



# PARKING PERMITS

## A NEW DRAFT PARKING POLICY FOR GLEN EIRA

We have developed a draft Parking Policy which will set out a new approach to managing parking in our City. Balancing the needs of car owners and drivers with striving to ensure our public spaces are people-friendly and benefit the wider community is tricky. The new Parking Policy seeks a fair and reasonable approach to this, with key changes to permits, providing parking for those that need it most and the way we engage with you on parking.

A series of summary sheets has been developed to outline the key proposals of the draft Parking Policy.

- Engaging with residents on parking
- Parking in our busy centres
- Parking on our busy roads (transport corridors)
- Parking in our neighbourhoods
- **Parking permits** ←
- Parking for people with particular needs

THIS  
SUMMARY  
SHEET

This paper provides a summary of the draft Parking Policy as it relates to parking permits. To see the detail and full scope of what is proposed, see section 8 of the draft Policy.

## CHANGES TO THE NUMBER OF PERMITS, WHERE YOU CAN USE YOUR PERMIT AND AN INCENTIVE FOR THOSE WHO DON'T NEED A PERMIT

The draft Parking Policy proposes the following changes to permits:

1. You can use your permit within a zone instead of a single street.

2. Depending on how close you live to public transport will determine how many permits you can get.

3. If you have no parking on your property, you can get an additional permit for free.

4. \$100 Myki card incentive for those who don't take up the offer of a permit.

5. New types of permits for groups, carers or if you have a unique circumstance.

6. Changes to visitor and tradespersons permits

Please refer to the following pages for further information on how parking permits are changing.

## SUMMARY SHEET

### 1. YOU CAN USE YOUR PERMIT WITHIN A ZONE INSTEAD OF A SINGLE STREET.

A new zone-based approach, which will enable a permit holder to access parking in more than one street. Each parking permit zone will be identifiable by a corresponding number placed on each parking sign.

### 2. DEPENDING ON HOW CLOSE YOU LIVE TO PUBLIC TRANSPORT WILL DETERMINE HOW MANY PERMITS YOU CAN GET.

The number of permits a household would be eligible to access would depend on the household location's access to public transport (known as *Integrated Transport Strategy* precincts, see appendix I to this summary sheet), with the number based on average car ownership across the different precincts in Glen Eira, as below:

Precinct	Tram and Train	Train only	Tram only	Bus
Permits available	2	2	2	3

Permits would be priced, as below:

	1st permit	2nd permit	3rd permit	4th permit
Residential	Free	\$100	\$150	N/A*
Residential – pensioner concession	Free	\$50	\$75	N/A*

### 3. IF YOU HAVE NO PARKING ON YOUR PROPERTY, YOU CAN GET AN ADDITIONAL PERMIT FOR FREE.

Off-street parking availability is determined by the existence of a driveway crossover. Households with no off-street parking spaces available will be eligible for an additional residential permit at no cost. \*This means that if you live in the 'bus' area of Glen Eira, and are eligible for three permits, but have no off-street parking, then you are eligible for an additional permit, for free.

### 4. \$100 MYKI CARD INCENTIVE FOR THOSE WHO DON'T TAKE UP THE OFFER OF A PERMIT.

Council would offer an incentive of a \$100 Myki card to households eligible for parking permits, who choose to forego parking permits. This scheme would operate on a cost neutral basis, with revenue from permits used to fund the incentive.

## 5. NEW TYPES OF PERMITS FOR GROUPS, CARERS AND IF YOU HAVE A UNIQUE CIRCUMSTANCE.

Consistent with current arrangements, permits would only be available for residential properties and occupants. However, the draft Policy proposes that new residential developments for which construction commences on or after the date of the adoption of the policy, where the number of dwellings on the site is increased more than one, would be excluded from accessing permits.

- **Group parking permits:** a temporary residential permit, which would cover two days and one night and confer the same privileges as a visitor parking permit. A maximum of 10 Group Parking Permits would be able to be issued to a property at any one time, while a maximum of five applications would be able to be made per calendar year. These permits would attract a fee of \$2 per permit (\$1 for pensioner concession).
- **Carers' permits:** available to eligible residents for use by a carer providing in-home care. The permit would be transferable between vehicles and would be issued to the resident rather than the carer to enable the resident to receive care from multiple providers. These permits would be free.
- **Special case compassionate permits (unique circumstance):** available to those experiencing unique circumstances, at Council's discretion. These permits would be free.

## 6. CHANGES TO VISITOR AND TRADESPERSONS PERMITS

### Visitor permits

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.

### Tradesperson permits

These permits would be available for nominated streets to provide workers access to on-street parking in the vicinity of a location at which they are working. Conditions for these permits would include:

1. For building sites in residential areas, a maximum of four permits would be available for a maximum period of 90 days, at a cost of \$25 a day.
2. For emergency repairs at building sites or maintenance in commercial areas, a maximum of two permits would be available for a maximum period of three days at a cost of \$100 per day.

## HAVE YOUR SAY

For further information and to read the full draft Parking Policy, visit [www.gleneira.vic.gov.au/keeping-glen-eira-moving](http://www.gleneira.vic.gov.au/keeping-glen-eira-moving)

## WANT TO KNOW MORE?

### WHAT ARE THE CURRENT ARRANGEMENTS FOR PARKING PERMITS?

Parking restrictions in local streets are generally applied in areas of high competition, where on-street parking is challenging for residents to find within reasonable distance of their home.

Residential properties within restricted zones are eligible for a maximum of three permits per household (any combination of residential and visitor permits) at no cost, plus additional permits for a fee (currently \$112) at Council's discretion. The current system reserves Council's right to levy a fee for permits depending on circumstances.

Permits are issued per street, and only for residential streets. People living in commercial areas may be able to access permits for a nearby residential street. Typically, in streets with restrictions, one side of the road is time limited, while the other is unrestricted.

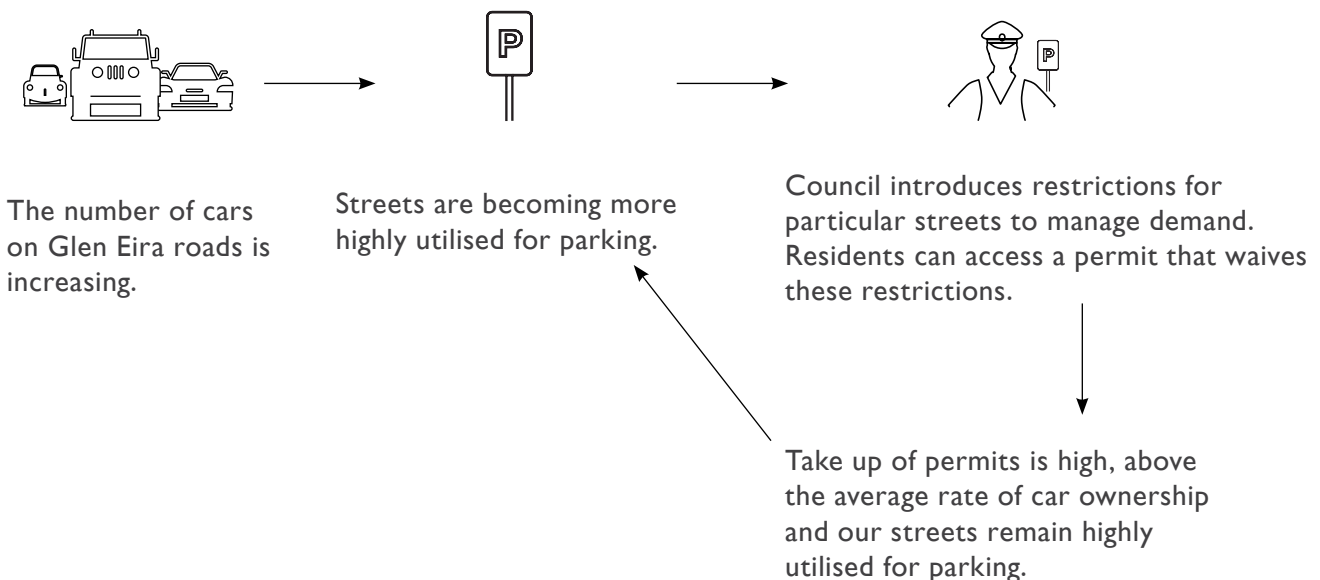
Under Council's tradesperson parking scheme, a maximum of four permits per building site can be issued for a maximum of 90 days. Two permits, for a maximum of three days, are available for emergency repairs and maintenance in commercial areas.

### WHY IS THERE A NEED FOR CHANGE?

Parking permits are important for those with properties along time-restricted streets. They help to ensure that parking demand doesn't unduly displace those who need space to park on-street near their homes, and they help Council prioritise availability for those with the highest need; our residents.

While acknowledging this importance, we are also obligated to provide permits carefully and responsibly. Wide and free availability of permits supports ongoing residential parking on-street, including in circumstances where off-street parking, such as driveways, is available.

Council's difficult task is to achieve a balance, to be fair to both current and future residents, as well as workers and visitors to Glen Eira. This challenge is outlined in the diagram below.



## WHAT WOULD BE THE IMPLICATIONS AND BENEFITS OF THE NEW APPROACH?

The draft Parking Policy's intention is to improve fairness and balance and make some decisions that will pay off for the community in the future.

While the proposal to introduce a fee for a second permits represents a change, it is one that many local governments across Greater Melbourne have adopted for good reason. A fee sends a price signal, that we value street space as scarce and limited. It encourages residents to use off-street parking where this is available, freeing up the street for others. In our case, the revenue raised in Glen Eira would go toward encouraging people to take up public transport. This has wide benefits for the whole community.

The proposed changes to the number of permits a household would be eligible for is also designed to encourage people to consider using alternative transport modes, but also to utilise off-street private space where available. Households living in areas with less access to public transport, and households without access to off-street parking will be supported with greater eligibility for permits.

Public and active transport is not for everyone and the draft Policy recognises that for some community members, special arrangements are required. The draft Policy is proposing new categories of permits to provide for these special circumstances.

We also want to make life easier for permit holders (and for the wider community) by moving away from a street-by-street approach and towards a zoned approach. That is, permits would be able to be used in a neighbourhood, instead of just a street. This will help to tackle concentration of car parking in particular streets, and respond to the frustrations of residents who have a permit but still find difficulties in parking.

## QUESTIONS?

We have developed answers to some key questions you may have on this topic. Visit: [www.haveyoursaygleneira.com.au/keeping-glen-eira-moving](http://www.haveyoursaygleneira.com.au/keeping-glen-eira-moving)



Appendix I - map of public transport access in Glen Eira

