-mature to expect that cars are optional. The proposed Myki giveaway is gimmicky, at best. Please try to avoid populist but worthless gimmicks.
It is wrong to hit residents who require parking outside their residences to pay additional funds over and above council fees.
Are you seriously going to negatively prejudice the people affected the most , that is us as residents who rely on these permit to park in from of our own homes ??
We have friends coming most days at different times every day so under this policy we would need 200+ visitor passes, instead of just using the one visitor pass we currently get for free. The friends are not going to ride their bikes or catch a train to our house as there is no direct routes from their houses.
You cannot assume that all residents travel within the central Melbourne metro to work. Our family members travel to the outer suburbs and hourly to residential locations to work. one has a business in the country. Public transport is not an option. We chose our side-street with available parking location and pay rates and taxes for this location. These proposed parking fees and changes are unfair to residents.
I'm happy to see that there is an option for temporary party permit. We regularly host dinner parties and children's birthday parties and play dates and, due to convenience, our friends with young children and babies like to drove and park their car outside of our house. It would be a shame for them to have difficulty accessing a park at our house
The proposed \$100 Myki card is not reasonable as an alternative as \$100 does not last very long for anyone using public transport regularly
Residents need access to more parking permits

My responses, are very personal because we as a household would be greatly disadvantaged. 50 single use visitor permits would not be enough for our family. \$100 myki card goes nowhere and I do not think is a good use of funds. That would only cover about 11 days of full fee travel. I am not convinced that people who do not usually use public transport would be particularly encouraged. Our household leaves our cars at home, and take public transport so as not to clog roads and overuse our cars; to assist the environment.
Assumes public transport is adequate to meet all trip needs which is not the case. Doesn't consider growth needs of households (ie. young people gaining license). Places undue burden on houses who have bought in areas close to infrastructure. Creates a system where there is potential to rot (ie. special circumstance).
The fee for parking permits does not go far enough. Why should a house that has a driveway that can fit 2 cars AND a garage (often a double garage) so therefore 4 vehicles can fit on site, be able to park on the street? Why are apartment dwellers treated with contempt, but if you live in a house you get the benefit of parking permits to park on the street? I think parking permits should be a maximum of 2 per household or at least a higher fee. Money should not be used on Myki, this won't change peoples behavior in catching a train. The fee should be used on public transport improvements and potentially off-street public parking. The fee could be used to install more bicycle hoops in high traffic areas for example. The street should be for VISITORS, and SHOPPERS, not for residents who have a garage and driveway.
How will the timing of a year be applied to the issuing of the extra visitor permits ?
Compensation for houses that invest or have invested in off street car parking due to parking problems. Restrictions to parking need to be the same on entire street. It would be right if some house didn't have any parking restrictions on their side if the street.
Generally residents who can park off the street would do so. Many residents such as our household have 2 cars and alternate which one is in the driveway and which one is on the street. It is unfair make existing residence pay for a second parking permit.
three permits is too many , it might as well be unrestricted
Would like to better understand the requirements of council for each of these categories
HOW DUMB ARE YOU PEOPLE! SERIOUSLY NO ONE WILL WANT TO VISIT US!! WAKE UP STOP WASTING THE RATE PAYERS MONEY AND TIME. SOME HOMES DO NOT HAVE ACCESS TO ON SITE PARKING! IN THIS INSTANCE THERE SHOULD BE NO CHANGE AS THEY HAVE NO OPTION. I WOULD LOVE TO BUILD A DRIVEWAY AND PARK MY CARS ON SITE BUT YOU GREEDY PEN PUSHERS AT THE COUNCIL WON'T LET ME! HERITAGE LISTED PROPERTY! WAKE UP
Resident permits should be free
The \$100 Myki card is another stupid idea. How does that even work in a rental property scenario? It's basically a gift to people who don't have cars at other rate-payers expense. Also, why can't I pick "0 Not a good idea" for the \$100 Myki question. The minimum I can pick is 1.
we need access to 3 permits
As a resident with no off street parking in a heritage protected house that I cannot have off street parking I should not have to pay up to \$250 for parking permits as I have no other alternative. I have 3 children I have to drive to school and work and my partner does shift work so public transport is not available to us. We are also about to be subject to an influx of apartments and a supermarket which will make parking near impossible as it is
Proposal strongly rejected. Keep policy as is.
Visitors do not need extra permits unless this is for business purposes (I'm all for encouraging local businesses). When I visit my friends/family I understand that I Street parking may be limited and I plan accordingly. I do agree with carer permits ad I recently had a family member in hospital and had to get caring support for my child during that time and I would have struggled if they couldn't park near my home.
This is getting ridiculous! My family cannot use public transport for our day to day lives (especially commuting to work). Why should i be given a useless \$100 myki voucher? Likewise, even if I did use public transport, \$100 myki voucher would last like, what, a month? Why should I also be restricted with parking permits? 100 in a year? So I'm forced to only invite people to my place a limited amount of times? Please say that this won't actually occur? What a joke.
The fee for a second permit is too high. \$50 full price is far more reasonable. I think we used to have this system a while back.
So if I have more than one person living in my house who has a car I need to pay, but if I'm a sole resident I get a \$100 Myki pass? Not fair...

<p>We pay substantial rates and should be allowed to park near our own homes at no additional costs. Also, the \$100 Myki card is not an incentive - people who don't need parking, don't need parking. They are not going to forgo parking for \$100! They simply do not need it in the first place. Why would we pay for people who don't need parking to get free public transport? Finally, your survey question for the Myki is broken. It does not accept '0' as a number. My answer is '0' but you are forcing me to enter '1'!</p>
<p>People shouldn't be disadvantaged by where they chose to live with respect to having visitors. I don't think charging a fee for permits is fair on this basis.</p>
<p>Not a reasonable proposal Our house will not be able to function with this proposal - we have visitors stay with us, cleaner, gardener, maintenance sometimes requiring more than a month of tradespeople eg painting a wooden house family friends large family gathering - 50 visits per year only takes care of one cleaner - how did this proposal get this far? What does my \$4000 a year rate pay for a home with no visitors or maintenance been provided for. This is not equitable -a neighbour in an unrestricted parking area can pay the same amount but have a home with friends & visitors allowed to park safely in front of their house. You want us to pay more for the basic privilege of maintaining & using our home for our family to function. Very narrow minded view about how people live - interstate travellers travel by car, car for work us required & will not be eliminated for to no public transport where the work place is . The family home needs to function and is the first priority for the community & rates this proposal will mean my home can no longer function I cannot have interstate visitors who stay regularly & basic home maintenance workers. It is not a fair that I as a rate payer need to pay more for my home to function than a house around the corner with unrestricted parking. This is a basic requirement to have at least one permit for visitor parking not limited to 50 per year -which would only takes care of one cleaner in a home.</p>
<p>Charging for permits that have always been free appears to be revenue raising at it's worst.</p>
<p>The priority is for the rate payer family home first which have families are under pressure with no real increase in wages over a decade - yet council works with increase in costs & reduce services - this plan does not cater fir 1. Number of adults in family home that require a car (pay more basically if you live in a permit street with already the highest rates imposed). Then does not work for large family friend functions, tradespeople doing mtce painting home - weeks or a months of work depending on what is being done. This is just additional revenue fir your council that is an UNFAIR costs - residents with no restricted parking do not have this issue whilst resident with restricted parking have a basic right been taken away from them or pay up - which is how long family friends to come over in a year, how many adults that live in their home that require a car for work, tradespeople requiring access to home to perform maintenance or improvement work. This isn't going to change number of cars we have as it is required to perform work - if we could reduce numbers of cars we would as costs of owing a car is high.</p>
<p>nil</p>
<p>it seem to create more bureaucratc obstacles than solving problems</p>
<p>Cut out the social engineering bullshit! This survey is stacked before it even gets the answers. If 0 is not good and 5 is good, why does your survery insist on 1 as a minimum?</p>
<p>It is total stupidity that I have to get permits every time someone visits.</p>
<p>Money for fore-going parking or receiving an extra permit should NOT be introduced. The obtaining of permits over three per household, should be granted based on the review of the need.</p>
<p>It is not clear whether the \$100 fee for a second permit is "one off" or an annual cost.</p>
<p>Myself and my family should be able to park our cars in front of our house free of charge. This is not right.</p>
<p>I think the 2nd permit fee of \$100 + additional visitor passes for \$50 is outrageous on top of already high council rates... and to partially fund \$100 Myki cards ? I do not believe this will change peoples car or commuter behavior and I don't want to pay for parking outside my house.</p>
<p>This does not look like a sustainability issue to me but rather council looking for make money out of a situation where residents already have cars and 2 permits. Look, we have 2 of those square computer permits and would be happy to have one of those square permitsproviding we can use it between 2 cars because we always have one car parked in the driveway. We have 4 adults in our house and 2 cars, and we are very sustainability focused.</p>
<p>My household would be disadvantaged as public transport is not always applicable for our place of work. I would now also need to pay additional fees to maintain the current level of service - would you be reducing the annual rates I pay to accomdate for this disadvantage? The change to any permits should only apply to the large mutiltennacy apartment the council has approved for development. Alternatively make these development build more underground parking spaces</p>

Whilst I agree with the above, I could read anywhere that it would affect existing resident parking permits? Currently I have one residential permit & two visitor permits. Does that mean that they will be cancelled & get a new permit, then apply for the 50 visitor parks?
See my comments in first section - onerous costs, loss of amenity, development protocols etc
On the permit issue . Residents should not have to pay for permits they are currently accessing . That is why we pay rates currently . The current policy of 2 plus a visitor is pretty perfect . We are an active family of 5 and we have friends over also regularly and we have coped for 20 years in a very busy street with a school at one end. we should not be further disadvantaged financially . The school is enough of a problem already
2 permits should be free - council rates are ridiculously high - so stop charging us for every change that has risen due to planning approvals and high rise development. 2 permits free and \$60 for third. Also, whilst I object to high rise apartments, why should residents not be eligible for a permit- they too are part of community. Developers should have to have 1 car space for each apartment on site . Trams and trains are overflowing at peak hour - can't keep cramming g every one in. Need to advocate to state gov to improve public transport before increasing Population density.
There is no evidence that there is a good to change the parking arrangements in our street. We strongly feel it is unfair to now charge us for permits where we don't have any option of parking on our property. This document is just a revenue raising exercise by the Council

Q. Engaging with residents on parking – would you like to make any comments? Community survey responses

Look carefully at Ludbrook Avenue. It's been ignored by the council for many, many years.
That makes sense, but don't make it too open for angry squeaky wheels to derail sensible processes.
This seems a sensible approach
great idea
yes
The draft policy fails to put residents 1st and foremost. Residents (or their landlords) pay rates. They are entitled to FREE PARKING for themselves and their visitors in the vicinity of their homes.
The issue in parking is to address the streets where there is the biggest issue and ensure you support those residents by having permit parking on one side if the street and the continue 2 hour restriction on the other. The issue we have is that we continually report the abuse of the 2 hour restrictions in our street and NOTHING gets done, the online reporting system does not work and we have cars park all day every day because they know no fine will be issued, even they know what a joke it is. If residents knew they had support from council then council would get more support for these types of initiatives moving forward.
As state previously, residential apartment buildings should have extra parking allocated on-site for residents and their visitors. This would alleviate the congestion on streets. Currently, there are three 30+ (in each) buildings close to our residence and there are constantly vehicles in front of our house making it difficult to swap cars over, or leave a vehicle outside temporarily during the day. Also, there needs to be stricter requirements for trades people of these construction sites to adhere to parking restrictions and/or be provided with on-site parking for their vehicles. The majority of these vehicles are extremely large 4x4's and trucks which restrict visibility of oncoming traffic, thus increasing the likelihood of potential accidents. Council, PTV and Metro should have made provisions for future public transport users during construction and planning. We did submit this suggestion at the time of consultation.
what constitutes a neighbourhood? Are the most affected parties opinions weighed mor heavily than those from further away wishing to park in these in-demand spots?
This policy is poorly thought out and will greatly impact residents who already find it difficult to park in streets with landmarks nearby. The council is incredibly naive if they think that any of the ammendments will do anything other than add absolute chaos to the mix. The council must already know that residents sell/lease permits that they dont use to drivers who want to circumvent the rules. Add extra permits and neighbourhood permits into the equation and you will have a disaster. Its working at the moment, leave it alone.

As long term owner/occupier, rate paying residents this parking policy addresses none of our needs. Leaving us isolated from our own families. Id love to believe that you will take in to consideration our feedback for these proposals, however - you seem to be putting the needs over literally everybody else above the residents. The public transport users have their own parking lot that we can't use if we aren't using the public transport, whilst you continue to restrict the residents parking more and more using them as an excuse. This survey doesn't support older residence that live in the area. Shame
see previous comments
That sounds good.
Seems like a fair policy. the neighborhoods look small enough so people wont drive from other properties to access parking close to train stations
Chestnut Street, Carnegie needs permit parking on the side of the street that is now all day parking, and keep 2hours kept on the other side.
This aspect is fine, but I would like to encourage Council to police/enforce existing parking regimes more fully than seems to be the case in my immediate area.
Too many streets around shopping strips, schools and other businesses are full of employees parking all day. Time limited spaces need to be applied to streets blocks away from these centres because it is impossible for a resident/visitor/tradie who comes home before COB to get a space remotely near to where they need to be.
The residents of Gordon street suffer from disrespectful visitors encouraged by the owner of the classic cinema who have no respect for his neighbors. Clearly permit zones are to be removed to suit this business and businesses like his
The feedback from residents in surrounding streets should be of a lower priority to those in the street where the impact is greatest.
People need to be made aware that it's a scarce resource and that they don't actually own the street. Few seem to realise this fact.
Please refer to my comments/responses ive put forward throughout this survey.
It is appalling that big business wins over individual residents and the council going towards denser housing is losing vision of what Glen Eira suburbs are all about. Why should we be worse off financially. NOT HAPPY
maybe consider the amount of apartments in the area as this is having a direct effect on existing residents conditions
Good that you allow feedback and hope that all the people that oppose the change speak up. From general conversation residents are furious about the changes including Inkerman Rd proposal not to park on that street is ridiculous and will make the off streets impossible.
We are paying our rates to council so my family and I should be entitled to park outside our home. Unfortunately this is difficult because residents living across the street park in front of our house because they only have one garage and a 2 hour parking limit in front of their house. Furthermore, we have residents from a large block of apartments who park their cars in the street instead of their garage. Finally we have commuters who also park in our street to walk to McKinnon station. Our side of the street is the only all day parking so at times we are left parking in another street.
Developments that are approved need to consider future requirements: say a minimum of 2 parking places per residence, facilities for charging electric vehicles/ bikes / etc In fact renewable energy should encouraged on these very large rooftops marking of car parking on higher demand streets is required; in many streets the on-street carparking is not utilised efficiently because parking lines are not marked on the streets. Why can't the council at least do this?
council should not look at making money out our difficulty.
Read my comments in this survey
Only that the questionnaire, in my view, was quite challenging with regard to the wording of the questions. These things need to be quick and easy to read and understand with 1 reading - not 4 or 5 times !
Strongly support consultation.
I disagree entirely with councils approach in relation to residential parking permit changes. It creates an unreasonable burden and cost on residents.
Yes. I think the residents must be top priority in all situations. They live in their homes permanently and experience the frustrations with poor parking policy many times a day.
Refer to my comments elsewhere in this response. Any parking problems have been created through the ad hoc approval by council of high density dwellings in Glen Eira. These high density dwellings should be the focus of any on street parking modifications, including communal car parks of the occupants of these edifices. I do use public transport whenever possible and convenient, and because of this I leave my car parked at my home, thus requiring parking. The intent of council to charge me an additional \$100 ON TOP OF my rates, is outrageous.

The fee for parking permits is obviously a fund raising exercise. But every day cars park for longer than 2 hours in our street and NEVER get a ticket. And they also park in the permit zones after 6pm and DON'T get tickets. And cars park from late afternoon on a Friday till Monday morning in a 2hr and residential parking permit zone and DO NOT GET A TICKET. Have no faith that Council can manage a council-wide parking policy when they can't manage the parking in one street!!! I am waiting for a serious injury or worse as a result of the Council's inability to manage the traffic and parking in the local area!!!!
Refer to my previous comments
Totally agree. Your changes push residents and commuters into overflow, it's inequitable not to consider that.
This proposal will discriminate against families with children who drive and are still living at home. Rates are increasing and it will be expected that we pay for the right to park outside our own homes. How will 50 day permits assist families.
When have council listened in the past to our say. I have been contacted council re 2/24 parking in our street that are taken up by tradesmen, school families, park goers, shoppers for the entire day. with no apparent action.
I will not be giving back our 3 permits. I never wanted the restricted parking in the first place. If you take out the trees on Centre Road and there will be more parking available. Also Centre Road needs to be re-surfaced, it is dangerous even to walk across it in some parts from the level crossing removal.
It's a stupid plan and a complete rort to rip off rate paying residents once again. Current policy isn't broke and does not need fixing.
Why seek feedback if you are going to go ahead with it anyway? You just waste everyone's time. I would hope that this is a genuine attempt to listen to ratepayers and residents but I fear you have already made your decision.
This policy does not in my opinion address the actual problems we face living in the area. These streets were not designed to be used as car parks. When they were designed residents parked on their properties and the occasional visitor on the street. Now many properties do not have enough parking on site. The streets are clogged with cars day and night. Simply trying to drive to Bentleigh from Ormond to the supermarket involves pulling over to one side to allow a car coming in the opposite direction through 4 or 5 times a trip. Or playing chicken with vehicles coming the other way. Developers have been allowed to not provide enough parking on site. Now those residents expect to use the streets for parking. The PTV should be providing parking for PTV commuters. The streets between North Rd & Centre Rd should have one side "no standing" and the other 2 or 4 hour parking.
Please make sure that the reduction in parking be applied to the council car parks for council employees. They should be role models and demonstrate through their actions the intentions of the council
It has been very disappointing for Council to allow traffic hazards to be created by Caulfield Station Street development (opposite Racetrack). For months I watched my rates and taxes being wasted by developing roundabout then changing it to crossing lights. It has been very inconvenient and went for almost a year!!! Further to that, it was badly planned. As it was not enough the signage made it very risky to cross the road. I travel to work by Train but it seems that our Glenira Council is determined to make local residents as difficult as possible. Very DISAPPOINTED
I think it is important to engage residents.
It has been very disappointing for Council to allow traffic hazards to be created by Caulfield Station Street development (opposite Racetrack). For months I watched my rates and taxes being wasted by developing roundabout then changing it to crossing lights. It has been very inconvenient and went for almost a year!!! Further to that, it was badly planned. As it was not enough the signage made it very risky to cross the road. I travel to work by Train but it seems that our Glenira Council is determined to make local residents as difficult as possible.
The neighbourhood approach is a lazy one. Allowing a resident of Acacia St to park in Chestnut St all day is ridiculous. We have enough vehicles speeding down our street as the nearest shortcut around the Dandenong/Koornang Rd intersection, without having more interlopers clogging up the street with their parked vehicles.
Be careful with high-density developments as these are already causing on and off-street parking difficulties, Carnegie again being an example
The draft policy is penalising existing property owners who have already suffered at over-development of the area.
As already stated
The Neighbourhood Parking concept will increase the difficulty for residents of those streets obtaining parking close to their homes and reduce security and safety especially at night. The plan should be abandoned.
yes i support this initiative - its your duty to protect the benefits of existing residents.

Great idea. I have wanted to suggest for years now that the space in front of my apartment (sufficient for two cars) should be marked out for two cars. Currently there are no markings and people just park in the middle of it. There has been a similar spacing painted on the road across the street from my building. How do I go about making this happen?
See previous comments
All comments are repeated inside the survey
The main thing is not to open up Leslie Street to wider public parking as the residents at the moment have reasonable (but still tight) access to park near their homes, it would disrupt us greatly to change this arrangement. Also, where households have 2 cars for work purposes, we should not need to pay for the second permit as we need to have parking available to us as a local residential street.
No.
But will the planners listen????
Seeking feedback is good but meaningless if nothing is done with the feedback anyway. Taking the feedback into consideration and implementing changes as a result is absolutely necessary.
All I can see is hugely increased costs of administration and a huge loss of amenity and enjoyment to existing Residents!!! The "grey ghosts" parking officers will have a field day and be entitled to write out multiple parking infringements!!! The point is that WE RESIDENTS, who are ACTUALLY YOUR EMPLOYERS, will be the LOSERS!!!! This whole situation with the Parking Permits is like an episode from ABC TV's "Utopia".
Great. - also forgot to add that not all on-st parking is being utilised properly as where there are 3 spaces, most people park badly so only 2 cars fit. Maybe lines can be painted to indicate how to park??
Residents should have access to their street for parking and should not need to demonstrate a need. This policy lacks vision and is not attempting to address the core issues.
Residents should be paying more for permits to park close to there homes. Council rates ae already significant and should provide local residents with some guarantee they can access or have priority access to off-street car parking near the homes. More bike tracks.
Glen Eira has many different areas, but on the whole I believe that the current policy works. I would not like to see the current permit system changed.
You can't get encourage use of public transport when it is so bad. Melbourne transport is designed just for getting in and out of the city not between neighbourhoods, rather plan to expand or create a network of buses that will connects different parts of glen eira for example.
I have 3 children--if they visit 2-3 times weekly the 50 free permits would disappear quickly.Then they would have to pay to visit me !!! Is this just another money grab??
I hope that part is this plan includes not waiving or providing exemptions to parking requirements when approving building development
Yes. This approach assumes that residents want neighbourhood parking policies. Structuring questions in this way undermines the research process and invalidates any results.
Would like to be informed and the ability to give feedback
Strongly disagree with this policy. This will definitely disadvantage current residents.
Agree
Ridiculous policy. Doesn't help the issue of inadequate parking at all. Ensure all those apartment blocks provide enough car parks for the residents and a large part of the problem could be solved
having neighborhood plans is good, but they should get money raised from parking fees reinvested in that specific neighborhood.
No
You are not taking into account residents' rights and wishes -glen Eira is huge geographically and it is not feasible for families and working parents to utilise public transport or cycling for day to day commitments
This is a blatant way to increasing fees to car owners. I reject and do not agree with GECC draft parking proposal.
You should concentrate on maximising parking for people at their homes not at various destinations. If they find it difficult to park at these destinations they can take other forms of transport

Yes please. I have plenty to say and I'd love for you to hear what I have to say . It's a great idea
Too many people having a say will significantly slow down any change to parking - do residents of surrounding streets need to have a say on what happens in my street?
yes
Parking arrangements and permits are currently working well for us. Don't understand why things are looking at being changed so quickly after just being put in place recently. Looks to me like another cash grab without much purpose.
I will be pleased to be consulted
Happy with the approach for a more sustainable transport continuity but totally disagree with the changes to the permit holders policy
See comments above. Overall my suggestions are: 1. improve frequency of local transport to transport hubs and train stations, 2. reduce access to residential parking permits 3. remove priority for car share schemes eg move spaces away from high usage areas and charge a lot for them.
I don't think residents who hold parking permits should be permitted to park their vehicle indefinitely outside another persons house that has a 2 hour parking limit sign for weeks, months at a time, what's the point of the 2 hour parking limit, if a parking permit overrides it completely. You might as well remove those signs they are pointless....
Charging residents for a system which is already in operation does not solve any problems. Consider the need for more parking in places such as Bently - this is largely caused by developers being allowed to construct properties disproportionate in size to the current infrastructure (see bent street). The construction of a multi level carpark next to Bently station addresses this and is a potential solution to a current problem. It's not just charging residents extra money for no real improvement or solution
This policy should apply to people from outside of Glen Eira or appartments.
Please do not force households with grandparents, parents and children living in the same house to leave Glen Eira.
I support the current Parking permit system which is free to residents and applies to each individual street. I think you only need to change a policy if its not working. So I say leave it alone as its working well.
Please refer to my comments earlier
Revenue raising by parking inspectors is ok as they stop the people parking permanently in areas they shouldn't be. However, robbing the people parked outside their own homes or their guests is appalling. Size of household perhaps should be considered also allowing extra passes if extra people live in a particular house/street. Highly dense areas less passes, less densely built areas should be allowed 3 passes without paying for them.
reducing permits from 3 to 2 and then asking to pay for the third is going to affect us badly. We already struggle with three and have to ration our visitors. Some have had fines and its very embarrassing. please do not proceed with this change.
I think having 4hr parking restrictions in residential streets is just revenue raising!
I don't support any policy which promotes indirect revenue raising and which will not contribute in any way to the currently congested on street parking being alleviated. Your proposal in its current form will not change the status quo other than to punish residents who have already endured several years of disruption as a result of the skyrail build. More thought is required before any implementation. Otherwise you're not better than the current state government. Enough already.
Thank you for sharing the draft Parking Policy. While we appreciate and support the need to balance local amenity and on-street parking the proposal to provide 2 parking permits plus temporary permits is not feasible in our situation. If this model is to be applied across Glen Eira then it disadvantages those residents with larger households and therefore more residents with parking requirements. Note: rate payments are proportionately calculated on size (Capital Value). While the proposed model may work for medium households with two or three adult residents/bedrooms it is restrictive in our situation. Our home is a five bedroom residence occupied by five adults, each with transport needs. We do have one on site parking facility and currently have 2 parking and one visitor permits. This does not meet all of our needs with the large family, partners, visitors etc but it suffices with unrestricted on street parking used as required. The proposal to reduce the number of permits for large residences would create issues and overload the available unrestricted on-street parking spaces. The calculation of parking permits per household would more fairly consider the capacity of residences based on the size of residence, perhaps similar to rate payment calculations, rather than to assume a set number of permit requirements for all residences across Glen Eira. This would mean that unrestricted areas would face increased demand and a higher level of competition for on-street parking adjacent to one's house, which in turn would create disputes and conflicts negatively impacting the amenity of the neighbourhood we cherish.

see last comments - 2 hour parking close to shops and transport and traders and travellers away from the busy spots near the shops and do for the whole of the streets Build specific parking over railway stations - you have the space
Council does what it wants and listens to its traffic engineers who created the problem from their desks Why even consult
Scrub it! Start issuing responsible planning permits to developers so that sufficient parking infrastructure is built into these developments.
The more input you get the better. But the people most affected are the people who live in/on the designated streets. So their input should be more strongly weighted.
Permits to be street based like they are now I want to park in front of my house not two streets away
I don't think neighbouring sts should have a say. if it affects the residents of a certain st
\$100 is ok for the 2nd permit, but the concern is once you have it at \$100 you'll quickly raise it up to unachievable levels in an effort to reduce parking but that's not realistic in a society with predominately two working parents and kids with multiple activities. two cars isn't that unusual and given you want a family community making it hard/expensive doesn't support that council value.
Not sure how you would govern it but I would love to see residents that have parking within their properties to be forced to park there. Way too many cars in streets that don't need to be
I don't feel this benefits residents who are already suffering from a shortage of street parking. Each house is pulled down and minimum 2 go up. Commuters park in our street all day limiting access and now you are saying we have to pay for a residential parking permit, this is unreasonable
Parking permits do not encourage public transport use, easy access does! I'd rather pay you \$100 to have access to frequent small shuttle bus that takes me to Caulfield every 5 to 10 minutes than get \$100 on my Myki for existing system that is hard to use, crowded and infrequent!
Duistgusted
Just enforce what you preach. If you change it, fine. Enforce it. No point changing anything if no one will listen due to lack of enforcement
We have so far been unsuccessful in getting the council to assist in our station car parking issues. It will be interesting to see what eventuates.
Pyne st still has large numbers of cars, driving at speed to avoid Glenhuntly rd and cars are parked on the road all day preventing residents from having access to the street parking.
leave the car permit policy as is !!!!
Please see my previous feedback on the residential parking permits, and would like to reinforce that the fee component is not affordable for many people who are already doing it tough with inflation of rates and utilities.
I agree with the right of residents to have a say.
basically in favour of proposed changes
For a start, a survey isn't consultation. here's my phone number, call me [number]. let's chat. Residents seem to always wear the brunt of the issue. There are businesses that use Lydson Street as their parking lot everyday of the week, even when they are not operating on the weekends and holidays. Apparently there's nothing council can do? I can't even have a family function on the weekend anymore without my guests parking 50/100 metres away from my house. Monday to Friday - why not weekends. It is because council doesn't want to pay someone to enforce. You need a lot more consultation than just this. Get out and talk to the areas that most need it.
Residents should be given top priority in all cases.
Happy to provide feedback if the Council does truly want it and it's not simply a matter of them ticking a box to say they have consulted with residents, and they end up doing what they want anyway!
Community consultation is important if it's genuine and feedback overrides council need for revenue raising. You are responsible for town planning and approvals. Traffic management and parking issues due to these decisions are your responsibility. residents should not be charged for the impact of your decisions. We already endure parking issues due to Caulfield racing events.
The policy is flawed and not thought out - it is the same concept which stuffed up the streets in the first place by making streets 1/2 - 2 hour unmonitored parking and 1/2 all day parking. Streets like Loranne should be the whole length - 2 hours parking both sides of the street from 8 - 8 seven days a week and monitored by council. Residents can have 1 (or 2 permits) Burgess street angle parking all day for train commuters along the railway line. Loranne street needs to be restricted parking as people need to park there to do their shopping etc not be taken up by people who don't shop etc.

You need to door knock and speak to at least 50% of all residents because a lot of them don't speak English well, are elderly and are not capable of going on a website to provide their feedback on your 'draft proposals' - you need information booths on weekends in highly populated areas so that you can engage with more people to ensure they understand what you are going to force them to accept
If the people on the council want to keep their job, they would better erase it all together. This is a rotten plan, to an already bad situation. It is no more than a money collecting scheme.
We need less parking for non-residents and more for us residents. Our family is growing and we will soon have more cars - so restricting our ability to park is unfair.
listening to residents views and suggestions is essential for good planning.
Sorry for being cynical but council has never listened to residents' voices with regards to Mayfield St. Caulfield Grammar and Mt Scopus are too powerful bodies for council to bother with a few residents' needs, and I am quite sure that is not going to change now.
The council will do what the council wants to do, so why bother us with these long surveys ?
vital that residents have a say
I certainly hope residents will be informed of any proposed changes before they are implemented. My first opinion of the draft is that the Resident who is paying Rates is being punished, while encouraging 'out of area' people to use their cars rather than using public transport to access facilities. The draft talks about encouraging the resident to take public transport, leaving their car in the garage & leaving more room on the street for 'out of area' people to park. We should be encouraging all people to use public transport. The area I live in often has serious parking problems. Taking parking away from residents to allow more 'out of area' people to park will not improve anything.
Sounds reasonable to allow exceptions
Yes, good idea. The changes to one street's parking can have a ripple effect on neighbouring streets therefore residents should be informed and given a chance to provide feedback.
The idea is fine, worth consideration, and consultation appreciated. I think there is an issue with houses with or without garages, and the move to medium density places pressure, large flat developments should not get parking permits if underground parking is provided.
this is a good idea
We live in a large house and pay rates accordingly to this size. We need 3 Permits for this household as there are 4 adults here who drive vehicles daily to different workplaces where public transport is not an option. This policy for us is ridiculous
The plan is at odds with other government strategies like the density of buildings you cannot have it both ways the plan needs to respect the balance of residents who pay larger rates for a house over renters of units and flats.
Yes, definitely
Keep it simple : 1 permit for specific car and 2 flexible permits. Fairness for rate paying residents .
love some of the ideas! just need to make one permit flexible and it will work
As it should be
With the parking changes around the local streets the council should also introduce speed humps to slow the traffic down
No.
Yes! Make people who are not resident/ratepayers of Glen Eira pay for their parking. Ensure that resident/ratepayers who have multiple cars, park at least one of those cars in their driveway, if they have one. Take control of the developments and thereby control the population growth, which in turn directly contributes to the control of the numbers of vehicles. And of great importance, understand this as a tier of governance: the motor car is not going to go away! This is not Europe, the culture is vastly different as is the vastness of our land. Have a look around and employ commonsense; pushbikes are utilised by a very small minority of stereotypical individuals as a form of commuting. The public transport system in this country, as compared to many European, Asian and North American countries, is tantamount to inefficient 'third world' standard, and, this country is VAST! Cars will not be going away any time soon...get used to it, and do not consider further financial impost on the local ratepayers.
Maybe you should stop approving overdevelopments .You don't care about the environment you corrupt criminal .I PAY MY RATES NOT FOR YOU TO SCUM MONEY OFF THE COMMUNITY.
Street by street considerations are fairest for all concerned.

Totally disagree, please read all comments This survey was very repititive,
Sounds okay so long as it doesn't lead to NIMBY attitudes. Some streets are bigger, busier, have had more re-development etc than others and the best outcome overall is required.
I am opposed to any input into my street parking from the apartments in Nicholson st, which i understand have limited access to parking. If our st is to go back to being as clogged as it was before bentleigh station redevelopment gave extra parking, better it be people catching public transport than those who bought/rented knowing their parking was limited.
Good idea. We have parking restrictions in a neighbourhood street that just doesn't need them.
Might make things even more complex and frustrating
Do not remove parking spots & do not penalise the resident for having more than one car on the street.
Just dont over complicate the process.
There needs to be over 5 touch points to connect with the community. Many displays of proposed changes, including at all local shops and supermarkets, so that residents are aware fo the changes and their right to reply.
I think this format of providing feedback is much better and easier to use than previously when it was just an open comment box on the entire policy (which I don't always have time to read)
We have a disabled child and we feel that there are far to few disabled parking places and they are often abused by people without a permit but there is NO enforcement !!
Neighbourhood plans are reasonable but exceptions should be made for special circumstances, eg Street width and distance of corner parking restrictions when intersecting with a major road. The current regulation of 20 ft parking distance restriction in a minor narrow Street intersecting with a major road is not enough to accommodate the high volume of traffic turn/exiting into the narrow Street. This regularly causes havoc with cars either being held up in the major Rd traffic or cars having to reverse to allow traffic egress/ingress when there is only space for 1 x vehicle at a time to travel due to cars parking on both sides of the narrow Rd..
Could we review the parking hour restrictions as well? It appears to me that I am being deprived of amenities and the rates keep going up.
I think that the parking plan should be based on a street by street basis where residents get first priority for parking.
Yes- consultation is vital.
I agree.
Street-by-street is the only way this should be done. You can listen to what residents in other streets say, but the final decision should ONLY be based on what the actual residents of the street want.
Refer to my previous comments.
Sounds reasonable.
We don't want any changes to the parking situation in our street that causes us more parking grief or costs anything. I've not seen anything in this policy statement that indicates any focus on regular enforcement!
THE STREET BY STREET WAY IS THE BEST WAY OF ORGANISING THIS. WHAT IS SO DIFFICULT ABOUT IDENTIFYING A STREET BY NAME? THE COUNCIL'S RESPONSIBILITY SHOULD BE FIRST TO THE RATE PAYERS, THEN TO OTHERS.
Residents should be consulted - we fund a significant proportion of the Council.
I would enjoy being asked to participate in shaping a parking policy for my area.
the draft parking policy discriminates by forcing those residents in well located streets such as Grafton St to pay extra for parking due to their location. It encourages residents from less desirable streets and people from out of area to park out the street. It should give a higher priority to resident car owners for off-street parking.
Excellent
We underwent a process to have parking restrictions in our street some time ago. We do not want to have to go through this again
Great, if it happens.

This is pandering to the developers who develop gigantic eyesores with reduced parking. Surrounding streets should have very little say; residents of the street need to have the loudest voice on how parking on their street changes
I certainly support consultation with residents. Residents in Sinclair and Gordon Streets need to be specially considered in this whole approach due to the un-fair demand imposed on them due to years of over development and parking dispensations for traders and developers adding to the load in the street. With the area now being further promoted as a cultural centre and Woolworths imminently developing in Selwyn St Residents need to be put first.
A good idea.
Good idea
Please continue to advertise widely both the Structure Plan meetings and draft policies
Strongly disagree
only comment i have is council needs to listen to the feed back residents in that particular street give and take it on board and do something about it because we have no need to make this up. if council does not listen and does whatever they please, then council will appear as just letting people have their say to keep people happy and make it look like they (council) did the right thing.
The residents who already pay rates need to be treated as a high priority not a means by which the council can extract more money. The people who work in the local area need to have an incentive to use public transport and/ or use the parking provided for them in the hospital or the new apartments in the street or behind glen Huntly rd. The council has approved of new apartments which have one car spot which is accessible only using a lift. This has proved too cumbersome. and impractical to use on a daily basis. People who ride bikes should pay for registration as well
No
I don't want a parking policy where is hinders my ability to back my caravan, trailer or boat onto my property because of full time parking allowed up to the edge of the driveway.
Keep things as they are and stop giving permits to build large apartments blocks
Agree provided public consultation is transparent and genuine, unlike the type of consultation engaged in for the Inkerman cycle corridor.
residents definitely need to be able to have a say and be included in the discussion surrounding changes
An easy English version of council policies where bureaucratic language is not used
You will never get a consensus across a neighbourhood. This is a burdensome process that will likely result in conflict and a waste of rate payer resources.
I think survey monkey has not designed this survey well. Some of the questions are not clear leading to incorrect responses for your target audience.
Appalling proposal. Just police what's in place.
Yes is good idea
I hope residents are listened to and views considered before making any changes. I would like to be informed of and attend any meeting that is being held.
been bad planning about traffic congestions caused by sky rail. Some roads like Grange road have become hazards and more pedestrian zone crossings are needed for elderly , disabled and children.
It is vital that residents be kept informed and invited to comment on draft proposals.
This is a good idea
I'm not confident council will do this effectively as genuine community consultation has not been something this council has a good reputation for. I remain cynical and very concerned that decisions have already been made for change. I will be taking this up with my elected representatives
Yes
Council has in the past inflexible in dealing requests made by residents and Council determinations lack transparency.. Requests are often ignored and Council has a reputation for being paternalistic.
The policy is unfair, will not achieve some dream that some green or left leaning member has and wishes to impose it on others not holding their viewpoint. Lets not forget that this is also a cynical approach for a grab for cash. You are not making resident's life better nor improving traffic quality of movement by imposing this new idea on residential parking. Changes around shopping strips etc may be useful.

I am strongly opposed to the idea of neighbourhood parking. Resident Permits should continue to restrict parking to only their local street. I am very much opposed to the situation where more multi-resident building occupants e.g. the Coles development will be seeking to have overflow parking in local streets via a Resident Permit. This type of resident is just as likely to take public transport to work and park all day in a local street space via their permit.
Rate paying residents should be top priority in my view. Residents should be able to park on the street they live. Residents on high use transport corridors are already under a parking restriction times, these continue. In my view parking is only going to get more difficult as more and more high rise complexes are built, without sufficient parking. Our residents should not be fobbed off into some "community parking zone".
People can have their say, but have no right to stop progress just because of their convenience.
Very much in favour of street-by-street parking to stay in place. Don't see any benefits for the Glen Eira community to introduce the neighbourhood approach as this would make it more difficult to find parking in your own street. We have no need or would want to park long term in neighbouring streets. A neighbourhood approach would be more frustrating.
I think mostly the draft policy is a great initiative and appears flexible to accommodate special circumstances. I'll be surrendering my current permits if I'm able to access a 'unique circumstances' permit in the future
The whole issue has been over complicated. Remember K I S S Keep It Simple S....
The residential policy stinks. If you have no access to off street parking this new policy DOES NOT WORK. The other proposals are ok.
Please make sure you investigate every concern prior to implementing a new parking policy. I understand environmentally friendly but also consider this more revenue making policy.
Do not support the changes proposed. Street residents should be given priority.
well fair enough
Only the people that live in a street should have a say on the requirement for Permits not people from around the area,
In the past Draft policies have been presented over and over but then not to any proposal opponents until the proposal is unopposed, not acceptable practice.
Council does not listen to residents, residents did not want partial closure of Selwyn St which would result in nearly 30 parking spaces removed but Council approved proposal.
This is ridiculous! I live on Inkerman Rd and not only will my ability to park in front of my house as well as have people visit limited by the ridiculous safe cycling corridor and now this absurd parking policy
Setting of sensible restrictions and enforcement are key. Without this, the whole strategy is a waste of time. I would like to see restrictions extended into the evening (e.g. 10pm) to discourage residents from Glenhuntly Rd apartments parking in our street (which were constructed on the basis of reduced parking allocation - a concept in complete denial of the fact that those residents still own cars). This then needs to be coupled with enforcement. As stated previously, without enforcement, this whole parking strategy stuff is a waste of time. Parking restrictions are flouted in our street all the time, but there is no enforcement / penalty, so it goes on. The excess number of cars parked make the street unsafe. Our cars have been damaged multiple times by minor collisions.
Yes. I strongly disagree with the concept of 'neighbourhood' parking plans - I currently live in a street with resident car parking on one side; there have been many incidences of threatening behaviours by people in my street requiring police intervention. I would feel extremely unsafe if I were unable to park in close proximity to my home - this would likely arise with the implementation of a 'neighbourhood' zone rather than street by street allocation (due to excessive intended over-development nearby)
Too many double-negative questions.
Start listening to our community and stop removing our parking!
There are so many presumptions here that are wrong. We went to a consultation and were horrified to discover that averages are being used to determine this policy.. we all know where averages come from. Whilst right now Council is being shouted at by people concerned about parking, this policy won't solve that .. it will only create a different group who will shout at you. Build more car parks, refuse to approve dense development with insufficient parking, require developers to include open space into multi-developments such as East Village We aren't against development, but we are against losing the amenity and atmosphere of the suburbs we love ...

Always encourage outreach and seeking feedback. My only comment here is please extend this to your building permits. The monstrosity development that has been permitted at the end of Prentice St (at the back of Morton St, technically on Hopetoun St) has ruined Prentice St permanently. The front of the house has been preserved, but the back of the house has a huge and permanent visual impact on all 50 houses of Prentice St, who now are forced to look at it every day. That proposed development should have been communicated to Prentice St residents. Everybody in the street is talking about its hugely negative impact on the street. We should have all been notified and had an opportunity to comment/oppose it.
No comments
Nothing in addition to whats already mentioned
do not negatively prejudice existing permit holders by reducing the number of permit per home
Im not happy with the visitor and parking permit aspects of the policy.
Slugging residents for the extra permit is unfair.
What other councils have a plan like this in practice? Residents should not have to pay to park in there own street
Please read my previous comments
I am glad to know that council will not bring in blanket policy and will continue to engage with affected residents.
Essential to involve community in a deliberate and genuine process and this would be appreciated.
Our street is very small with limited parking already . How will I be sure that we have spots all the time available ?
Council often responded to feedback on parking by monitoring it at the wrong time if day. New popular cafes in the street can change the parking scenarios from ok to bad over night.
THIS IS THE WORST IDEA I HAVE EVER COME ACROSS! WE ARE THE RATE PAYERS AND WE SHOULD BE ABLE TO LIVE AS WE PLEASE. STOP ISSUING SO MANY PERMITS FOR MULTI STOREY APARTMENTS AND THEN THIS WOULD NOT BE AN ISSUE. USE SOME COMMON SENSE- NOT ALL HOMES HAVE DRIVEWAYS AND ON SITE PARKING....
All residents should be able to access Council parking permits free of charge to park in their own street.
Residents of houses should have priority of parking on street because not all can accommodate off street parking for a second or third car. Long term residents are greatly inconvenienced by commuters and high rise residents who have not been catered for properly during the planning stage of these structures. Cars are parked so close to drive ways that it greatly restricts visibility when trying to reverse out of a property. Commuter cars are also parked carelessly. I have witnessed many people who park without taking into account their impact on other spaces or accessibility from driveways.
I really don't want cars from businesses and developments in neighbouring streets clogging up our street because of permit zones.
Fees for permits need to consider individual circumstances and residents with no off street parking
Not a good policy. Why is that the ratepayers have to pay for the lack of insight of council.
Priority and opinion should only be taken from residents who actually live on that particular street.
I am a Glen Eira resident who has been negatively affected by vocal opponents of recent infrastructure changes. I would have liked to have more input as I also utilise the facilities they were upset about.
Yes, stop approving massive apartment blocks with 100s of residents. This is the problem. Enforce these new blocks to have 2.5 parking for every apartment. This would help the issue dramatically. Why should I, an existing resident, be forced to give up parking due to poor planning?
Good idea
You write "informed and invited to have a say" but you've already decided the outcome, and do not listen to the needs of residents.
Proposed parking restriction us unworkable for a family home.
Actually listen to the community, not just tick off as part of the process
no
thus draft policy is absolutely bizzare and unfair, especially in relation to charging fees for more than 1 parking permit. Extremely unfair and money grabbing exercise

It's social engineering by stealth. Nobody that I have spoken to wants this bullshit, and I have spoken to a lot of neighbours. It's some green ideologist having a go at the way we live. I have a great suggestion to whoever cooked this up. Go live in Moreland or the Republic of Yarra. This is Geln Eira and we are happy the way we are living.
NO policy should be introduced that impacts the residents, without the residents having full input to the proposal.
Sensible, assessing the wider impact of proposed change.
I am pleased to see that Council will continue to communicate with the local residents on potential parking changes. I am concerned however that small vocal groups can have an impact at Council level that is much greater than their numbers.
You are assuming that people can access public transport to cycle to destination. This may not be the case. I also believe that you need to consider the needs and requirements of each street and streetscape and not apply a blanket one policy fits all parking restriction.
Sounds reasonable
I support this approach as changes in one street can impact neighbouring streets.
the policy is very long and complicated. a user information session should be held to simplify the message... perhaps I am misunderstanding it but I believe it will make parking outside my house during workdays extremely difficult and that is not fair.
The above already reads like you have decided to implement neighbourhood parking plans whether we like it or not. You are looking for consultation? Really?
I appreciate you informing residents and requesting feedback
Commented earlier in the previous pages.
Not sure how the feedback would be used - have a real impact on decisions, or merely an exercise? How would the balance be struck between competing views?
I think so far the process has been good . so long as all the feedback is considered
Yes
Needs to have a short version - way to lengthy . Simplify - prioritise bike lanes, pedestrians, good street design to main public transport. Customers to shops important with retention of all councils off street parking . Prefer street based permits, parking restrictions near AC 2 hours and 4 hours with 2 free permits for residents and 50 passes for visitors free. Permits should be linked to address not registration to give people flexibility.
We agree with consultation. Sadly, most people we have spoken with about this survey have no interest in participating. Not sure how you engage them.
With all the new parking created by sky rail there is no need for further restrictions on our street and to start charging household owners

Q. Would you like to make any other comments? Community survey responses

This presentation of the draft Policy is marked by a distinct lack of facts - has there been any measurement of the pattern of parking usage now in the Activity Centres and around transport hubs. eg utilisation rates, average parking times in the various areas etc. It is notable (1) that there is no discussion of requiring organisations such as schools to provide more staff parking on-site where most of them have space. It is notable (2) that there is no mention of a strengthened council policy on the almost universal approach of developers seeking to reduce the statutory parking spaces in multi unit development planning permit applications. The allowance of such exemptions in recent years with the avalanche of multi storey developments has undoubtedly added to parking pressure which, if GECC proceeds with this policy, will have significant negative impacts on residents in surrounding areas.
Consolidation of driveways requires further consideration. Reducing on-site visitor parking is counter intuitive to this policy. We should encourage as much parking off street as possible, not give developers an additional excuse to reduce parking. I also could not work out if the current policy of 'no parking permits for multi-storey residential development' would continue, where the building is just residential. Current restrictions should continue and future developments should also continue to have this restriction in place.
Drop this parking policy and listen to your residents, street by street!!!
Refer to my previous comments.

We have lived in Regent St Elsternwick for 30 years. Unfortunately we do NOT have ANY off street parking. Our family now consists of 4 working adults, 3 of whom are tradesmen and require their vehicles for work each day. If you were to enforce additional charges for us to keep our 2 residential permits and 1 visitors permit this would be extremely unfair and costly. It is difficult enough to return home from work each night and try and find parking for our vehicles. Residents should not be punished. They should be supported.
Inevitably there will be more cars in our streets as houses are demolished to be replaced by apartment blocks. Don't complicate our lives any more. Keep it simple.
We don't want any changes to the parking situation in our street that causes us more parking grief or costs anything. I've not seen anything in this policy statement that indicates any focus on regular enforcement!
THE COUNCIL SHOULD ENCOURAGE MORE AND BETTER MULTI-MODAL PUBLIC TRANSPORT WHICH LINKS UP. PEOPLE SHOULD NOT DRIVE TO RAILWAY STATIONS. THEY SHOULD WALK, CYCLE, CATCH BUSES OR TRAMS. THEY SHOULD NOT BE ALLOWED TO ADVERSELY AFFECT RESIDENTS WHO HAVE PAID A HIGHER PRICE FOR THEIR AMENITY.
As a rate payer, and holder of Glen Eira Parking Permits and Visitor Parking Permits, I was deeply concerned about this draft policy. 1. Moving to 2 residential occupant use only permits per household AND Cost for a second permit We are a family of 6, with 4 boys who live at this address, who will be driving and requiring parking permits. By restricting permits to 2 per household, large families will be actively discriminated against and have to incur additional costs OR NOT BE ABLE TO PARK AT ALL. As residents and rate payers, we should not be subjected to this. We pay our rates based on our property that accommodates our entire family, and therefore should receive sufficient free parking permits for all our family that reside at the premises. This is our home, for our family, and this change in parking policy, will make it impossible for us to provide parking for our family. 2. 50 Single visitor permits per household, with another 50 for a small fee. We are extremely fortunate to have 3 grandparents who are still alive. The grandparents currently have visitor-parking permits, which allow them to come and go to our property, to spend time with the family. By limiting the number of visits with free parking is atrocious. Family should not feel a financial burden, nor should they be conscious of the amount of times they visit their grandchildren, because of parking.
I think the things you have proposed will not have material impact on changing people's behaviour in using transport. The only area I see it having impact are the shopping strips. The rest is just revenue raising.
Residents should be one of the first priorities - we are the one paying the rates to live here!
The 2 streets either side of our street, being Dunlop Ave and Wheeler St, have had their parking changed in the last few years. We in Carlyon St, have not had a change. Maybe we need less unrestricted parking spots, so residents can park more easily.
I would invite Council City Futures staff to come into Elsternwick at various times, before 8am, peak school drop off times, mid morning, school pickup times, late evening and actually have a look at how cars are parked, availability of spaces, driving habits, practicality of walking and cycling in this area.
Many more parking spaces should be incorporated into multi-storey development requirements for extended parking for the general population.
Council needs to be careful that they don't issue permits to people in high-rise such as Caulfield Village as they will be flooding the neighbouring streets and we will have nowhere for our visitors and family to park. It is hard enough now. Traffic is overwhelming now with the current developments and with "landmarks" such as the racecourse and Caulfield Park being in close proximity. It is impossible here on race days or any other days that the increasing number of events are taking place at the racecourse.
How about taking into account, the size of vehicles being parked - The blocking of narrow streets, when only one carriageway then exists, how about staggering parking, leaving gaps one or the other side of the road - better use of hockey sticks - making access to car parks at IGA in East Bentleigh the same as at Woolworths in Bentleigh, one in access in and one access out. Actually policing parking limit times. Doing something to stop congestion on Centre Road between, Tucker Rd and East Boundary Rds, how about clearway times, the Bus down Centre Rd, doesn't help traffic flow
Yes. You keep harping on about a sustainable transport future yet you fail to acknowledge that the number of cars will not change dramatically but the type of car will ie electric & hybrid. Yet you make no mention of a charging station infrastructure. Plus with an aging demographic, mobility by means other than a car is an issue
The draft parking policy is terrible. Uncontrolled developments, too many get approved with a reduction in mandatory car parks. Council should not be redistributing wealth. Charging existing residents \$50 for an additional permit while giving away \$100 myki amounts is not appropriate for council. Existing residents should be getting looked after ahead of new developments. Residents have bought in to Glen Eira on the basis of what was available. Put restrictions in for new builds. With all the new developments and additional rate income that will come with it, council does not need to slug residents \$50 for permits. For once, look after existing residents and stop the over-development of Glen Eira.
See text embedded earlier in survey.

Keep it simple, keep it fair, don't disadvantage existing residents.
<p>RE: PARKING POLICY DRAFT - ELSTERNWICK As a long-term resident of 4 Sinclair St Elsternwick (15 years) I, along with my neighbours are acutely aware of the increasing parking demand in the area we live in, specifically, the streets that form part of the newly created 'Cultural Centre' of Elsternwick. Our position near the intersection of Gordon and Sinclair is already under enormous pressure from the ever-expanding cinema, additional restaurants, rail, bus & school. Over the 15 years we have been in the neighborhood parking exemptions for local high-rise and commercial enterprises continues unabated putting further demand on the local streets. Even with the current 2-hour limit and permit restrictions after 6pm in our street we continually face parking issues as the restrictions go largely ignored or are misinterpreted, resulting in great parking ticket revenue for the council, however loss of amenity for residents who have no other options. In my case due to the heritage overlay on my house, off-street parking is not allowed meaning I must rely solely on off-street parking. We are two full time working parents with two vehicles and a need for carer support for our child on most weekdays meaning the proposed 'visitor' allocation will be depleted prematurely requiring us to purchase more tickets – this is unacceptable when we've had access to no-cost permits for the whole 15 year period we've lived here. I think a revised approach to parking in these high demand areas is well overdue, however it's hard to understand why long-term rate paying residents will now have reduced parking options with a higher cost attached. How is this reasonable when it is largely parkers from outside of the community who are causing these issues. Aside from the ambiguous signage creating confusion, there seems to be a misconception that anyone with a Glen Eira parking permit can park in our street – there needs to be better policing of this as I'm not convinced the inspectors are actually scanning them to determine validity – color coding/zone referencing is a good idea in this respect. We need to be putting residents first in these high activity areas and encouraging others to actually use the trams/buses/rail to access the area – actively discourage parking for non-residents rather than penalize those who are paying rates and reasonably deserve the parking amenity available when they purchased property. Another issue we hope will be resolved by this parking overhaul is better policing of permits issued. We have seen non-residents parking in the street with resident permits presumably acquired illegally. They arrive in the morning, catch the rail and come back in the evening to drive home, well in excess of the parking restrictions. The recommendation to create 'zones' needs to be managed carefully in Sinclair and Gordon Street. To allow lazy residents from only blocks away to park close to the cinema, rail and restaurants will only have a negative impact on the residents who don't have other choices. The new restrictions note that streets directly abutting rail would be unrestricted – this will have an incredibly negative impact on Sinclair and Gordon Street residents. I'm within 200M of a school, and 400M of the tram/rail – it is imperative residents in both streets are provided for with appropriate non-resident restrictions. Restrictions in these two streets need to consider that there are 24/7 demands due to the rail and weekend trade of surrounding businesses – it is not just a 5 day a week issue – in fact it is a greater issue on the weekends and evenings. Parking around Sinclair and Gordon also need to consider the demands that will be created by turning Selwyn and the wider block into a Cultural Precinct and the impact of Woolworths/new towers proposed. We request the council consider the following for Sinclair and Gordon Street residents:</p> <ul style="list-style-type: none"> • Under the proposed new 'zoning' approach, limit parking in Sinclair and Gordon to only those who reside in the streets directly – not from adjacent streets. • Allow Sinclair and Gordon residents to have permanent visitor permits issued at no cost in line with the current program – either this or ensure residents in these areas have the special consideration/dispensation to access additional permits at no cost applied. • Revise the parking restrictions to provide 24/7 permit restricted parking in the immediate areas in front of existing houses in Sinclair & Gordon. We support improvements to parking in the wider area, however it is imperative that the special conditions around Sinclair and Gordon are properly considered and residents not-disadvantaged. <p>Sincerely, [name] [address]. [phone]</p>
Points for consideration: Allow no more back lanes to be closed off to not allow parking behind properties. In our street, I believe that marking of 'bays' in the street might (I'm no expert) results in more efficient parking. We have also experienced cars (with a permit) that haven't moved for months, possibly the owner was overseas, or the visitor permit has been borrowed - is that the purpose of parking permits?
This is yet another pro developer policy from the council to help line the pockets of people who don't even live in the area. Most of the streets were absolutely fine until the the council approved massive unit blocks and then waived the requirement for car parks. The council is continuing to make living here worse for residents
There needs to be more emphasis on safety. The amount of traffic around some shopping areas and around the Town Halls leads to frustration and bad driving.
Strongly disagree
We have been significantly affected by living near the Town Hall for years.
Don't change it!!!! leave the permit system as it is!!! stop trying to find things to do. Don't fix it if its not broke! this is not broke! the only things that is 'broke' is the congestion in our street every Saturday! (being the worst)we fight for parking thanks in this street as it is thanks to Aldo, apartments built or in construction and businesses at the end of the street. let us live our lives comfortable and be able to still celebrate things such as Christmas and Easter and new years and birthdays etc. with family's without having to be restricted and thinking about permits. we also should not have t pay for permits. we have 3

in this household and that is perfectly OK with us. we pay our rates and that should be enough for council to be 'loyal' to its residents.
It looks to me that this will go ahead with minor adjustments made according to this survey and in the end the ratepayers will vote either feet if they have been penalised and are expected to pay for people who do t want to pay themselves
The draft policy in its current format is a slap in the face for existing owners who have - Purchased a property with street parking and congestion in mind; and - Given consideration to existing parking permits available in that street / restrictions that apply in that street. Council continues to approve property developments (i.e. apartment developments with multiple stories) which fail to contain adequate provisions for onsite parking to cater for the number of residents which will occupy the high rise development. If council is so concerned about he parking congestion, it should make it a stipulation of planning applications that minimum parking requirements are factored into the plans. Serious consideration should be given to banning underground stacker parking which discourages use, is costly to maintain and inevitably results in cars parking on the street. The proposed fee for a second parking permit per household again disadvantages those who have purchased a property and factored the number of permits available for that property into the purchase. The proposed fee to be charged appears to be revenue raising measure. How would the allocation of 50 parking visitor permits work? If I have a visitor pop over unannounced am I expected to head down to local council offices and go and pick one up? An offer of a \$100 Myki card for those who forgo a permit clearly shows how out of touch those behind the draft planning application are. A return trip to the city (on the train) from within the Glen Eira region typically costs \$8.80. A person who commutes daily to the city is effectively going to receive 2 weeks free travel as compensation for forgoing a parking permit. The ability to get on the train, at Glen Huntly in particular, is another issue in itself. If there is one train cancellation / delay during the peak hour morning commute there is regular scenes of overcrowded platforms and people unable to fit on the train. The neighbourhood approach is by the far the most concerning part of the application. This "would enable you to use your permit/s in a local zone instead of a single street, to make your parking experience less frustrating". I think it would be more than frustrating if you arrived home of a night and were unable to obtain a park on the street you live in because your street has been flagged as being less congestive than others and therefore other residents in surrounding streets are now allowed to park in your street of residence. If council was concerned about managing parking in the area moving forward it would impose stricter parking obligations to developers and not disadvantage existing residents.
No
Stop penalising drivers - the elderly and parents. Just because they might live near public transport does not mean kits viable to use it.
As children move into their late teens and attend work/ colleges or events, they need the flexibility to drive their own private cars and park them by their homes - often on the street. this means that there is a need for permits and there shouldn't be a fee for that. Similarly an ageing community who can retain their independence through private cars should be able to continue to park near their homes as needed without permit requirements. Visiting family and friends should be able to park near by when visiting them without concern for a permit. The problem of having neighbourhood areas for permits is that those who have more drivers than spaces off street, begin to move in to surrounding areas for parking, cutting off access to the residents of a particular street who rely on off st parking.
I don't fully understand the implications of some of the proposed changes. What does it mean for businesses that will have parking removed? How do people with limited mobility access these places?
Providing a \$100.00 Myki card is a tokenistic and populist proposal that discriminates against residents who have a legitimate need for a vehicle. Shall I tell my elderly mother that I can no longer drive her to appointments because I cannot park my car in my street,however, she can use my \$100.00 Myki card. Street parking should be for the residents benefit regardless of the number of cars. Schools, hospital and businesses should provide their own off street parking. Is the council trying to increase revenue by monetising the street.
Existing parking restrictions need to be enforced.
The permits should NOT be restricted to only one vehicle, especially where there are more than one vehicle registered at an address. In addition, the number of permits allocated to each residence should be based on the size of each property and the number of cars that can part across it (eg. if space for 3 vehicles across the frontage of a property, the 3-permit limit should be retained). Lastly, where vehicle access has been provided by the Council onto a property, the property owner must ensure that the corresponding off-street area is suitable to enable a vehicle to park off-street (eg. some properties have erected gates without any parking facility behind them, or extended their front fence, making it impossible for a vehicle to park offstreet, thereby adding to the number of vehicles parked on the street - and the access point further reducing the available on-street parking space).
I doubt the views of the residents of Cromwell Street will be listened to by this council. They haven't been in relation to previously complaints about parking, traffic control and dangerous drivers. Address those issues, police the current restrictions and THEN maybe permits as a final solution. Right now it's just a grab for money from the residents dressed up as thoughtful progress.

No paid parking in Carnegie Main Street. And perhaps closing off Carnegie main st in daylight savings weekends to encourage cafe lifestyle
Yes is idea
I would like to make comment on your policing of parking at present, just about every day cars are being parked in a clearway along Sir John Monash Drive Between Queens Ave and Dandenong Road. There can be up to six cars left when it should be clear. I have lost count of the number of times I have rung Council to inform them of this, it causes such congestion in a busy spot. There was a time when I would see parking tickets on these cars but I don't any longer. A parking officer should be there every day during the clearway period usually between 4-7pm especially while uni is on. I also have people with Glen Eira permits that park outside my house or round the corner in Epsom Street, they do not live in any or the neighbouring houses, I see them arrive, park and walk towards the station there permits are not for this area, I have rung the council again on several occasions regarding this and was told that the parking officers have no device of checking the permit numbers, I find this ridiculous, I have made note of the permit number and rung it through, I shouldn't have to do that. I know this has nothing to do with this particular draft but it is your parking policy
Provision for temporary restrictions and temporary permit areas is critical
We refer to your letter dated 10 September 2019 regarding changes to the resident's parking permits. We most certainly object to the paragraph regarding the issue of two parking permits per household, one of which for the first time you now anticipate making a charge of \$50 per annum. We have lived here for over 20 years, we have two cars in our family and have never been asked to pay to park in the street before. As the principal stakeholders in this issue, we, the residents and owners of the property, seem to be receiving the least consideration. Glen Eira Council revenue must have escalated dramatically over the last 20 years with all of the development of more dense population growth. Why the Council would now deem it wise to ask us to start paying to park outside our own house is puzzling. Can you not find an alternative source of income from people who are not paying large amounts of money already (rates and taxes) for the privilege of living here? Or look for other areas of expenditure to make savings to raise the revenue required to cope with the costs that you incur in coping with additional traffic. We most definitely object to this proposal and hope that you do not proceed with this additional levy on residents of Glen Eira.
I don't agree with most of the proposals and have concerns that broad statements about the proposed policy reflects what is happening in inner city councils but no evidence of where and community response is provided. My understanding is that there has been significant community backlash to similar proposals in other councils. Glen Eira should provide evidence before making statements. The information provided is very difficult to understand and not clear or straightforward. I would be impacted financially and be inconvenienced by the proposed changes. I do not support the proposed changes. This is a poorly designed survey hard to understand, difficult to complete, wording poorly explains the policy. and some rating scales did not enable you to select 0
I do not think you have thought about people living in busy streets enough ie those where parking is already impossible. Nor do i think this policy displays an realistic understanding of catering for family needs. I feel you are making residents access to their houses even harder than it already is
Glen Eira needs to adopt a "residents first" policy. The draft policy gives weight to the needs of non-residents at the expense of the interests of ratepayers / residents.
As stated above
I commend Council for its consultative approach on local Parking.
One thing is to develop policy, but then it is important to educate people and enforce. Your parking enforcement is terrible. You let cars park on nature strips, across footpath, in no stopping any time zones etc. You need to be serious about what you want to achieve. Not just develop something that may read nice.
The issue is about parking, not sustainability, not bicycles, stick to the basic issue
Really???? Will you use comments in a council run brain storming session? Who gets to write on the whiteboard?
not fair to charge residents any fee fr their permits
I oppose this proposal. It seems like revenue raising. I am also concerned that it will make it more difficult to get a park outside my house, particularly when there are so many apartments being built e.g. the massive Coles development

Our household has 4 cars (with adult children)- 2 park onstreet and 2 off street. We currently have 3 free permits (including 1 visitor permit). We object to residents having to pay for any permits as proposed for a second permit. It should be our right to park unrestricted outside our residence. Currently we have 2hr and unrestricted parking on the other side of the street. We always use our off street parking for 2 vehicles as do many others who have off street parking so believe this will make no change to onstreet parking availability which comes from cars not from the area. We are then left to pay for extra permits which is unacceptable. We object to receiving a MYKI card for forgoing permits as a accidental parking fine would be more costly. We also mainly use our vehicles in the Glen Eira vicinity and for work which mostly means train travel is unsuitable for these purposes. We objected to a number of past multi-residential developments without adequate planning for parking saying this would be the result for onstreet parking congestion. Council have allowed this to happen and it shouldnt impose more costs on existing residents as a result. This is unfair revenue raising. Many of the surrounding streets including ours have cars illegally parked opposite the line from the intersection causing tight or obstructed flow into/from the street. Being near a railway station, extending the time restriction to 4hr will make the situation worse in our street and disadvantage our adult children who use onstreet parking currently from 4pm Mon- Fri. We also object to tradepeople having to pay for permits as it will make the cost of their services more expensive for using them. Many streets that abut a railway station are unsuitable for unrestricted parking as they are in commerical zones with businesses that would find that a disadvantage. We have also made 2 complaints to council that parking in Jasper Road outside recent multi-residential development blocks the vision from exiting the bottom of Werona Street, especially when there is a 4wd or higher vehicle making it dangerous.
Would it be possible to combine special needs/disabled parking with all those who require close parking? I'm thinking like the seats in trains that are for anyone who needs them. Rather than specify a number for wheelchair and another number for pram needs.
I strongly disagree with the concept of offering a so called benefit against those who have no on street parking. It is unfeasible to set up a motivation to park off street when no such option exists.
Do not support the changes
This is a very complicated draft policy to read. The differences between the parking hierachies mentioned are written in policy language and not normal everyday use which is a shame.
Only the people that live in a street should have a say on the requirement for Permits not people from around the area,
Not wanted and its not required. Concertate on core business.
Enforcement!
The administration of all these layers are likely to consume vast amounts of council staff time - resulting in increased rates, with minimum benefit unless massive increase in policing of correct usage will be provided (highly unlikely)
Start listening to our community and stop removing our parking!
TOO MANY PRESUMPTIONS. Norwood Road could hardly be closer to a tram stop. But how much do I use it? Only when going into the city, because it's easier than driving and struggling to find a parking space and it's so expensive to park in the city anyway. Most of my journeys are not along the tram or train line ... but you want to penalise me because I'm living near a tram stop that I DON'T USE because the tram rarely goes where I want to go. And how do I put a couple of weeks of supermarket shopping on a tram? In northern Europe they can cycle with those amazing hoppers on the front of their bikes .. they can cycle safely on share pavements. We don't have that here. We have to use our cars. And this parking policy seems to have no understanding of that. You're trying to solve a problem by addressing one tiny detail ... it won't work. We have res park on our street and it works. This new policy will screw that up. We have 4 parking permits .. three for free. You are now going to restrict that to 2 and I have to pay for one of them. Nope and nope.
There are some positive elements of the policy, although I would strongly advise that you leave the current parking permit arrangements as they are. If we could access offstreet parking, we would have already done so. We have only two cars in our household, which neatly fit in the space outside our house. Our technical offstreet parking is too small to accommodate either car - to park there would mean we would have a car sitting over the footpath, which is not legal. Please be reasonable with the changes you are seeking to impose. Many of them will not make any difference to the sustainability of transport and travel in Glen Eira, and will only result in creating negative attitudes towards Council.
1. With the increase in apartment dwellings in the city, the population density is increasing significantly. With this increase in density comes additional traffic on the major thoroughfares, slowing traffic. A natural consesequence is that motorists will rat-run through side streets. It is my observation that parked cars on side streets act as natural traffic calming devices. By reducing traffic flow to one lane, the street becomes less attractive to rat-runners and slows done all traffic. 2. Most off-street driveways run adjacent to fences that hide approaching pedestrians from drivers emerging from their residence and hide the emerging car from pedestrians. I fear for the safety of pedestrians and especially children who may be on the footpath riding scooters/skateboards/bikes.
This policy does not support residents who are entitled to park on their street, using their permit - any time of the day

Nothing in addition to whats already mentioned
no
2 permits per household for free is fair
If you are after more taxes/fees get it off the people that don't live in our streets. Provide more activity centre parking
Please gather quantitative data about the parking situation around Patterson Station before you proceed. I have seen an increase in commuters parking in and around the surrounding streets but it's honestly not a problem - there are still plenty of car parks available for residents. I'd hate to see parking restrictions implemented around Patterson Station that negatively impact us as residents on the basis of a non-existent problem.
Having a car is essential for me, having a job which requires an hour drive each day. In order to be able to use other options such as a train, trans etc. I would need a place to store my car
I personally would like to be kept informed and to be invited to have my say; and that of our family.
The survey has used a bit of jargon and a glossary would improve usability (ie. explain where major activity centres are located; etc.)
The policy is a great start in addressing the need to be more sustainable. But why is there no discussion of an amendment to the parking rate required for new developments? If you truly want to encourage a more sustainable future then new developments near train stations should not need to provide so much car parking, and there should be a lower parking rate to encourage these people to use public transport and cycling.
I am not happy to pay as I agree in a sustainable future but do my bit already eg we live with solar panels , we drive a hybrid car , we do not have air conc and we do not use a microwave or dryer . People should be offered credit to avoid payment if they already operate sustainably ? Can this be possible ?
All rate payers who reside in the City of Glen Eira should not be disadvantaged by additional costs or reduced access to their residential parking .
ITS TERRIBLE
I am very concerned about the safety in our street, Otira Rd Caulfield North (Balaclava Rd end) and believe the parking issues in the area need to be addressed. I am hoping this includes the restrictions that are already in place. For example, the No Standing area outside the school which pushes parking for this facility into the residential area of the street. Thank you!
Long term residents are sick of having no parking for visitors on a daily basis because of the new infrastructures in their neighbourhood. Parking should be restricted to four hours only on both sides of Chestnut Street for non-residents.
I think you should go back to the drawing board on this one and try and come up with a vision for the future that is coming, including: a/ increasing use of Uber-type transport and ride-sharing, b/ public charging/parking stations for electric vehicles in the near term, c/ longer term implications of autonomous vehicles.
Cars should be lowest priority on the planning hierarchy. I specifically moved to Glen Eira because I wanted more access to local businesses, community centres and attractions without having to drive.
These changes are going from the sublime to the ridiculous. I understand the need to evolve policy, but it shouldn't come at the cost of local residents. I pay rates, I should be able to park outside my house without issue. My guests should be able to park outside my house without issue. I shouldn't be restricted in my own street because of poor planning.
You are looking out for the needs of non-residents above people who live here and pay the rates. We need to be taken care of.
Proposed parking restriction is unworkable for our family home to function. This is unfair & unworkable proposal will raise more revenue whilst our family income is suffering most wages have not increased in the last 10 years whilst council rates & costs are continually increasing.
People I communicate with do not have a problem with the current system of 2 permits and 1 guest permit at no cost.
Do not remove on street parking spaces as not enough off street parking on existing developments
Strongly disagree with parking permit changes - unworkable to running a family home & will not change the overall number of cars required for our home - we would reduce it if we could as costs of car ownership is high.
no
File this bullshit in the bin where it belongs.
Residents that have been in this area for decades, should NOT have to pay for permits. This proposal will make it difficult for visitors and family members to visit and be able to park in the street without issues. The concept that we have to get permits of any type for visitors or families visiting is ridiculous.

2 hour parking limits on the odd number side of Chestnut St.
I think using the width of Dandenong Road for both bike and car is paramount as there is space available . I am both a driver and cyclist so I understand the need to help both types of commuters .
Parking should consider safety of residents. e.g where parking on both sides of the road obscures residents views of oncoming traffic and makes leaving their property unsafe.
Consideration for Caravans, box trailers & unserviceable motor vehicles - which frequent our streets
Thank you [name] for spending time with us explaining survey
Thank you [name] for spending time with us explaining the survey. We understand the needs but residents can't miss out
Stonnington Council gives residents 2 free parking permits and only begin to charge for the third

Emails and letters to Council

29 Aug	<p>Hi [name],</p> <p>Thank you for the chat earlier today. As I mentioned, [name] operates an outreach service for many residents in the City Of Glen Eira and many other councils for in-home aged care and NDIS services.</p> <p>Our support workers and case managers often need to spend extended periods of time at clients homes helping them remain at home and facilitating daily activities which includes transportation to appointments in their vehicles.</p> <p>The City Of Port Phillip and City Of Stonnington offer us, at no charge, Special Purpose Parking Permits which facilitate this by allowing our support workers to park in Permit Parking Zones (according to the rules on the red signs) without penalty.</p> <p>Without this, it can mean that our workers would need to park illegally to pick someone up for transport or in other cases would need to spend time (which is at the clients cost, bearing in mind that we help some of the most disadvantaged members of the community) finding a park and walking to the clients house. This also costs our not-for-profit additional money in parking fines.</p> <p>Please accept this as [name's] submission to the Upcoming Parking Policy Review for City Of Glen Eira. Please respond or ask any further questions to [name] at [email], phone [phone].</p> <p>Kind Regards, [name]</p>
18 Sep	<p><i>From [name] [address] Elsternwick 3185</i></p> <p><u>Re Glen Eira Draft Parking Policy</u></p> <p><u>We Object strongly to the changes proposed</u></p> <p><u>We are happy with the current arrangements</u></p> <p><i>We object to your proposals as they will reduce our amenity, access and enjoyment</i></p>

	<p><i>of our property for our family and visitors.</i></p> <p><i>Basically, you are proposing to disadvantage us in future by</i></p> <ol style="list-style-type: none"> <i>1. Reducing Visitor access to only 50 plus 50 paid (Maximum 100 days of the year)</i> <i>2. Making us pay for the second permit (I would point out that our rates increased by 15% this year and now you want us to pay extra for parking)</i> <i>3. Neighbourhood area parking which means more people who do not live in the street will be allowed to permit park. It should remain specific street permits for the residence in the particular street as is the current position (does this change mean that some of the 200 new units (Coles development) residences could apply for a permit and park in our street with impunity)</i> <p><i>Parking permits were designed (Correctly) to give reasonable priority parking to residence who live in the streets where shopping strip parking etc migrates into the particular area?</i></p> <p><i>We have lived in our house for over 40 years and we have no problem with the Current parking and traffic situation and we believe the council draft proposals discriminates against us on the following grounds.</i></p> <ol style="list-style-type: none"> <i>1 Forces us to pay extra for parking due to our location</i> <i>2 Larger Family's with teenage children with more than 2 cars to pay extra or park elsewhere</i> <i>3 Families visiting with grandchildren for regular functions etc</i> <i>4 Pensioners and seniors who may need regular support services by visitors</i> <p><i>Overall, we believe the ratepaying residence in each street who fund the council through annual rates should continue to receive priority with 2 free permits and one Visitor permit that covers the whole year as is currently the position.</i></p> <p><i>We also feel that the proposed changes will actually have no positive effect on traffic flow and parking which is not a problem in our street, but rather just be another impost by the council on the residence / ratepayers.</i></p> <p><i>The proposed changes will in our opinion actually decrease amenity, create extra congestion and reduced safety</i></p> <p><i>and based on your objective stated everyone in the area other than residence owners will be given additional access.</i></p> <p><i>[name]</i></p>
25 Sep	<p>Dear [name]</p> <p>Re: <u>Feedback: Glen Eira Draft Parking Policy</u></p> <p>It is important to note that although most households are composed of one or two adults and an average of two children per family there are many households that are larger.</p> <p>We, as parents of six children who are now grown up have a constant need for many of them, their husbands, the grandchildren who are over eighteen and visitors to come to our home in their cars to participate in family life. There are also in-laws as well.</p> <p>The limits proposed will not allow those family members to travel distances to park near our home. Although Australia encourages immigration, we are a home-grown family like many others in Glen Eira who feel discriminated against because we are a large family.</p> <p>I ask for exemptions to be made whereby large families can prove the size of their family with birth certificates.</p>

	<p>I also see no reason for apartments to be approved without sufficient parking spaces per unit, that is one per one-bedroom and two spaces per two bedrooms.</p> <p>Kind regards,</p> <p>[name] [address] Murrumbeena [phone].</p>
25 Sep	<p>Hi [name]</p> <p>I reside [address]. There are 16 flats and only 6 parking spaces. They were built approx. 30 years ago.</p> <ol style="list-style-type: none"> 1) I do not have a parking space 2) I am 77 and work full time. When I come home after work, I usually have to park in the nearest street. 3) I cannot go out at night as when I return home there is no parking spot, and I do not want to walk in the dark to go to my home. 4) My husband passed away 4 months ago, and he also found it very difficult to park and I also find it hard to walk as I have a hip replacement. 5) With all the apartments being build it makes it a lot harder to find a parking space. 6) It makes life very restrictive when you do not have no were to park. 7) The Glen Eira Council is making it very hard for the elderly and residents in general to park their cars. 8) Also the Bike Lanes will also be a problem for the residents. <p>I do not want to cause any problems with the above, but the parking situation will cause a lot of the Glen Eira. Residents to face major problems if the parking restrictions go ahead.</p> <p>Please send any correspondence to: [email] my home email.</p> <p>Kind Regards,</p> <p>[name]</p>
24 Sep	<p>Dear [name],</p> <p>Due to the overdevelopment of high rises in GlenEira, in particular in Elsternwick, City Futures is considering this ludicrous parking scheme. I have lived in Elsternwick all my life, have been a civil, compliant and productive Constituent. You are now penalizing my family for having vehicles and parking them in front of my property in my street and having visitors, in particular my aging mother and Auntie, parking in my street. Council has not adequately planned the growth of apartments and therefore the numbers of vehicles that are associated with them. I DO NOT agree with the draft parking policy. In particular having anyone with a Glen Eira permit who does not live in my street the ability to park there all day!</p> <p>Do not make it even harder for us to live in Elsternwick!</p> <p>Sincerely,</p> <p>[name] [address]</p>
24 Sep	<p>To the council I live in [address]</p>

	<p>I have received the letter that indicates proposed changes.I would like to state that i oppose any changes. Only recently did parking become restricted on this street, now you are suggesting further restrictions. I have payed a premium to live here over the last 50 years, the council has allowed multi storey developments nearby and now I am to get my parking restricted.NO, that IS NOT going to happen without consequences. starting with no payment of rates if this is implemented</p> <p>regards [name]</p>
26 Sep	<p>Dear Sir/Madam,</p> <p>I have received your letter regarding the changes to the parking permits in our council. Firstly I would like to express my concern that as a resident of Murrumbeena for over 40 years I am appalled by the lack of infrastructure in my suburb.</p> <p>We have been paying rates for all these years and have seen nothing in return. Now you are planning a complicated and confusing parking policy. Unfortunately I live on [address]. I have requested that the parking on [address] is changed to residents only to give us a chance of parking outside our own home.</p> <p>We have a single driveway and two cars that 4 of us use. Regularly we have to move our cars out of our driveway and on to the street. Many times we have no parking outside our home, and we have had to look for parking.</p> <p>Our driveway has been used as parking on numerous occasions. I have had to call the police on many occasions as I have been blocked in. Making it residential parking would give is a chance to obtain a park outside our home.</p> <p>Parking is restricted in our area. We pay enough rates we shouldn't be asked to pay for parking permits. We should also be treated like residents in Stonnington where residents are allowed parking on one side of their streets in areas around the Caufield station and Monash University.</p> <p>I have approached this topic on many occasions, I doubt that anyone at council will even consider my request. I am so disappointed in our local council.</p> <p>Yours sincerely, [name]</p>
26 Sep	<p>From [name] [address] Elsternwick 3185</p> <p><u>Re Glen Eira Draft Parking Policy</u></p> <p><u>We Object strongly to the changes proposed</u> <u>We are happy with the current arrangements</u></p> <p><i>We object to your proposals as they will reduce our amenity, access and enjoyment of our property for our family and visitors.</i></p> <p><i>Basically, you are proposing to disadvantage us in future by</i></p> <ol style="list-style-type: none"> 4. <i>Reducing Visitor access to only 50 plus 50 paid (Maximum100 days of the year)</i> 5. <i>Making us pay for the second permit (I would point out that our rates</i>

	<p>increased by 15% this year and now you want us to pay extra for parking)</p> <p>6. Neighbourhood area parking which means more people who do not live in the street will be allowed to permit park. It should remain specific street permits for the residence in the particular street as is the current position (does this change mean that some of the 200 new units (Coles development) residences could apply for a permit and park in our street with impunity)</p> <p>Parking permits were designed (Correctly) to give reasonable priority parking to residence who live in the streets where shopping strip parking etc migrates into the particular area?</p> <p>We have lived in our house for over 40 years and we have no problem with the Current parking and traffic situation and we believe the council draft proposals discriminates against us on the following grounds.</p> <ol style="list-style-type: none"> 5 Forces us to pay extra for parking due to our location 6 Larger Family's with teenage children with more than 2 cars to pay extra or park elsewhere 7 Families visiting with grandchildren for regular functions etc 8 Pensioners and seniors who may need regular support services by visitors <p>Overall, we believe the ratepaying residence in each street who fund the council through annual rates should continue to receive priority with 2 free permits and one Visitor permit that covers the whole year as is currently the position. We also feel that the proposed changes will actually have no positive effect on traffic flow and parking which is not a problem in our street, but rather just be another impost by the council on the residence / ratepayers. The proposed changes will in our opinion actually decrease amenity, create extra congestion and reduced safety and based on your objective stated everyone in the area other than residence owners will be given additional access.</p> <p>[name]</p>
20 Sep	<p>From [name] [address] Elsternwick 3185</p> <p><u>Re Glen Eira Draft Parking Policy</u></p> <p><u>We Object strongly to the changes proposed</u> <u>We are happy with the current arrangements</u></p> <p>We object to your proposals as they will reduce our amenity, access and enjoyment of our property for our family and visitors.</p> <p>Basically, you are proposing to disadvantage us in future by</p> <ol style="list-style-type: none"> 7. Reducing Visitor access to only 50 plus 50 paid (Maximum 100 days of the year) 8. Making us pay for the second permit (I would point out that our rates increased by 15% this year and now you want us to pay extra for parking) 9. Neighbourhood area parking which means more people who do not live in the street will be allowed to permit park. It should remain specific street permits for the residence in the particular street as is the current position (does this change mean that some of the 200 new units (Coles development) residences could apply for a permit and park in our street with impunity) <p>Parking permits were designed (Correctly) to give reasonable priority parking to residence who live in the streets where shopping strip parking etc migrates into the particular area?</p> <p>We have lived in our house for over 40 years and we have no problem with the</p>

	<p>Current parking and traffic situation and we believe the council draft proposals discriminates against us on the following grounds.</p> <ul style="list-style-type: none"> 9 Forces us to pay extra for parking due to our location 10 Larger Family's with teenage children with more than 2 cars to pay extra or park elsewhere 11 Families visiting with grandchildren for regular functions etc 12 Pensioners and seniors who may need regular support services by visitors <p>Overall, we believe the ratepaying residence in each street who fund the council through annual rates should continue to receive priority with 2 free permits and one Visitor permit that covers the whole year as is currently the position. We also feel that the proposed changes will actually have no positive effect on traffic flow and parking which is not a problem in our street, but rather just be another impost by the council on the residence / ratepayers. The proposed changes will in our opinion actually decrease amenity, create extra congestion and reduced safety and based on your objective stated everyone in the area other than residence owners will be given additional access.</p> <p>[name]</p>
25 Sep	<p>From [name] [address] Elsternwick 3185</p> <p><u>Re Glen Eira Draft Parking Policy</u></p> <p><u>We Object strongly to the changes proposed</u> <u>We are happy with the current arrangements</u></p> <p>We object to your proposals as they will reduce our amenity, access and enjoyment of our property for our family and visitors.</p> <p>Basically, you are proposing to disadvantage us in future by</p> <ul style="list-style-type: none"> 10. Reducing Visitor access to only 50 plus 50 paid (Maximum 100 days of the year) 11. Making us pay for the second permit (I would point out that our rates increased by 15% this year and now you want us to pay extra for parking) 12. Neighbourhood area parking which means more people who do not live in the street will be allowed to permit park. It should remain specific street permits for the residence in the particular street as is the current position (does this change mean that some of the 200 new units (Coles development) residences could apply for a permit and park in our street with impunity) <p>Parking permits were designed (Correctly) to give reasonable priority parking to residence who live in the streets where shopping strip parking etc migrates into the particular area?</p> <p>We have lived in our house for over 40 years and we have no problem with the Current parking and traffic situation and we believe the council draft proposals discriminates against us on the following grounds.</p> <ul style="list-style-type: none"> 13 Forces us to pay extra for parking due to our location 14 Larger Family's with teenage children with more than 2 cars to pay extra or park elsewhere 15 Families visiting with grandchildren for regular functions etc 16 Pensioners and seniors who may need regular support services by visitors <p>Overall, we believe the ratepaying residence in each street who fund the council through annual rates should continue to receive priority with 2 free permits and one Visitor permit that covers the whole year as is currently the position. We also feel that the proposed changes will actually have no positive effect on traffic flow and parking which is not a problem in our street, but rather just be another impost by the</p>

	<p><i>council on the residence / ratepayers. The proposed changes will in our opinion actually decrease amenity, create extra congestion and reduced safety and based on your objective stated everyone in the area other than residence owners will be given additional access.</i></p> <p>[name]</p> <p>NOTE: I AGREE WITH THE ABOVE – NO CHANGE TO CURRENT ARRANGEMENT</p>
3 Oct	<p>Dear [name],</p> <p>My family reside at [address]. I refer to a letter I received from the City of Glen Eira dated 10 September 2019 about the Glen Eira Draft Parking Policy.</p> <p>I urge the City of Glen Eira to implement additional and specific protections for residents who require additional care, including those with disabilities into the proposed Policy as the document is very vague on this point.</p> <p>My wife is legally blind and our two children are also vision impaired. We have a number of different visitors including carers, cleaners and other service people attending our property almost every day. We currently have three parking permits and utilise them in full. The move to two parking permits would significantly disadvantage us because [address] has timed parking limited to two hours and this is not sufficient based on the length required by the service people attending. The move to special carer permits or single use permits (limited to 50 per year) would also disadvantage us significantly because we have a number of different individuals attending and 50 is simply not sufficient.</p> <p>I propose that households where a legally blind person resides should continue to be permitted to take out three parking permits. We do not object to a small fee being imposed if necessary for the additional permit although please note that my wife is a disability support pensioner and is on a limited income.</p> <p>Can you please consider these ideas and let me know if the City of Glen Eira will implement them into the Parking Policy, once finalised?</p> <p>Thanks in advance</p> <p>[name] [phone]</p>
2 Oct	<p>Dear [name],</p> <p>I would like to voice my disapproval of the proposed changes to the current parking policy and permits. We are a family of five adults who all own cars and live at [address].</p> <p>When we moved to our house, there were no parking restrictions in our street and no parking problems. When Caulfield Hospital changed their parking conditions, all their staff used the surrounding streets for parking, making it difficult to park in our own street. Thus the current 2 hour parking restrictions and current parking permits.</p> <p>There are streets around us on the other side of Glen Eira Road that have no restrictions at all. Most of the current parking troubles on the main roads are due to the high rise apartments that have been built without sufficient car parking spaces for their tenants. To once again change our parking conditions would extremely disadvantage my family.</p>

	<p>We do park 2 cars – we only have the ability to off street two cars – in the driveway of our house. As we already pay the appropriate rates, I do not feel that to reduce our parking permits and charge us to have additional permits to be unjust and unfair. I dare to say, is this another revenue raising venture. We do not require our permits to allow use in zones, as we only require the ability to park in our street. I hope you understand my concerns and do not go ahead with these changes.</p> <p>Yours Sincerely</p> <p>[name] [address] [phone]</p>
30 Sep	<p>Dear [name],</p> <p>Please find attached our letter with strong objections to the draft parking policy. There are many long-term, local residents who feel disenfranchised by the approach being taken, especially given the oversized Coles development, with the undersized parking, that will inevitably spill onto our streets .</p> <p>We would appreciate it if you could avail us of the opportunity to speak directly to the contents of our objection.</p> <p>Regards [name] [address] [phone]</p>
30 Sep	<p>I received a letter from Council regarding this but after scanning the 77 pages I was unable to find the feedback form so am doing it here. It would have been helpful if the costs had been put in the letter which is the main thing that people want to know. I would like to address a number of issues.</p> <p>Originally the restricted parking in McLaurin Road was only set up whilst the sky rail was being built but it is still in place. No doubt with the childcare centre being built across the road it is probably a good idea to keep the parking restrictions.</p> <p>We are now being asked to pay for Council's bad Town Planning decisions with regard to over development and insufficient parking creating traffic flow problems and destroying current residentially rate payers' lifestyles. I heard the Mayor on the radio saying that parking was within the Resi Code - I think this code is for a minumum parking - does not say you can't have more.</p> <p>Council is making huge financial income from rates received from all the apartments going up so fail to understand why it now wants to charge for parking permits.</p> <p>The parking permit system proposed in the policy is also very confusing with regard to visitors - how would you know when the number of visits are up!!</p> <p>Thanking you for your attention. [name]</p>
3 Oct	<p>Good afternoon</p> <p>I am writing to voice my strong objections and concerns re the change in parking permits in our street. These permits are available to allow priority parking for the people who live in the street, due to being in close proximity to shopping strips, and public transport. This home we live in has been wonderful family home for over 60 years and with the new plan, it appears to me that any families living in these streets are going to be penalised if they have more than one car. We have two children at home, with cars, and there four cars in total are needed due to work and other commitments.</p>

	<p>With the increase in apartments being allowed to be built and these residents applying for permits (and able to park in surrounding streets)the parking is going to get worse ,not better .</p> <p>We as rate payers shoul be allowed the parking permits (2) and the 1 visitors permit as it has been currently.</p> <p>The new plan will increase traffic and parking issues not decrease them in the streets</p> <p>How are the council going to police the parking? I have contacted council several times re cars being parked for extended periods on time in a 2/24 zone in our street it continues to the point where we have had to park around the corner untill tradesmen and school workers leave for the day.</p> <p>I have attempted to fill in the survey on line but there is no evidence of how or where to submit it.</p> <p>Thankyou [name]</p>
1 Oct	<p>Dear [name]</p> <p>GLEN EIRA DRAFT PARKING POLICY, LETTER OF 10 SEPTEMBER 2019</p> <p>The first rule of redesigning any system is to keep it as simple as possible. The KISS rule: Keep It Simple Sweetie (I'm being policy). What is the primary purpose? Parking for residents or parking for those visiting the area? The Draft Parking Policy is so complicated parking reinforcement contractors are bound to have some difficulty interpreting some aspects. The more complications, the more mistakes and the more time spent correcting mistakes.</p> <p>The main points are mentioned in the 10 September letter. Using this:</p> <p>First dot point: OK</p> <p>2nd and 3rd dot points: messy. What's wrong with the current system? If there is a problem, what's the cause? Would you send out the first 50 in one go? Residents could sell them to friends, neighbours, trades people</p> <p>4th dot point: \$100 Myki card. Why? What happens when people change their mind? Or lose the card? Or move? What does the new resident get? How about owners v. tenants?</p> <p>5th dot point: doubt it will make my parking experience less frustrating. May mean even more people parking in my street. The people who work on Nepean Highway service road. The people who use Patterson station. The people who shop in Patterson Road</p> <p>6th dot point: permits for carers: Good idea. Perhaps Council could issue them direct to Council employees for use when working. And perhaps other organisations based in Glen Eira and visiting many clients could ask for the same consideration, especially if company cars are used. E.g. nursing.</p> <p>I note my neighbourhood is given as a train precinct. There are many different buses and many schools with drop-off and pickup traffic. Government policies keeping people in their homes as long as possible make us dependent on others now doing things for us we once did ourselves. Cleaning, gardening, general maintenance.</p> <p>When you are old, disabled, and/or ill walking is a problem, especially when it's wet. Disabled parking next to trolley returns helps. E.g. one at Coles Bentlygh</p> <p>I've attached a copy of my unanswered 16 June 2019 letter about parking in Patterson Road. There are four disabled parking places in the railway car park: one at the North Avenue entrance, one at Coates Street, and two at Patterson Road. Of the three spaces left on the Phillip Street side the van from the fast food shop is often parked there. And from the RACV Royalauto August/September 2019: "Older</p>

	<p>'No Standing' Signs mean the same as 'No Stopping'. "No Parking' allows drivers to drop off or pick up passengers or goods.</p> <p>My neighbourhood is given as a train precinct. There are many buses, commercial and school.</p> <p>Yours faithfully, [name]</p>
3 Oct	<p>Dear [name]</p> <p>I am very surprised that your draft Parking Policy want to introduce the fee for second permit. I believe that annual rates and fees we pay to Glen Eira Council could cover the parking fee for our household. I would suggest to introduced the parking meters for cars who parked at Wolsley Street who work at Mazda Car yard and park at our street free of charge.</p> <p>Yours sincerely, [name]</p>
5 Oct	<p>Good afternoon [name],</p> <p>I have received your proposal of new parking permits. I find it absolutely ridiculous that we do not have the right to park in our own street without having to pay for the privilege. I can only assume that the new policy is due to the following factors:</p> <ol style="list-style-type: none"> 1. The lack of heritage overlays to significant historical homes that are being demolished for apartments. ie St Georges Rd and Seymour Rd to name a couple. 2. The lack of forward planning in allowing all the new high density living developments on Glen Huntly Rd and surrounds with inadequate parking. 3. The proposal of totally inappropriate development of the old ABC site. Which will surely add a new level of congestion to local streets. <p>In summary, Elsternwick is quickly loosing its community feel and turning in to a metropolis of high density living. It feels like the home owners who pay huge rates are being punished due to the Councils lack of appropriate planning.</p> <p>[name] [address] Resident of Elsternwick for 18 years.</p>
7 Oct	<p>I wish to lodge an objection to the proposed changes in regard to parking permits. The current arrangements are excellent. Do not change them. I am particularly opposed to the ridiculous idea of abolishing street specific parking. This means that those residents that live within walking distance of train stations, movie theatres etc. will arrive home to find no parking available in their street. This whole proposal is floored & should be discarded and current parking arrangements continue as is.</p> <p>[name] [address]</p>
4 Oct	<p>Dear Sir</p> <p>Re. Glen Eira Draft Parking Policy</p> <p>We have to hand your circular dated 10 September 2019 and respond as follows: A narrow and short thoroughfare. The proposed reduction of 2 free permanent parking permits to one free permanent parking permit is not a viable solution for this household nor for the benefit of the street. Employees of the school situated across the road from the Balaclava Road end of the street (Beth Rivka Ladies College) and Masada Hospital use our street for daily parking despite having allocated car parks. Other</p>

	<p>people who use the tram located at the corner of Vadhur Avenue and Balaclava Road (tram stop 41) also leave their vehicles parked in our street for the whole day thereby necessitating residents to rely on restricted one hour parking facilities on the Caulfield side of the street which without sufficient parking permits is simply not viable. Our tradesmen, gardeners etc. require the use of a visitors' permit as it is impractical to move their vehicle every hour.</p> <p>As rate payers for over 30 years believe that we are entitled to some basic rights so as to enjoy the facilities offered by our street. The offer of a Myki card is of no real worth as the locations we are required to attend are not accessible by public transport. Furthermore it does not solve the issue of visitors particularly tradesmen.</p> <p>Accordingly we respectfully suggest that this proposal be abandoned as the status quo is the only viable solution to the vexatious question of parking facilities in our street. We have discussed this issue with our neighbours who wholeheartedly concur.</p> <p>Yours faithfully, [name]</p>
13 Oct	<p>Dear [name]</p> <p>Thank-you for the opportunity to provide feedback on the Glen Eira Draft Parking Policy. I feel that the draft policy is trying very hard to reconcile largely contradictory aims. Unfortunately, I find the resolution unsatisfactory.</p> <p>I appreciate that council is struggling to meet the demand for on-street parking and seeks innovative policies to lighten the demand. Nonetheless, I believe council's primary obligation is to make easier the lives of residents, and perhaps more so, residents who have lived for longer periods in the municipality.</p> <p>I make the following comments and suggestions:</p> <p>Neighbourhood parking</p> <p>I cannot see how neighbourhood parking, rather than street-by-street parking will reduce frustration. To the contrary, it seems to me that it will simply shift the problems around as drivers park further and further from their home in search of a parking spot. If the total number of parking spots won't increase, it will simply reshuffle the deckchairs, but obscure which streets lack parking, hampering the development of future policy. In any event, the policy seems to imply that some streets have a parking spot excess which can be taken up by drivers living in surrounding streets suffering from a parking spot deficit. Is there any evidence for this? And how will you track changes over time, if you can't identify which cars "want to park" in which street?</p> <p>Allocation of parking permits</p> <p>The draft proposal does not adequately protect the needs of residents who live in residential streets from encroachment by newer large-scale developments. Commonly such developments are constructed without adequate off-street parking for owners, let alone their visitors. They therefore seek to utilise surrounding streets for their parking which impacts on the long-established homes and residents.</p> <p>It seems to me that council can partially relieve the growth in parking demand by distinguishing between issuing permits for existing residences, and issuing them for new developments. When one home is replaced by two or three townhouses, or four houses by 20 apartments, the parking demands go up. Council could easily cap access to on-street parking to existing homes, replacing them on a 1-for-1 basis as housing is recycled, rather than one per new dwelling</p>

	<p>The allocation of permits is, in any event, done by fairly blunt and bluntly unfair means. I believe the same number of permits is issued per household, regardless of the number of residents in the home, their ages (and therefore their potential need for permits), the number of cars, the number of bedrooms (as a proxy for demand) etc. Any one of these might provide a more equitable distribution of street-parking as the needs of families/residents change.</p> <p>Migrating residents to public transport</p> <p>The idea of incentivising residents to give up off-street parking in exchange for public transport is novel, but I believe the offer of a \$100 MYKI voucher for foregone parking spots is derisory. A \$100 MYKI voucher represents about three round trips for a family of four, and is far too small a sum to genuinely tempt anyone to give up a parking spot. Funding a more tempting voucher might be difficult even if is financed by residents who pay for additional permits. I can only assume that the \$100 proposal was based on a calculation (rather than just an arbitrary figure), but as the cost-model-assumptions that led to the \$100 proposal are not available, it is difficult to comment adequately.</p> <p>Better use of off-street parking</p> <p>There are a number of apps and services which allow households to rent out their unneeded driveway parking spaces (eg ParkHound). Perhaps council could facilitate and promote a similar local-area service.</p> <p>Many people with multiple car-driveways still utilise on-street parking because of the inconvenience of shuffling cars trapped by tandem-parking. Council could look at ways to encourage more off-street parking, such as relaxing its rules on circular driveways and dual vehicle crossings.</p> <p>Constrained parking</p> <p>I believe that the proposal for non-enforceable constraint-limited parking spots (eg prams, the elderly) is a recipe for resentment and abuse. If these constraints cannot or will not be enforced, then what is the point? I have seen the abuse of such parking spots at Malvern Central and it is nonsensical to assume that goodwill will limit their use to those who actively need them. (The presence of a pram in the car, does not mean that there is a baby in the car at the time!)</p> <p>In summary, I believe that the current draft plan is trying very hard to balance the difficult competing needs that council faces. I believe the pendulum needs to swing more strongly towards supporting residents to park directly in front of their own homes whenever possible, and not impose a municipality-wide strategy which may alleviate problems in the worst areas but markedly reduce amenity in the areas currently reasonably happy.</p> <p>Thankyou for your consideration.</p> <p>Yours faithfully [name] [address] [phone]</p>
4 Oct	<p>Dear Councillors and City Futures Planning Department,</p> <p>The Glen Eira Draft Parking policy is a clear indication that high density residences with minimal parking requirements for residents is having an effect on local residents amenity and liveability as you are once again planning to further erode them as developers seek to make huge profits by developments that they profit from in and around residential areas. Many residents have been living in the local area for years, paying rates and creating and caring for the community, their heritage homes and enjoying the benefits of living in a wonderful municipality.</p>

	<p>The current planning scheme of the State Government allows ridiculous high rise developments and the building of apartment blocks on previous single housing blocks (sometimes at the expense of a beautiful heritage homes being torn down) all in the name of obscene profits for developers.</p> <p>These plans go to Council where the Town Planners seem to approve a larger development than the Councillors don't want. It is rejected by the Councillors and then goes to VCAT where it is approved with minimal parking allowance for residents of the apartments. Their justification is that as we are close to public transport that people only need one carpark for one to 2 bedroom apartments. BUT THIS IS NOT REAL LIFE, GREAT IN THEORY BUT CLEARLY NOT WORKING!!!!</p> <p>Residents of these apartments have more than one car and are parking them on the streets, this is why you are reviewing the parking permits of local residents and once again we are the ones who will suffer.</p> <p>This is evident in our small street where there are no parking restrictions. Cars are parked there for days and weeks at a time whereas a couple of years ago, these parks were full during the day but empty overnight. The government has apparently removed the necessity of providing a car park behind the shops along Glenhuntly Road. One of the cars parking in this street belongs to a residence in that set of shops, proof that this legislation is having a direct impact on the car parking in the streets.</p> <p>At an application for a building permit for the café/restaurant on the corner of Glenhuntly road and St.Georges road while the planners were out discussing their decision the gentleman representing the applicant told me that we chose to live close to a main street that we have to expect development and if we didn't like it we should move.</p> <p>I told him that our family built this home in 1868 when it was farmland, the development has occurred around us. That the developers are the intruders and why should we have to put up with them trying to encroach constantly on private space all in the name of large profits for business.</p> <p>Do residents not have any rights? Why are we constantly expected to make concessions for these business's and developers to expand into residential streets? Why are we expected to lose our benefits to accommodate the developers profits as they apply to build a ridiculous number of apartments in a block leading to high-density housing, not medium density? This is putting pressure on the parking in the streets, NOT the residents. Where are our children and visitors going to park? We have a garage on the street for a car and caravan, that's it.</p> <p>The Council have proposed that they move to a neighbourhood approach instead of street by street. This is so wrong. This will result in people driving to get closer to the station (as they do now because council officers are not checking the streets the permit is eligible for)</p> <p>And so local people near the station cannot park close to their home. It is important that residents can park close to their home. It results in better security of their car, transferring of luggage and shopping into the home. They should not have to park 300 metres from their home and have to carry luggage / shopping/ cooking etc ridiculous distances to their home. My parents are elderly and when they come to stay I don't expect them to park down the street and carry their luggage, that's a joke. That is just unacceptable.</p> <p>The Council should be pressuring the Government to change their building regulations and VCAT to stop allowing this reduction in car parking for these type of buildings. Especially in areas such as ours where there are many cottage homes with no off-street parking.</p>
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	<p>Surely residents should come first above the needs of developers and profits. These people just build and then return to their homes in some other town where they count their money. They have no care or concern for the local residents who are affected by their development.</p> <p>We absolutely object to the proposed changes to the parking permit system in Elsternwick.</p> <p>I look forward to your response and suggest you take this up with the Government (good luck but every bit helps and reject developments that require minimal parking requirements or those that manipulate their parking to minimise the space required)</p> <p>Kind regards</p> <p>[name]</p> <p>Dear [name]</p> <p>Thank you for taking the time to respond. The best response is to bring in tight controlled parking restrictions in affected streets ie 1 - 2 hour parking only or permit parking on one side of the street, especially where there is no off street parking. This is done in other areas and is effective.</p> <p>I work in Camberwell, at a school with a railway station 5 mins walk away and tram 3 mins away. They have one hour parking on one side of the street and it is enforced. The other side is all day parking, but it means that due to a high turnover residents can always get a park on one side of the street. I have been to other places where you can only park on one side of the street for 3-4 hours as the other side is only permit parking.</p> <p>Your strategic statement planning document from a few years ago states that any apartments or developments must provide appropriate parking so as not to impact on the surrounding streets. Put pressure on the government via the media, go for it. Otherwise they pretend its not happening and stick their head in the sand, knowing it will blow over by the next election. Let the public know this is the result of poor planning. GREAT IN THEORY BUT IN PRACTICE NOT WORKING.</p> <p>Your problem around Elsternwick is that if there is a Glen Eira permit in the car it is allowed to park for as long as it likes irrespective of which street the permit is for. Hence, people are driving near stations early in the morning and taking up car parks until they return home. Sinclair st is a great example of this. Just bring in permit parking only on one side of the street. Same with Sinclair st. But they must be residents of the street the permit is for and it must be enforce.</p> <p>Kind regards</p> <p>[name]</p>
18 Oct	<p>As a resident of Glen Eira I would like to provide some feedback on the Glen Eira Draft Parking Policy. I live in Hawthorn Avenue Caulfield North, and currently receive three parking permits, one for myself, one for my mother, and one for a visitor.</p> <p>As far as I understand the proposed parking permit changes it would mean that in future I would only receive one parking permit free of charge, would have to pay for my mother's parking permit, and would have to pay for any visitor permits in excess of 50 visits.</p> <p>I have a disability that requires me to receive council cleaning assistance as well as daily living assistance from my mother who does not live with me and so drives to my house and parks in Hawthorn Avenue. I rarely use the parking permit attached to my vehicle as I park in the driveway of my house. I could therefore easily manage with one parking permit, <u>as long as it was attached to my property rather than specifically attached to my vehicle</u>. This would mean that I could <u>share</u> the <u>single</u></p>

	<p>permit between myself (on the rare occasions that I would need to use it), my mother who comes to my house on a regular basis and the council cleaner who comes to my house on a weekly basis.</p> <p>The result would be a reduction in the number of parking permits issued by Council, which is one of the goals of the new policy, without me incurring any additional costs.</p> <p>The draft policy change, if implemented in its current form, would mean that I am issued with a permit for my own vehicle that I would rarely use, whilst requiring me to pay for my mother to have a permit and for any visits by the council cleaner in excess of fifty visits.</p> <p>Kind Regards [name] [address]</p>
18 Oct	<p>Dear [name]</p> <p>RE: letter dated 10/09/2019- GLEN EIRA DRAFT PARKING POLICY</p> <p>I would like to object to your proposal to change current parking permits for Glen Eira residents. The new draft changes will further decrease amenity and increase costs to residents who are more than a 2 person residence. We are a family of four with young adult children who require a vehicle for work and study that is not always serviced by public transport.</p> <p>Before we had parking restrictions in our street cars parked at a safe distance from Glen Eira Road, now with current parking restrictions imposed in our street (Main Street, Elsternwick) exit and entry is extremely dangerous. Despite raising this with council (after the restriction was in place) we were told that this is the accepted 10 metre distance from the corner, we had a council staff employer visually assess this problem however the parking signs remain too close to the corner of Main Street and Glen Eira Road. Glen Eira council have made Main Street Elsternwick unsafe to enter or exit by imposing parking restriction signs too close to Glen Eira Road. My concern is that you are policy driven, (eg. the measurement set as safe for Parking from a corner) and an accident will need to occur in order for safety and common sense prevail.</p> <p>The current parking restrictions gave us 2 vehicle permits and 1 visitor permit. This was imposed in the last 2-3years, now council want to further reduce permits to rate payers and I believe this increased cost will only continue to rise.</p> <p>My objection to changes to parking policy for Glen Eira are that it will reduce amenity in our street and increase cost for residents who already pay expensive, ever increasing rates. Based on my experience with parking restrictions in our street I am also concerned that any policy changes will endanger residents safety.</p> <p>Regards [name]</p>
19 Oct	<p>Dear [name]</p> <p>In response to the letter recently received regarding draft parking policy, we would like to object to this proposal on the following grounds:</p> <ul style="list-style-type: none"> • We live in close proximity to public transport, however, our work locations and children's university locations would require us to take buses & trains changing and transferring to different transit locations approximately 3 times and extending travel times to up to more than 1-2 hours per day. We do not work or attend university in the city. Furthermore, we use

	<p>our vehicles for work purposes and travel throughout Melbourne and Victoria. We currently have four vehicles to our household and have visitors on a regular basis. We need all current parking permits that we hold.</p> <ul style="list-style-type: none"> • Parking issues have increased over the years given we live near a primary school (which has grown and has no parking for its staff or parents), cinema (which in the planning of its extension the Council did not allow for car spaces to service its patrons), shops and train station – not to mention parking issues that will arise from the proposed Woolworths development and other nearby & future developments with undoubtedly do not have sufficient car spaces per number of increased residents. The Council needs to ensure that all of these current and future developments amply provide for extra car spaces and not reduce resident parking – it's just a reshuffling and pushing out to other streets, not dealing with the issue. • This proposal is suspicious – perhaps Council is looking after the interests of the developers and not the residents? Where will it stop? One step closer to having no resident parking permits? We have to park somewhere and the obvious answer is out the front of our homes. Apartment dwellers, supermarket patrons and the like should have their own dedicated car spaces. <p>Kind regards [name]</p>
23 Oct	<p>Hi there</p> <p>Regarding your proposal my concern is that the household will not be permitted to have more than 2 cars on the street. I believe this number should be at least 3 cars, even if that involves a payment. The issue is that many parents try to encourage their kids to stay at home for a few more years to save a bit more to afford to buy rather than rent. Hence we could have 3 cars on the street. Also to point out we live in a quiet street where there are less multiple storey (compared to say hawthorn RD), so it seems a bit unfair to impose this upon us. On that subject I will point out that the Council is permitting all this high rise which is the main reason you are now proposing vehicle changes. In addition I noted that this seems to apply to only certain streets. For example our friends in Burrindi Road etc are not impacted, yet we who live at the end of a quiet street with absolutely no high rise or traffic are impacted. In addition it seems that Pretoria Street is not affected or impacted. Hence the current restrictions & the move towards increasing restrictions over time seems to be quite random. Also is the \$100 Myki an ongoing offer of 1 every year? In summary if you are going to proceed regardless of the inconvenience upon residents, then at the very least please change the proposal to allow at least 3 vehicles, not 2. Particularly appropriate in our relatively quiet side street!</p> <p>Thanks [name] [address]</p>
16 Oct	<p>[name] just wanted to pass on feedback re: the draft parking policy survey. Says it captures a lot of information and this is fantastic. thanks [name]</p>
24 Oct	<p>[name] [address]</p> <p>To whom it may concern. I am writing to oppose the future parking policy changes in Curral Road Elsternwick. I am happy with current arrangement with free parking permits. Most of the houses in my street have two cars so visitor parking permits you are suggesting will be used up very quickly. Recently rates have gone up by 15% and seems ridiculous for residents be paying for parking in any form.</p>

	I'm am happy with current arrangement and strongly oppose any changes. [name]
28 Oct	<p>[address]</p> <p>Thank you for the opportunity to provide feedback on your proposed changes to the Parking Regulations in my neighbourhood. I appreciate that you are seeking the community's views. I am sorry that I have not been able to participate in one of your many information sessions. Hopefully my letter will compensate for this.</p> <p>The neighbourhood has changed significantly since I moved in 12 years ago, with an increasing number of apartments, making the road much busier with a bottleneck at the corner of North Road a common occurrence. If the council continues approve multi dwelling developments in the street, the parking conditions in the street are likely to deteriorate. The street is not wide enough to support parking on both sides of the street. This leaves only one driving lane and nowhere for cars to park and let other cars pass. There has been some noticeable increased road rage in the street.</p> <p>The street is very busy and cars drive in excess of the speed limit, a visitor's car has already been hit. I would prefer not to park on the street if possible.</p> <p>I live in a 3 bed-room property which has off street parking for only one car and so I need and appreciate the 2 extra guest passes that I have for occupants, guests and tradesmen. My side of the road permit only on weekends and 1hour restricted parking at other times. On the opposite side of the road, there are no restrictions although there is rarely any opportunity to park there especially during Mon-Fri as it is probably used by train travellers.</p> <p>My comments are based upon the assumption that the above-mentioned current parking restrictions will continue, including free parking in the area opposite my property.</p> <ol style="list-style-type: none"> 1. Maximum of 2 permits per household – This is not ideal. I currently have 3 permits and I would prefer that this continue. 2. A charge for the 2nd permit – This is not ideal but it would depend upon how much it is planned to charge for the 2nd permit. 3. Visitor permits – 50 free single use and 50 for a small fee – This could be a good idea but It would depend on how accessible these would be and the cost of the 50 extras. I would like to understand the definition of the word 'single use' e.g. 48 hours would cover most of my requirements. It could make the loss of the 3rd permit easier to manage. 4. \$100 Myki card – I would not benefit from this as I am a senior anyway, so my transport costs are not high. I catch the train regularly and whilst there are a number of transport options in Ormond, they are not at an efficient level that would replace driving. I would always need a car and car parking. 5. 'Neighbourhood' approach – I don't like this idea as the street is busy enough now and it is often difficult to get through with cars parked on both sides of the road. In my opinion this might increase parking in the street especially with an increasing number of apartments and the proximity to the station. 6. Carer permits – Sounds like a good idea but I currently have no need for this. <p>To summarise, dependent upon certain conditions set out above, I would prefer to retain 3 passes, but I could cope with 2 if access to the single use vouchers for up to 48 hours, was easy and cheap.</p> <p>Please feel free to contact me on [phone], if you would like to discuss this matter further with me. [name]</p>
29 Oct	Hi [name]

	<p>I was unable to find an address to submit feedback, so please forward this to the appropriate department for me. I have lived in [address] for 45 years. For many of those years, it became increasingly difficult to drive down the street as parking was unrestricted on both sides of the street as it was for many of the adjoining streets in this area. A similar problem existed in many adjoining streets and still does where no restrictions have been introduced. While parking was one part of the issue, the bigger issue was to go through the street if someone was coming the other way. It was common to have to wait at one end of the street while another vehicle came through.</p> <p>Our community invited the Tucker ward Councillors to a meeting and the issue was clearly evident to them. At that time it was decided to apply restricted parking to one side of the street (2 hour).</p> <p>This change has made a remarkable difference to traffic flow as cars can pull into spaces that now exist allowing other vehicle to pass. In addition, residents were given 3 permit passes per households for the use of visitors, family , trades people and the like.</p> <p>It is a system that works extremely well and requires no ongoing need to request of annual passes by ratepayers. I question the need for three, and would support a reduction to 2 passes per household, as a one time pass not requiring the need to re-apply each year. These passed should remain free of charge.</p> <p>I am not sure why it is proposed to allow 50 single use visitors per year. This is a really silly idea and would require managing an unnecessary system by Council and would require householders to manage such a system for no benefit to anybody.</p> <p>With regard to charging for passes and using the income to bribe other to forfeit their permits, they will only need to cross the road and park in the unrestricted spots. I am totally against the proposal to hand out Myki cards. I'm not sure of commuting costs, but \$100 would last only a few weeks anyway. Another very silly idea. (I actually thought it was a joke when I first heard about it).</p> <p>Parking is an issue, and the job has been well done in the past on an area by area or street by street solution. This proposed policy should be scrapped and go back to simple solutions, not over-complicated and costly one as is being proposed here.</p> <p>Thanks,</p> <p>[name] [phone]</p>
31 Oct	<p>To Glen Eira City Council</p> <p>Re. Glen Eira Draft Parking Policy</p> <p>We refer to your letter regarding proposal to change parking arrangements, and strongly object to the proposal on the following considerations:</p> <ol style="list-style-type: none"> 1. We are already paying high council rates with very little benefits for an average household 2. We do not want to subsidise parking for businesses and institutions in the area – they should pay for they employees and staff 3. There are a lot of young families in the area and their children should have the right to park their cars in front of their property when needed 4. Pensioners and seniors may need regular support services by visitors 5. The parking on our street is already congested as some of the neighbouring businesses employees are using it on regular basis

	<p>We believe that the rate-paying residents in each street who fund the council via annual rates should continue to have priority with 2 free permits and one Visitor that covers the whole year as it currently stands</p> <p>Yours sincerely, [name]</p>
3 Nov	<p>[address]</p> <p>Dear [name]</p> <p>GLEN EIRA DRAFT PARKING POLICY</p> <p>Thank for the opportunity to respond to your letter of 10 September, 2019, relating to the above topic. I've reviewed the draft policy and have the following comments and suggestions for your consideration:</p> <p>Parking in our neighbourhoods</p> <ul style="list-style-type: none"> • The categorisation of Glen Eira into different planning zones is appropriate. However, the determination of parking restrictions and permits within a given zone should be based on a street-by-street basis, taking into account the street's location; the demand for on-street parking by the residents and non-residents (eg. Commuters, people who work in the nearby vicinity, etc.); the number of residences in the street; and the sizes of the residences' frontage. • Allowing residents within a zone to use their permit to park anywhere within their zone, will inconvenience residents of the street they decide to park in – sometimes for the entire day. This will force the residents of that street to find parking in another street and then either walk to retrieve their vehicle later in the day, or leave it there overnight, creating inconvenience to the residents of the street they left their car in. The inconvenience will be most felt where a resident returns from shopping and can't offload their purchases or has passengers who are too young to walk, elderly or infirm. Issuing these residents with a special permit won't resolve the situation where all the available parking is taken, in some cases by people who are not residents from that street. • At all times, the residents in each street should be given preference over all other 'non-resident' vehicle owners who choose to park in their street, especially when these non-residents are leaving their cars for the entire day to use public transport or to work in nearby shops and offices. In some cases, these vehicles may belong to non-Glen Eira residents. While it is acknowledged that the Council is trying to encourage use of public transport, this should not be done at the expense of rate-paying residents. • Consideration should be given to streets closer to amenities and/or transport (train or tram), such that one side of the street should be permit only and the other side restricted parking (say 2 – 4 hours as appropriate). This would ensure that only the residents from that street would be able to park their vehicles for the entire day, and if all the permit parking is taken by residents of that street, other residents (from that street) could park in the restricted parking on the other side and display their permit, thereby enabling them to park there for as long as they need to. Without such an arrangement, those residents who live close to amenities will find that they won't be able to park in their street, as other 'zone' residents and non-Glen Eira residents will be occupying the available parking. Such an outcome would not reflect the stated preference of the Council relating to "Spaces for residents..." <p>Parking permits</p>

	<ul style="list-style-type: none"> The issuing of permits should not be a revenue-raising exercise, but should be revenue neutral. Residences are already subjected to rates that cover their share of the Council's costs and should not be put in a position where they need to pay more 'rates' for parking they're currently enjoying at no additional cost. The number of permits should not be restricted to only one vehicle per residence, especially where there are more than one vehicle registered at an address. As is currently the case, there should be an option of either attaching each permit to a particular vehicle, or having a transferrable permit that can be used by any of the vehicles registered at an address. The number of permits allocated to each residence should be based on the number of available parks in the street and the size of the street frontage of each property. This is considered a fairer approach than merely issuing each residence with one permit, forcing some of them to park their other car(s) some distance away, merely to make parking available to Glen Eira residents from other streets within a zone, or non-Glen Eira residents. <p>Other comments</p> <ul style="list-style-type: none"> Lastly, where vehicle access has been provided by the Council onto a property, the property owner must ensure that the corresponding off-street area is suitable to enable a vehicle(s) to park off-street. Some properties have erected gates without any parking facility behind them (ie. the space is taken-up by garden beds) making it impossible for a vehicle to park off-street. This situation increases the number of vehicles needing to park on the street, where the available parking spaces has been reduced by the the access point. <p>If you'd like to discuss any of these issues with me in more detail, please call me on [number]</p> <p>Yours sincerely,</p> <p>[name]</p>
3 Nov	<p>Dear Sirs and Madam,</p> <p>As very long term residents of this pocket of Glen Eira, who believe the Council has a wonderful CEO, and a more stable and fair Council we are requesting you listen to the following.</p> <p>We present comments in regard to the parking policy, which we realise is necessary.</p> <p>However, we feel more fairness and consideration needs to be given to areas such as ours..1).in the Caulfield Hill near Malvern Station.eg. Presently our street, Carnarvon Rd, has 2hour parking on one side, and unregulated parking on the other. We have a relaxed neighbourhood sysem of parking which works well, but is always under stress, due to a large number of cars which enter the road from Inkerman St from 7am on, despite a sign forbidding it and unenforced. These cars either park for the station, or speed up the hill to access Dandenong Rd. Your proposed local zone approach would therefore cause us all to be in danger of having no where at all to park. It is not appropriate in this ares at all.</p> <p>2. It is already so hard to have a social function, bridge game, book group, lunch, etc. and we have a disabled driver in our ranks who sometimes cannot park outside of their house now.....(requested a disabled spot...was told by service and the GE department on 4 occasions that they would contact back...and never did!} 3.Visitors often park in Inkerman Rd, but a bike lane will make that impossible....resulting in appalling parking difficulties, and isolation for older residents, such as us. We feel that Council is not recognising our concerns adequately.</p> <p>4.our property 1) 19 Carnarvon Rd has double gates to a supposed car spot, which is far too narrow to enable a car to to be entered or left at all. The back lane also has a narrow roller door, and an artists studio, so has no ability to park on site. 2) has a lane usable car place. We wonder whether you have considered these facts.</p> <p>We all believe that the charge for extra parking spots is acceptable, but feel this area needs consideration as to the other policies....when something is largely working because of cooperation why</p>

	<p>interfere? Residents views should be uppermost, and they should not be punished because they live near a station or park!</p> <p>Re the proposed bicycle lane. Dandenong Rd is the only option that is feasible. Inkerman Rd is used so little by bicycles and cars are using Inkerman more and Normanby even more. Countless trips along the route have seen 0 -3 bicycles, from 8.30am on.... Council's figures seem distorted, and there is good transport options and bicycle lanes.</p> <p>For residents it is pain and no gain.</p> <p>Yours Sincerely, [name] [address] [name] [address]</p>
4 Nov	<p>Dear [name]</p> <p>RE : [address] I write regard your letter dated 10 September 2019 regarding parking permits.</p> <p>My feel on this is that a rate paying household should have access to a minimum two permits plus a visitors pass At minimum . There should be no fees nor conditions.</p> <p>Many houses are quite large in Elsternwick meaning there are multiple people residing there. Not all of us Have an affinity with cycling nor being able to use public transport to get to work. For the record I work in Tullamarine and to access Tullamarine without a train is very difficult. Bottom line is I need a car and I need a carspace. My son works in Keilor Park which also means driving to work. Others in the house also have cars and require parking to.</p> <p>We need to be able to park where we reside and I see no reason for this to change nor do I see a need to charge us to do so. Please do not diminish services we expect to have. Maybe think of increasing some and not charging for them. I have been a resident of Elsternwick and a ratepayer for over 30 years. To diminish the parking access in any way is unnecessary and uncalled for.</p> <p>Thank you Regards, [name] [address]</p>
4 Nov	<p style="text-align: center;">Feedback on Glen Eira Draft Parking Policy</p> <p>My name is [name] and I'm a resident of [address] and I've lived in the street for 49 years. I'm particularly concerned with Glen Eira City Council's proposed permit changes where the Council appears to be favouring visitors travelling within and through the municipality rather than focusing on the residents who pay rates and need somewhere to park as our single fronted cottages do not have private off-street parking. I don't agree with the proposal of introducing a fee for a second permit for households. Why should rate paying residents in Regent St, who have no private off-street parking, be penalised by having to pay for a second (or third) permit because the Council has been lax in ensuring developments within the area provide full parking provisions in their development applications.</p> <p>As an example, the Council approved The Jewish Holocaust Centre at 13-15 Selwyn St (GE/PP-31460/2017) to increase its evening and Sunday operations to include 58 events a year with up to 14 lectures for a maximum of 30 people each year; up to 6 occasional lectures for a maximum of 50 people each year; an evening event for a maximum of 100 people each fortnight; up to 10 elderly persons' social club events for a maximum of 70 people each year; and up to 2 events for a maximum of 240 people each year.</p>

	<p>There was a statutory requirement to provide 9 car spaces for staff/management in association with the redevelopment of The Jewish Holocaust Centre but the Council waived 7 parking spaces for staff/management. There was also a statutory requirement to provide 72 car spaces twice a year and 30 car spaces of an evening for the fortnightly events but the Council approved the shortfall of 28 spaces for the regular evening events and a shortfall of 72 parking spaces required for the significant events.</p> <p>More recently the Council approved construction of a rooftop cinema at 9 Gordon Street (GE/PP-31674/2018) which provides no car parking on site. The Council has a history of waiving the associated car parking requirements at this particular site even though these facilities continue to attract more night time activity with patrons relying on street spaces to park.</p> <p>Furthermore, contrary to residents' and business operators' wishes, the Council approved mid-block closure of Selwyn St which will see at least 30 on-street parking spots permanently removed resulting in on-street parking pressure in Regent St and adjacent streets.</p> <p>So in an area with extremely limited parking, where will cinema and restaurant patrons, visitors to The Jewish Holocaust Centre and Kadimah Jewish Cultural Centre and relatives of students at Sholem Aleichem College park when these 30 on-street parking spaces in Selwyn St are removed?</p> <p>Car parking for residents in Regent St would be easier if all of these new developments the Council has given a green light to were made to have the required parking rather than granting exemptions. With encroaching parking from the cultural precinct and possibly soon to be commercial precinct if Woolworths goes ahead, Regent St residents relying on on-street spaces are being pushed out of their street.</p> <p>Glen Eira Council should be protecting residents who do not have access to private off-street parking rather than penalising us with the introduction of a parking permit fee and visitor permit fee. If the Council is going to introduce a fee for the second (or third) permit there is an expectation that the permit will guarantee the availability of a parking space in front of my place of residence or within the street. Currently there are parking restrictions in Regent St that specify when and how street spaces can be used but the Council does not monitor or enforce the rules.</p> <p>Even though residential parking restrictions apply in Regent St from 6pm to midnight, this is rarely enforced as parking officers stop operating by 9pm Monday to Thursday, finish at 7pm on Sunday and not even available on public holidays. This makes the on-line reporting for illegal parking ineffective because the report doesn't get actioned until the following day. Meanwhile, rate paying residents within evening permit zones have nowhere to park.</p> <p>The Council makes reference to permits being adopted by many inner Melbourne councils. I suggest the Council looks at Bayside City Council which provides 3 or 4 free permits which also allows residents displaying a permit to park free in beach carparks, meanwhile residents of Regent St can't even park in their own street, especially on weekends as there are no parking restrictions prior to 6pm.</p> <p>In relation to 50 visitor permits per annum, this doesn't even allow residents to have one visitor per week. Why should residents be restricted to having family and friends visit but the Council wants to attract more people into the area thereby encouraging transient and unsavoury activities. The Council needs to prioritise the local residents and preserve the residential amenity of Elsternwick. The Council has caused the parking problem by allowing developments without sufficient parking.</p> <p>As a current holder of a Glen Eira parking permit who currently struggles to park in my own street, I find it insulting that the Council is looking to adopt a parking permit fee for rate paying residents. The Council needs to be serious about protecting residents' parking and start enforcing the 2 hour and evening permit zones in Regent St. Better still, Council should remove the 2 hour parking in Regent St and make this permit only parking at all times. Regent St is a residential street so only residents (and their visitors) should be park</p>
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4 Nov	<p>Dear Sirs</p> <p>I strongly object to the policy of restricting residents from parking in their own streets through the use of restricted permits. I just went online to do the survey. I found the survey to be a survey skewed towards getting the answers that Council wanted rather than truly allowing the residents to have their say. Should council go ahead with the three permit per house policy then we will seek legal action to restrain this illegal activity. If you would like to discuss please call my son [name] on [phone]</p> <p>[name] [address]</p>
4 Nov	<p>Dear [name],</p> <p>I am writing in response to your request for feedback, in relation to the <u>GLEN EIRA DRAFT PARKING POLICY</u></p> <p>As a rate payer, and holder of Glen Eira Parking Permits and Visitor Parking Permits, I was deeply concerned about this draft policy.</p> <p>1. Moving to 2 residential occupant use only permits per household AND Cost for a second permit</p> <p>We are a family of 6, with 4 boys who live at this address, who will be driving and requiring parking permits. By restricting permits to 2 per household, large families will be actively discriminated against and have to incur additional costs, that we should not be subjected to.</p> <p>We pay our rates based on our property that accommodates our entire family, and therefore should receive sufficient free parking permits for all our family that reside at the premises. This is our home, for our family, and this change in parking policy, will make it impossible for us to provide parking for our family.</p> <p>2. 50 Single visitor permits per household, with another 50 for a small fee. We are extremely fortunate to have 3 grandparents who are still alive. The grandparents currently have visitor-parking permits, which allow them to come and go to our property, to spend time with the family. By limiting the number of visits with free parking is atrocious. Family should not feel a financial burden, nor should they be conscious of the amount of times they visit their grandchildren, because of parking.</p> <p>We would like to register our strong opposition to the proposals outlined in the draft Glen Eira Parking Policy, as it would have a significant negative impact on our family.</p> <p>[name] [address] [phone]</p>
4 Nov	<p>Thank you for letter outlining the considerations for Glen Eira Draft Parking Policy. I have completed the online survey however also wanted to submit some feedback about my street in particular [address] as it has its own unique challenges when it comes to parking. Thank you for taking the time to read my thoughts. Draft Parking Policy responses</p> <p>1. In response to the suggestion about reducing the number of parking permits per residence. Whilst I appreciate that this might be suggested in an effort to reduce the number of cars a resident can have parked in the street; these are the permits we use when we have our friends and family over. These permits are very important to us as it means I am able to stay connected to my family and friends. If we did not have these permits it would be impossible for our family and friends to visit us and ultimately leave us very socially isolated.</p> <p>2. In response to charging for additional permits. As the permits we use are for our family and friends, this suggestion makes me feel like I am being charged to see my family and friends.</p> <p>3. In response to visitor permits – 50 per year free. 50 at small fee Similar to my above comments, this suggestion makes me feel like I will be financially disadvantaged for staying connected with my family and friends.</p> <p>4. In response to \$100 myki card for those who forgo their permits to ‘encourage use of public transportation.’ Whilst I appreciate the good intention behind this suggestion, even if I receive a \$100 myki credit it would not affect that fact that I have to park my car somewhere and therefore will need space outside my house and a permit. Unfortunately it also does not assist my family and friends in their efforts to visit us as the public transportation system in Melbourne is extremely disjointed and what can be a 15 minute drive can be over an 1 hour and a half by public transport.</p> <p>5. In response to the ‘Neighbourhood approach’ to</p>

	<p>parking instead of street by street approach. Each street has unique parking needs. A blanket approach to parking does not accurately support the varying needs of residence in various streets. A 'neighbourhood approach' to parking also could result in residence from different suburbs having access to parking in our street for as long as they wish. Our street is already over crowded. People who do not live in our street always crowd the street, parking over our driveways. I believe this will only worsen the problem for [address]. I also believe there is also no benefit for residence of [address] to be able to park in surrounding streets. If there is no parking in my street, I do not want to park 4 streets over and walk home. I do believe it would be fair to say that most people would not want this.</p> <p>Additional issues faced by [address]</p> <ol style="list-style-type: none"> 1. Cars parking longer than 2 hours Everyday I see cars parking and leaving their cars for well over the 2 hour allocated period. Cars can be parked for days. In my experience, they only time I have seen these cars get tickets is when one of the residence calls to council to complain. 2. Cars parking across driveways As the street is extremely small, non residence try and squeeze their cars into the street when there is no room. They park over our driveways making it extremely difficult to get in and out of our driveway. So much so that sometimes I have to park on the street because I cannot safely turn into my driveway. 3. Cars parking to do grocery shopping and leaving shopping trolleys in the street There are continuously shopping trolleys left in the street from people parking in the street and doing their grocery shopping. It is always very sad to see that people are so rude and leave their trolleys on our front nature strip. As there is ample parking in the shopping complex, I do not believe people need to be parking in [address]. 4. New 13 story apartment complex with 12 Rounds Fitness Centre attached. In the first week of 12 Rounds opening the parking in the street is worse than ever and the non resident cars park across our driveways in an effort to 'fit.' <p>My suggestions</p> <ol style="list-style-type: none"> 1. Permit only parking I believe residence on [address] should have permit only parking. This does not include residence living in high rise apartments or lots with multiple townhouses on them. I believe the people who build these complexes should provide ample parking spaces for their residence and visitor parking. The people who build these complexes make millions of dollars doing so and it is their responsibility to ensure the parking is appropriate, not the residence of [address] who gain nothing from the building of these complexes. I have noticed that other councils have permit only parking in residential streets coming off main roads where there are strip shops. Permit only parking allows for residence to park outside their own homes in areas where non residence would otherwise take up all the parking. As most councils already do this successfully I believe that this would work in [address]. In addition there is ample parking for non residence at the station, on the main road, at the car parks behind the main set of strip shops and in the shopping complex for non residence. 2. Parking inspectors. Non of this works however if there are not parking inspectors ensuring that people do not park illegally. Since I have lived in [address], I often see cars parked for longer than 2 hours in a 2 hour zone, or in no standing and clearway areas (near the corner of [address]). I very rarely see tickets on these cars, which then reinforces to these drivers that they can get away with breaking the rules. I believe with consistent fines for those who break these rules, this would deter people from illegally parking and impacting on the congestion on the road. <p>Thank you for spending the time to read my concerns and suggestions and I hope you take them into consideration when you are developing your parking policy for the City of Glen Eira and in particular the parking in [address]. Kind regards, [name]</p>
4 Nov	<p>Re: <u>Glen Eira Draft Parking Policy</u></p> <p>The current parking arrangements and traffic flow in our street (where we have lived for 30 years) are very appropriate and do not require amendments as proposed in the draft policy.</p> <p>The key issues in the draft policy we object to include:</p> <ul style="list-style-type: none"> . Neighbourhood area parking - which enables non street locals to gain parking permit access, potentially affecting visiting family members; . Reducing visitor access to 100 days per year, which can negatively affect non-resident family members and potential regular support service visitors; . Requiring payment for visitor access from 51 to 100 days per year;

	<p>. Requiring payment for a second street permit. Residents in our street have off street parking, but this would potentially affect any larger families with resident children who have cars at home.</p> <p>We believe the proposed policy would potentially create extra congestion and reduce street safety, given that non street residents would be given additional access.</p> <p>[name]</p>
11 Oct	<p>Dear [name]</p> <p>We have 2 key objections to the Draft Parking Policy</p> <ol style="list-style-type: none"> 1. Re our ability to park near our home 2. Re how the policy affects seniors in the municipality <ol style="list-style-type: none"> 1. A. Parking near our home <p>For years it was impossible for us to park outside our house or even anywhere near it in the entire strip between Ripley Grove and Deven Street in Glen Eira Road. People parked their cars there from around 9.00am to 6.00pm and used it as an all day car park.</p> <p>All our calls to the Council fell on deaf ears until finally, from March this year Council monitored the parking situation outside our home and recognized that it was indeed impossible for us to park there. As a result, the area was designated a 2-hour zone and we were issued with 3 permits.</p> <p>After finally getting access to the parking spaces outside our house after so many years, under this new policy we will now have to compete with other zone permit holders. Even though these people live nowhere near our house, they will be able to occupy the space for however long they like and prevent us from parking there.</p> <p>Furthermore, one side of the road will be for all day parking, so that will further reduce the parking available to us. And if you declare outside of the road to be the all-day parking side then this will be untenable for us.</p> <p>I was attacked by a dog in the neighbourhood this year and this has left me with a permanent injury to my hand. I am unable to carry heavy bags for any distance so I have to park near my house.</p> <p>It is also unacceptable that people who do not pay rates have preference over ratepayers.</p> <p>There is a basic injustice here. Not every rate payer in Glen Eira has or needs a permit because they live on streets that are not in high demand for parking. Permits have been given to people like us in recognition that as rate payers we were at a disadvantage because non-rate payers could prevent us from parking near our house.</p> <p>Now you are reversing that stance by saying that if you have the disadvantage of living on streets where parking is in high demand, and if you want to have the same right to park near your home as other rate-payers in non-busy streets, then you will need to pay for it. We are being forced to pay, in addition to our rates, a penalty for living in certain residential streets in Glen Eira. This is a discriminatory plan as it penalizes some rate payers for living on certain streets.</p> <ol style="list-style-type: none"> 1.B. Additional Permit <p>Our drive is extremely narrow and allows entry/exit only on one side of the car. As seniors, this restricts our ability to use this area and we are reliant on an additional permit as was recognized when we were issued with 3 permits.</p>

	<p>1. Impact of policy on seniors</p> <p>Proximity to public transport is definitely not a good measure for permits for seniors. In particular, older people may have trouble walking the distance to a public transport stop. They may also fear falling on public transport and jostling in crowded conditions. They certainly cannot carry heavy bags of their food shopping some distance to their homes.</p> <p>There is not sufficient recognition in this draft plan of the ageing population in Glen Eira and the need to have this as a determining factor in formulating any transport policy. Seniors must have the right to park in the closest possible proximity to their homes. A policy that makes it more difficult for seniors to leave their homes would exacerbate their isolation. This is well documented to have negative effects on their wellbeing, health and longevity.</p> <p>Yes, you have allowed for some seniors parking spots in public places, and a carer permit, but the question remains as to whether there has been concerted comprehensive planning regarding the needs of seniors. The diminishing mobility and needs of seniors must be at the core of any new policy since they make up such a large sector of the Glen Eira community. Their ageing and safety must inform any transport decisions.</p> <p>The present Draft Parking Policy may only create hardships for them.</p> <p>Unfortunately we will not be in Melbourne on the dates that are available to attend the Council meetings regarding this Draft Policy but we would like to register our opposition regarding the points above. We would like to discuss these points at a future date.</p> <p>Regards, [name]</p>
10 Nov	<p>Dear [name]</p> <p>I support the proposed parking plans.</p> <p>[name] [address]</p>
17 Sep	<p>Dear [name]</p> <p>Thanks, and in response to your letter dated 10-Sept-2019, re Draft Parking Policy,</p> <p>I would like to make the following points, after reading the 87 pages of the Draft Parking Policy. With reference to section 8 Parking Permits. I must ask why I, and any other residents who pay taxes and rates, that hold parking permits will be charged for the right to park, a right that has been at no cost in the past and I know that it is stated that monies will be used for Myki Cards, but why should the permit holders be made to pay. And it is well known that the trains are full and the system cannot run any more trains. The same with the visitor permits why should we have to pay. Buses don't always go where people want to go, more buses going to more places would be of more help.</p> <p>Just because some one else has or is doing a thing dose not make it right it is just used as an excuse for doing it. Giving concession discounts is not the answer not charging is the answer</p> <p>What practical benefit will be gained to the permit holders if this is in place, very little to none and we will have to pay.</p> <p>This parking problem has been caused by a lack of good laws and regulations at all levels of government and if the council had the right planning laws and regulations in place it would go a long way to stop the problem from happening.</p> <p>Once again it's another example of to fix a problem charge them money or more money, it's the easiest thing to do, takes no effort, hits the least able to pay the most, so no one cares.</p>

	<p>Way do we have to go on line, not all people can us it. A simple one page question sheet would do to give feedback on your letter, on the back of the letter address page not much of a cost there. One last point I am of the understanding that the parking permits are for the use of a resident or visitor so way do I see it on a trader's vehicle parked in the area.</p> <p>In closing I am total against any charging for parking/visitor permits, there are better ways than this to fix the problem.</p> <p>Yours sincerely</p> <p>[name]</p>
30 Oct	<p>Dear [name]</p> <p>I refer to your letter dated 10 September 2019 advising of the opportunity to provide feedback on the draft Parking Policy. I wish to advise that we <u>object</u> to the proposals on the basis that they will reduce our amenity, access and enjoyment of our property for our family and visitors</p> <p>In our view the Council's draft proposal unfairly impacts residents for the following reasons:</p> <ol style="list-style-type: none"> 1. Forces us to pay extra for parking due to our location 2. Larger families with teenage children with more than 2 cars have to pay extra or park elsewhere 3. Impacts on Family and other visitors – which impacts our amenity and enjoyment <p>Yours sincerely, [name]</p>
4 Nov	<p>Re Glen Eira Draft Parking Policy</p> <p>To whom it may concern,</p> <p>Firstly, thank you for including residents in this policy process. Secondly, the current system seems to work well so I question why it needs to be replaced with something that seems, on reading to be complex, fiddly and to make things more difficult and inconvenient for residents. I would like to respond point by point. I have put some ideas in bold – apologies.</p> <ul style="list-style-type: none"> • This is not clear. Does this mean that residents without off street parking would have access to a total of three parking permits – two free and one visitor? This is the status quo which seems to work well. At present we can purchase a third resident permit for a fee – or could when I last enquired • Where residents have off street parking this should be utilised fully • The proposed visitor parking systems seems overly complex. How this would work needs to be fully explained and justified • A \$100 myki card seems generous but in reality is only 2 weeks of public transport fares. A yearly Myki would be more of an incentive • Having parking permits tied to residential addresses is fair. We live near the hospital and have hospital workers and visitors parking in our street to avoid the parking fees in the hospital. You do not make it clear whether people in high rise developments where residents are allocated one car space when in reality each apartment probably has two cars, are included in this policy. If they are, then untied parking permits would see an overflow of long-term parking into more traditional neighbouring residential streets. Your planning department needs to find a solution to this problem of increased need for parking for residents of multistory apartment

	<p>blocks without disadvantaging existing neighbourhoods more than they already are. My car parking is not frustrating at present but will become so if this policy is enacted. There are 29 apartments right behind us and it would be very convenient for residents of this building to park their excess cars in our already crowded street, and not at all convenient for resident of Murray St.</p> <ul style="list-style-type: none"> • Temporary permits for carers and events are sensible <p>The situation with parking and traffic in general in certain parts of Glen Eira is getting worse on a daily basis. Higher density development near public transport is supposed to improve things but this does not seem to be the case.</p> <p>Thank you for taking my response into consideration [name]</p>
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Feedback forms from drop ins and pop ups

Feedback from drop in session 28 October - Comments left on large sheets	
	<ul style="list-style-type: none"> • The issue of reduced road space with cars parked on each side of suburban streets • The biggest challenge to the community is high density housing not providing supportive parking for the residence. Therefore, creating overcrowded streets. I think the Myki idea is good but realistically 1 years free transport per residence would encourage people to not have cars. • Need both areas based and street-by-street permits • Older properties, those not built or subdivided in the past 10 years should have 3 permits. I think St Kilda does this. • One man's busy is another mans' slow. I think a clearer definition/map of busy roads should be provided • Do you engage via social media eg. Facebook? If I was not directed here via offspring's research I would not know of this • Parking restriction lines on the road to be a prescribed distance from driveways irrespective of the number of car parking provisions being catered for. i.e. two or three
Feedback forms from drop in and pop ups	
24 Oct	<ul style="list-style-type: none"> • Required to consider sustainability when looking into draft Parking policy • Need less cars on the road • Need to have integrated transport approach and need to act on quickly not until 2032 • Feedback: Need to monitor patterns and provide solutions. Consider travel behavior and approaches, how to change people to use sustainable transport.
27 Oct	<ul style="list-style-type: none"> • Parking policy is too long. Need a summary • Please look into Mackie Road • Require reliable bus services as well in order to make changes to parking • Limit the high density developments in local roads
28 Oct	<ul style="list-style-type: none"> • No parking policy • Encourage cars, discourage bikes • Doesn't believe in climate change. So no need bikes • Need more public transport (efficient) • Too many developments in Glen Eira. Reduce it.
24 Oct	<ul style="list-style-type: none"> • Why need parking restrictions? Property has only one space for car park. Charging for permits is a concern, also about the visitor permit scheme. There are regular functions in our home • Currently, our street has 2P on one side and permit zone on the other side. Currently, the restriction sin our street not other streets. Therefore required to think about the neighbourhood approach. By reducing the available permits for residents we won't be able to park the extra 1 car

24 Oct	<ul style="list-style-type: none"> • Can parking zones around stations be made smaller to limit people driving from one end to park closer to the station • Can permits be flexible? • 41 Elizabeth [st, Elsternwick] corner property. Can parking restrictions be extended to 'permit zone' • Otherwise I really think this is a good idea
24 Oct	<ul style="list-style-type: none"> • Parking restrictions to be implemented behind the bowling club (commercial properties). Require to look in Neighbourhood plan approach.
27 Oct	<ul style="list-style-type: none"> • Prince Edward Avenue – very busy street. Restrictions in the street, not surrounding streets • Off McKinnon Station • Have large house, lots of cars – use driveway but also have other cars that need to park on street • Everyone else have caused the problem – resident have to pay for it • Any new subdivided property – not eligible for a permit – happy with that • Should be parking metres on the other side of the street – charge people for the demand – could be charging in activity centres
24 Oct	<ul style="list-style-type: none"> • Minimal amount of open space of any council area • Lots of community members not happy about overdevelopment in the area – what is Council doing? • Longstanding resident of 35 years – does not like the direction of change • Development at the moment, Council just rolling over • The Elsternwick Plan went through some years ago, the fact that its not policy is very disappointing • Groundswell of opposition against and a view that Council is seeking rent • Woolworths have divided the community – Council aware of it, knows the corporation is manipulating people
24 Oct	<ul style="list-style-type: none"> • Good idea to look at a neighbourhood approach, taking into account what is occurring in a local area and good to have it on a wider basis • What is Council's policy around no. of parking places in a new build – different requirements, based on size, no. of bedrooms • Draft Parking Policy commits to look at where we can add more parking spots if any is lost...happy with that • Happy with [direction that] any street that directly abuts a train line would be unrestricted so that people can find a park • Would like Council to advocate for more frequency of [public transport] services
28 Oct	<ul style="list-style-type: none"> • Narrow street • Lot of parking • School traffic and people for the synagogue parking for longer period • Need parking restriction sin our street, please consider installing parking restrictions (preferred time restrictions)
28 Oct	<ul style="list-style-type: none"> • People from outside Glen Eira parking on our streets • Consider installing 'permit zone' 24/hrs/7 • Students also parking in our streets • LATM treatments in the road network in the vicinity of Darby Cres
28 Oct	<ul style="list-style-type: none"> • Traffic at Booran and Neerim • Parking permits • Misuse of parking permits/wrong streets • Stream under railway • Relieve traffic grid system like Glen Huntly tram depot • Traffic visibility leading to accidents • Transferrable permits

	<ul style="list-style-type: none"> • Humps in inner streets • Not enough room
28 Oct	<ul style="list-style-type: none"> • Concerns over losing parking outside house • Timeframe concerns • Bike lane corridors • Bike spaces • Nicer walks/active transport • On board with taking away car reliance but needs an alternative like public transport and car sharing • Unattractive developments • Grange rd, no bus up to city • Dummy lanes Grange and Booran
28 Oct	<ul style="list-style-type: none"> • Senior parking • Redevelop Koornang Park (take away parking?) • Mess car parks/driving • Market parking
28 Oct	<ul style="list-style-type: none"> • Concerns over parking permits • High rise development – more pressure to provide parking
28 Oct	<ul style="list-style-type: none"> • Proximity to public transport does not determine ability to use public transport • Parking with low developments • Concerns over tree displacements and opportunities for drop pavements • Reducing amenity of own property • Are there hot spots [that could be targeted, instead of a whole-of-council blanket approach?] • Pace of development, can't carry on • More public car parks • Need data to be that specific • Proposal doesn't seem coherent • Removed ability to use own property
28 Oct	<ul style="list-style-type: none"> • Not enough notice • Not enough info to workers in community • Duty of care for all residents
28 Oct	<ul style="list-style-type: none"> • Concerns about paying for 3rd permit • Wondering if revenue raiser • Prefers/uses public transport • \$100.00 not enough [for a myki incentive] • Concerns about less public transport • Lot of people don't have choice • Can't park own car in own area • Higher incentives • Attempt to close service gaps in public transport areas • Businesses should be encouraged to get involved

Phone call log

Feedback:	Themes	Number of calls on this theme
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Resident concerned as the letter was sent with the details of a previous resident. Has already raised this issue with Council and keeps receiving letters with the wrong name. Does not agree with the way the information is presented in the letter, it should be easier to understand. Does not agree to restricting the number of permits, residents should be able to park in front of their houses freely. Council needs to make sure to not increase administration fees and times with the new parking policy.	Parking permits	1
I have more cars for my property then what the draft policy will allow me for permits. I.e. I have 3 adult children and my husband and I each have a car - 5 cars in total. We park 2 off street but will only get 2 permits. What do we do?	Parking Permits - Numbers	6
We try do the right thing and park our car off street - the flexible variable permit allows us to do this by shuffling our cars around depending on who is home and who needs to leave first. Moving to a fixed permit will prevent us from doing this. Can this be reconsidered?	Variable Vs Fixed Parking Permits	7
A number of callers have loved the \$100 Myki idea	Myki	5
Elimination of Visitor permits and replacing them with 100 single use vouchers is concerning. The number of vouchers is low. Liked the flexibility and ease of a visitors permit.	Visitor Parking Permits	4
happy with the way thing currently are. please don't change anything re - new draft parking policy. Process of implementation of the strategy needs to be comprehensive and consider the current needs of local residents.	Entire Policy	3
Council should not charge for parking permits. The number of permits and cost of permits should directly correlate to the cost of rates. I.e. If you pay higher rates, you should get additional permits and the cost should be lowered based on a scale depending on how much you pay in rates, with the higher the rates the lower the cost of parking should be. This should reflect that people living in an apartment may only need 2 cars while someone living in a bigger house may need more cars due to more people living in the house.	Charging for Parking Permits	9
Liked the hockey sticks and limiting permits to apartments.	hockey sticks	1
Supportive of additional parking restrictions around 400m of trains stations (restriction on both sides of the street)	Restrictions 400m around trains stations	1
Supportive of no weekend restrictions	Weekend Restrictions	1