



10.1 **MOVE, CONNECT, LIVE - PARKING MANAGEMENT POLICY:
OUTCOMES OF ENGAGEMENT AND ADOPTION OF POLICY**

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PRECINCT**

1. PURPOSE

- 1.1 To present the Parking Management Policy (the Policy) for endorsement following a period of extensive community engagement.

2. EXECUTIVE SUMMARY

- 2.1 Transport and parking is a transformational priority in the Council Plan 2017-27, Direction 2: We are connected and it's easy to move around.
- 2.2 The city's population is expected to increase by 41 per cent between 2018 and 2036 (Victoria in Future, DEWLP). Council is committed to making it easy for our community to move around and connect with people and places in a way that suits them as our city grows.
- 2.3 Developing new policies for paid and time-controlled parking, and on-street permits is identified as a priority in the Council Plan 2017-27 and Council's Move, Connect, Live: Integrated Transport Strategy 2018-28 (the Strategy). The Strategy includes a 10-year program of actions for Council, its external partners, and the community to work together to create a well-connected city for the future to make it easy for people to move around and get to places in a way that suits them as the city grows.
- 2.4 The Policy will deliver two high priority actions identified in the Strategy:
 - Action 30 – Develop and implement a new Parking Permit Policy
 - Action 31 – Develop and implement a new Parking Controls Policy (paid and time-controlled).
- 2.5 The purpose of the Parking Management Policy (the Policy) is to provide a foundation for ongoing management of on-street and Council-managed off-street car spaces in a fair and equitable manner that optimises parking availability for residents, workers and visitors.
- 2.6 At the Ordinary Council meeting of 2 October 2019, Council endorsed the release of the draft Policy for community engagement for a period of five weeks.
- 2.7 The findings from community engagement conducted on the draft Policy is included in **Attachment 1**.
- 2.8 Community feedback captured through the engagement activities has been addressed through the following changes to the draft Policy, updated Frequently Asked Questions (FAQs) on Council's Have Your Say webpage, fact sheets and internal procedures, as detailed in **Attachment 2**.



- 2.9 The updated Policy, with 14 changes made after consideration of the community engagement feedback, is included in **Attachment 3**. The key changes include:
- more clarity on residential parking areas and how permits work on the boundaries of these areas.
 - a maximum number of single-use Foreshore and Visitor Parking Vouchers that can be purchased by eligible households every two months.
 - introducing a Temporary Parking Permit to provide a flexible option for occasional short-term parking needs with a daily fee that reflects the value of the space.
 - discount permits and vouchers for concession card holders. The text has been revised to better reflect Council's support to residents experiencing disadvantage, by providing the first permit free, and subsequent permits or booklets of vouchers discounted by 50%.
 - more clarity on how driveways are considered in calculating the maximum number limit of Resident Parking Permits for households and reasoning for not including rear laneway access in this calculation.
 - introducing a permit eligibility review provision, as residents are entitled to request a review if they are experiencing exceptional circumstances as detailed in the Policy.
 - retaining all-day paid parking rates in response to feedback from local businesses and workers around demand responsive time controls and pricing to manage car parking availability.
 - removing reserved parking permit type as no longer required.
 - better clarification of Policy terms, definitions and wording.
- 2.10 Investigations are currently underway with the aim to implement single-use, short-term, visitor parking voucher e-permits, by 1 July 2021, pending changes to the Road Safety Road Rules 2017 to enable e-permits. The current regulation requires a driver's vehicle to display a current permit that permits the vehicle to stop in the zone. E-permits will minimise paper use, improve the customer experience and assist in preventing fraud and misuse of vouchers.
- 2.11 All other sections of the Policy remain unchanged, reflecting majority support through the on-line survey conducted as part of the community engagement on the draft Policy.



3. RECOMMENDATION

That Council:

- 3.1 Endorses the Parking Management Policy after consideration of community feedback.
- 3.2 Delegates the Chief Executive Officer (or delegate) to make editorial and formatting changes to the Parking Management Policy that do not materially alter the intent of the Policy.
- 3.3 Thanks, the community for participating in the community engagement activities and their significant feedback regarding the draft Parking Management Policy.
- 3.4 Notes that endorsing the Parking Management Policy will supersede Council's current *Parking Permit Policy* effective from 1 July 2021.
- 3.5 Notes that funding for the implementation of the endorsed Parking Management Policy will be considered through Council's 2020/21 Budget process.
- 3.6 Advocates to the Victorian Government for a change to the *Road Safety Road Rules 2017* to permit use of paperless electronic parking permits. The current regulation requires a driver's vehicle to display a current permit issued by the responsible authority that permits the vehicle to stop in the zone.

4. KEY POINTS/ISSUES

Background

- 4.1 Council is committed to making it easy for our community to move around and connect with people and places in a way that suits them as our city grows.
- 4.2 The city's population is expected to increase by 41 per cent between 2018 and 2036 (Victoria in Future, DEWLP). Council officers will continue to work with the community and other level of government to find ways that enable more people to move around our city and to improve access to available parking spaces more often.
- 4.3 Outcome 4 in the Strategy "Our community understands that parking is a limited and shared resource and works with Council to ensure fairest access" seeks to improve parking management and increase fairness in parking while also supporting the liveability and economic vitality of the city.
- 4.4 Council currently manages approximately 53,000 on-street carparking spaces across the municipality, as well as 4,000 spaces in Council-managed off-street carparks. There are limited opportunities to increase the availability of parking spaces. It is important Council prioritises the use of available kerb space to generate the greatest overall community benefit.
- 4.5 With the expected population increase of 41 per cent between 2018 and 2036 (Victoria in Future) from 118,200 to 159,450 residents, we need to review parking occupancy and improve access for our residents and businesses. We need to find ways that enable more people to use the available spaces more often.
- 4.6 Council's current Parking Permit Policy was adopted in November 2000 and has not been updated since June 2001. The policy is not sustainable as it will not meet the needs of the community with the expected population increase within the municipality.



At present, in many locations, there are significantly more permits issued than there are available spaces.

- 4.7 Current management of parking controls reflects a range of historical and practical responses over time, with Council recognising a consistent policy-led approach is needed.
- 4.8 Critical to achieving improved parking management is the development of a new Policy for parking permits and parking controls (paid and time-controlled parking).
- 4.9 On 6 March 2019, at the Ordinary Council Meeting, Council resolved to endorse the community and stakeholder approach for developing the draft Parking Management Policy.
- 4.10 On 2 October 2019, at the Ordinary Council Meeting, Council resolved to endorse the Draft Parking Management Policy for community engagement.

Policy objectives

- 4.11 The key objectives of the draft Policy are to:
 - address the City's existing and future growth and transport challenges
 - provide fairer and more reliable access to parking in all locations and at all times.

Policy scope

- 4.12 The following aspects are within the scope of the draft Policy:
 - all Council-managed on-street parking spaces, irrespective of whether they are signed, line-marked, regulated or not
 - all Council-managed off-street parking spaces
 - all Council-issued parking permits
 - all parking signage on-street and in Council-managed off-street car parks.
- 4.13 The three key principles that have guided the development of the draft Policy are:
 - fairer – creating a fairer way to manage parking, prioritising residents in residential areas and business visitors and other high value users in major activity centres.
 - reliable – allowing as many people as possible to have reliable access to carparking when they need it.
 - flexible – providing eligible households with more flexible options by enabling them to apply to purchase the number of permits they require rather than being locked into annual permits.

Stages of Policy development

- 4.14 Development of the Policy has involved two stages:
 - 4.14.1 *Stage 1 – Policy Development* (completed) comprised data collection and benchmarking against other Councils, development and assessment of options and community engagement.



- 4.14.2 This Council Report represents the end of *Stage 2 – Testing and Refinement*, which involved testing the draft Policy with the community and key stakeholders.

Engagement on the draft Policy with both the community and other external stakeholders was conducted 7 October to 10 November 2019. Further information on the community engagement activities is included in section five of this report, with more detail included in the community engagement report, included as **Attachment 1**.

Overview of key issues raised by community

- 4.15 The feedback and requests from engagement activities have resulted in proposed changes to the draft Policy, or have been addressed through updated Frequently Asked Questions on Council's Have Your Say page as detailed in **Attachment 2**. The key points are listed below:
- 4.16 Residential Parking Areas
- 4.16.1 62% of those who participated in the survey support the proposal to implement residential parking areas.
- 4.16.2 Suggestions from the submissions include:
- making the residential parking areas smaller (no further information)
 - ensuring accessible parking spaces are available near homes
 - making it clear where the residents who live on the boundary of a residential parking area can park.
- 4.17 Maximum number of resident parking permits for households with and without off-street parking:
- 4.17.1 61% of those who participated in the survey support the proposal to reduce Resident Parking Permit entitlements.
- 4.17.2 Key feedback from the submissions include:
- providing a long lead time for implementation to enable adult children to move or other arrangements to be made for vehicles and parking
 - 'grandfathering' current resident parking permit conditions until property is sold
 - clarifying the 'exceptional circumstances' for the review of permit eligibility
 - clearly defining the requirements for cross-overs and usable off-street parking
 - reviewing the viability of off-street parking before reducing the number of resident parking permits
 - detailing why rear-access laneways are excluded from this policy setting.
- 4.18 Tiered pricing for resident parking permits:



- 4.18.1 61% of those who participated in the survey support the proposed tiered pricing structure.
- 4.18.2 Key feedback from the submissions include:
- providing the first resident parking permit for free
 - providing discounts or free resident parking permits for concession cardholders.
- 4.19 Single-use, short-term visitor parking vouchers:
- 4.19.1 60% of those who participated in the survey support the proposed Visitor Parking Voucher system.
- 4.19.2 Based on community feedback, the Policy has been updated to include additional conditions to limit the number of Visitor Parking Vouchers in circulation. This approach is consistent with the City of Melbourne.
- 4.19.3 Investigations are currently underway with the aim to implement single-use, short-term, visitor parking voucher e-permits, by 1 July 2021, pending changes to the wording of the Road Safety Road Rules 2017 to enable e-permits. Introduction of e-permits will minimise paper use and waste, improve the customer experience and assist in preventing fraud and misuse of vouchers.
- 4.20 Single-use, short-term Foreshore Parking Vouchers:
- 4.20.1 59% of those who participated in the survey support the proposed Foreshore Parking Voucher system.
- 4.20.2 Based on community feedback, the Policy has been updated to include additional conditions to limit the number of parking vouchers in circulation.
- 4.20.3 Key feedback from the submissions include:
- considering older people and making it simpler for them.
 - ensuring the vouchers are valid for at least 12 months from the date of purchase.
- 4.21 Demand responsive time controls and pricing to manage car parking availability:
- 4.21.1 53% of those who participated in the survey support the proposed demand-based approach to determine parking controls and pricing.
- 4.21.2 The Policy has been updated with further clarity provided regarding how the fees and time controls will be determined and implemented to address perceptions relating to the intent of on-street paid parking.
- 4.22 Reserved Parking Permits:
- 4.22.1 Engagement identified the following issues regarding the proposed Reserved Parking Permit:



- Charging \$120 for the first parking bay is very high and greater than the value of a parking infringement.
- Managing and reserving parking bays would significantly impact Council resources.

4.22.2 Given this feedback, Reserved Parking Permits have been removed from the Policy and replaced with Temporary Parking Permits. Eligibility has been extended to encompass use for tradespersons, furniture removalists and other short-term parking needs. The fee has been adjusted to \$60 per day for each permit to reflect the value of the public space used for parking.

Changes made to the Policy in response to community feedback

4.23 The Parking Management Policy has been updated in response to community feedback on the draft Policy, included at **Attachment 3**. It includes the following specific 14 changes made to the draft Policy in response to feedback received through the community engagement process (listed in numerical order):

4.23.1 *Section 1.7 Glossary of General Terms* – the definition of private vehicles has been updated as follows:

Private vehicles – Any vehicle that is not: a truck, trailer, bus, coach, towable caravan; a vehicle over 7.5m in length; or a vehicle with a Gross Vehicle Mass (GVM) greater than 4.5 tonnes.

4.23.2 Reference to 'Disabled Persons Parking Permit' has been amended to 'Disability Parking Permit' throughout the Policy document to align to best practice.

4.23.3 *Section 2.3 Demand Responsive Pricing* – proposal to remove all day paid parking rates has been removed. This is in response to feedback from businesses and local workers during engagement and potential impact on staff parking for local employees.

4.23.4 *Section 2.4.1 Residential Parking Areas* – this section has been amended to clarify how residential parking areas will work in relation to boundaries.

- *There are 35 areas as outlined in Figure 3 below, with each based on reasonable walking distance (400m) from a resident's property to their car as well as adjacent land uses. Where streets form the boundary of a residential parking area, permit holders will be permitted to park on both sides of the street as long as they are still within the City of Port Phillip and not in a neighbouring municipality. Parking signs will indicate which permit holders from which residential parking area can park on that street.*



In this example, parking permit holders who live on the north side of Armstrong Street can park anywhere within Residential Parking Area 24 and on both sides of Armstrong Street. Parking permit holders who live on the south side of Armstrong Street can park anywhere within Residential Parking Area 23 and on both sides of Armstrong Street. This will be indicated by the parking signs in each street.

4.23.5 *Figure 3: Residential Parking Area* has been updated to include missing parking area numbers.

4.23.6 *Section 2.4.2, Table 5: Parking Permit Types and Definitions* – the definition for Foreshore Parking Vouchers has been amended to limit the number of parking vouchers that can be purchased across the months of the year as a safeguard against misuse.

Households will be able to purchase a maximum of 60 foreshore parking vouchers every two months up to a maximum of 360 vouchers per year from the date of purchase.

Investigations are currently underway with the aim to implement single-use, short-term, visitor parking voucher e-permits, by 1 July 2021, pending changes to the Road Safety Road Rules 2017. The current regulation requires a driver's vehicle to display a current permit that permits the vehicle to stop in the zone. E-permits will minimise paper use, improve the customer experience and assist in preventing fraud and misuse of vouchers.

4.23.7 *Section 2.4.2, Table 5: Parking Permit Types and Definitions* – in line with the Foreshore Parking Voucher system, the definition for Visitor Parking Vouchers has been updated to limit the number of parking vouchers that can be purchased across the months of the year as a safeguard against misuse.



Eligible households will be able to purchase a maximum of 60 visitor parking vouchers every two months up to a maximum of 360 vouchers per year from the date of purchase.

Investigations are currently underway with the aim to implement single-use, short-term, visitor parking voucher e-permits, by 1 July 2021, pending changes to the Road Safety Road Rules 2017. The current regulation requires a driver's vehicle to display a current permit that permits the vehicle to stop in the zone. E-permits will minimise paper use, improve the customer experience and assist in preventing fraud and misuse of vouchers.

- 4.23.8 In the engagement activities, the community feedback included offering a flexible parking permit to address occasional, short term needs for parking. A Temporary Parking Permit has been introduced and defined as follows:

Section 2.4.2, Table 5: Parking Permit Types and Definitions.

Temporary Parking Permit definition - A temporary parking permit allows people or organisations to park in specified areas for a short-term period for:

- *publicity events*
- *filming*
- *commercial or residential relocation*
- *tradespersons*
- *goods and material deliveries*
- *short-term relocation (up to three (3) days maximum).*

Vehicles displaying a temporary parking permit may be exempt from time restrictions (green signs), paid parking areas and permit zones.

Vehicles displaying a temporary parking permit are not exempt from clearways, no stopping areas and other red parking signs and statutory regulations.

Car spaces will not be reserved for temporary parking permit holders.

- 4.23.9 Reference to *Reserved Parking Permit* has been replaced by *Temporary Parking Permit* throughout the Policy document.

- 4.23.10 *Section 2.4.3 Parking Permit Provisions* – important explanation added to provide the rationale for excluding rear access laneways in calculating the maximum entitlement for resident parking permits.

Important Note:

Rear access laneways are not included as criteria when calculating the maximum number of Resident Parking Permits eligible households can apply for. The basis of this is that the presence of rear laneway access to a property does not reduce the available supply of on-street parking.



In cases where residents cannot use their off-street parking spaces due to size restrictions or because the space has been converted for other uses, residents can request or pay for Council to remove the driveway to replace it with increased on-street parking space. Once removed, this change can be factored into calculating the maximum Resident Parking Permit entitlement.

4.23.11 *Section 2.4.4, Table 8: Parking Permit Pricing* – the daily fee for each Temporary Parking Permit has been changed from \$120 to \$60. The adjusted fee reflects the value of the limited space for parking within the municipality.

4.23.12 *Section 2.4.5 Concession Cardholder Discount* – text revised to more clearly reflect Council’s support to residents experiencing disadvantage, by providing the first permit free and subsequent permits or booklets of vouchers discounted by 50%.

The following concession cardholders are entitled to receive their first annual Resident Parking Permit or 360 Visitor Parking Vouchers or 360 Foreshore Parking Vouchers free of charge with subsequent permits charged at half price.

4.23.13 *Section 2.4.8 Permit Eligibility Review* – section to clarify the exceptional circumstances.

New Section – Permit Eligibility Review

Residents are entitled to request a review of their Resident Parking Permit application if they meet the following exceptional circumstances:

- *demonstrated personal or family disability or hardship*
- *demonstrated temporary loss of access to onsite parking due to public works or essential decommissioning of onsite parking; or*
- *demonstrated irregularities in the application of eligibility requirements of this Policy.*

Any resident wishing to have their application for exceptional circumstances reviewed may make a request in writing to the City of Port Phillip Manager Safety and Amenity and clearly state the reasons why the decision should be reviewed.

5. CONSULTATION AND STAKEHOLDERS

5.1 Engagement activities for the draft Parking Management Policy took place over a period of five weeks from 7 October to 10 November 2019.

5.2 The community was given the opportunity to provide feedback on the Policy online via *Have Your Say*, directly to Council officers via email, and in person at any of four workshops. Officers also met with the Fitzroy Street Business Association, and Multicultural Forum, to discuss the draft Policy, the intent of relevant policy settings, and to capture feedback.

5.3 The following activities were undertaken to promote the draft Policy and obtain community feedback:

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- notification in Divercity – delivered to 63,000 households within the municipality
- advertisement in the Leader newspaper – total reach of 77,000
- email blasts to:
 - approximately 700 recipients who subscribed via *Have Your Say*, the online survey and at workshops
 - over 7,500 organisations including businesses, sporting and recreation clubs, community centres, schools, child care centres, community groups, neighbouring Councils and relevant government bodies
 - approximately 500 additional businesses via two Placemaking e-newsletters
 - distribution of 4,000 flyers to cafes, businesses and surrounding areas across nine shopping strips, in addition to flyers and posters being placed in community centres, town halls and Council libraries
- face-to-face promotions and 118 hours of intercept surveying
- social media promotion through Facebook, Twitter and LinkedIn with 2,147 people reached and 292 engaged.

5.4 There was a high level of engagement, with Council receiving the following levels of participation at the workshops and online:

Engagement Activity	Number of Responses and Participants
Online survey responses via <i>Have Your Say</i> and 118 hours of face-to-face intercept surveys	681 completed surveys
Workshops	
1. Resident Workshop (22 October) – Middle Park	5 attendees
2. Business Workshop (24 October) – St Kilda	3 attendees
3. Resident Workshop (30 October) – Port Melbourne	19 attendees
4. Resident Workshop (30 October) – St Kilda	5 attendees

- 5.5 A report that summarises and analyses the community feedback received through the engagement period is included as **Attachment 1**.
- 5.6 Community and stakeholder engagement on the draft Policy was complemented by two all-staff drop-in sessions to receive feedback.
- 5.7 There has been significant previous engagement with the community regarding parking management as part of developing the Council Plan 2017-27 in late 2016 and more recently in 2017 and 2018 as part of developing the Strategy. A number of comprehensive and targeted community engagement activities were completed to inform the draft Policy, outlined below:
- Neighbourhood Level Engagement – March 2019
 - Community Engagement (Qualitative Research) – June 2019



- Community Engagement (Quantitative Research) – August 2019.

5.8 An email update was sent to the people who had subscribed to the project database on 7 February 2020. This provide links to the community engagement findings report and advised that the updated Parking Management Policy was to be considered at the 19 February 2020 council meeting with links to the agenda webpage.

6. LEGAL AND RISK IMPLICATIONS

6.1 Parking management is a complex and contentious policy area and the updated Policy considers the needs of the broader community.

6.2 The key risks created by the Policy are managed through providing a transition period (grandfathering) to implementing each of the Policy settings, to manage the impact of these changes on people's lifestyles and provide sufficient time for people to adjust to the Policy settings.

6.3 Fraud assessment has been completed on the draft Policy with controls included in the updated Policy and procedures to guide its implementation.

6.4 A legal review of the Policy has been completed to ensure it complies with all relevant legislation including the:

- *Road Safety Act 1986*;
- *Road Management Act*;
- *Equal Opportunity Act 2010*;
- *Charter of Human Rights and Responsibilities Act 2006*; and
- *Disability Discrimination Act 1992*.

6.5 A review of the Policy will be completed one year after its implementation and every five years thereafter. This will provide an opportunity to further refine the Policy, including the boundaries of the residential parking areas.

7. FINANCIAL IMPACT

7.1 The Council budget for 2019/20 FY includes an allocation of \$260,000 for the development of the Policy. Approximately \$200,000 has been used to for community engagement, market research and related consultancy services.

7.2 Funding for implementation of the Policy including adding residential parking area numbers to parking signage, conducting regular parking occupancy surveying with an estimated value \$180,000 will be considered in the 2020/21 FY Council budget. A further \$600,000 for the implementation of new parking technology is committed in the Council Plan for the 2020/21 FY Council budget.

7.3 The parking permit pricing is not intended to increase revenue but to achieve a cost neutral outcome. For those with existing permits, it is intended to minimise the impact of any changes in cost (compared to current costs).

7.4 For the 2020/21 FY it is forecast that there will be an additional \$90,000 income from parking permit fees (dependent upon uptake). For the 2021/22 FY, when the fee structure in the Policy is proposed to come into effect, it is forecast that income will reduce by approximately \$85,000, offsetting the additional income received in 2020/21 FY. In subsequent years, there is anticipated to be approximately \$50,000 additional



income (noting this is dependent upon the number of single use Visitor and Foreshore Parking Permits purchased each year).

- 7.5 Paid parking controls are proposed to be applied based on variations in parking demand and availability on specific days. If the parking availability is high, the fees will be decreased in small increments per hour and if the availability is low, the fees will be increased by small increments per hour.
- 7.6 The paid parking and parking permit fees will be reviewed annually as part of Council's annual budget process.

8. ENVIRONMENTAL IMPACT

- 8.1 Development and implementation of the Policy will have a small environmental impact. Waste minimisation through transitioning from paper-based parking permits to e-permits will be progressed by Council's Parking Services Team (pending Regulatory changes) in conjunction with other relevant departments within Council.

9. COMMUNITY IMPACT

- 9.1 The Policy settings will provide a strong foundation for management of parking and ensure fairest access to a limited and shared resource for our current and future community.
- 9.2 Following the Council decision, activities will include clear communication about the benefits the Policy will deliver and how any changes will be implemented to promote a greater understanding of policy settings and intended outcomes.
- 9.3 Council has proposed to phase-in the implementation of policy changes to parking permits over four years commencing 1 July 2021, to provide the community with sufficient time to incrementally adjust to these changes.
- 9.4 Council is currently working towards implementing e-permits, pending amendments to the wording of the Road Safety Road Rules 2017, to make it easier for customers to purchase and use vouchers and permits.

10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 Strategic Direction 2 of the Council Plan 2017-27 "We are connected and it's easy to move around", identified developing new policies for paid and time-controlled parking and on-street permits as a priority.
- 10.2 The project relates to Council's transport and parking transformation detailed in the Strategy which expresses its commitment to make it easy for people to move around and connect with places in a way that suits them as our city grows.
- 10.3 Outcome 4 in the Strategy is that "Our community understands that parking is a limited and shared resource, and works with Council to ensure fairest access" is about improving parking management to improve equity in parking while also supporting the liveability and economic vitality of the city.
- 10.4 Finalisation of the Policy will deliver Actions 30 and 31 of the Strategy.

11. IMPLEMENTATION STRATEGY

11.1 TIMELINE



- 11.1.1 Following the endorsement of the Policy, the Policy will be added to Council's website. Relevant webpages will be updated with references to the Policy.
- 11.1.2 Following policy endorsement, implementation activities will commence in advance of the Policy coming into effect on 1 July 2021.
- 11.1.3 Policy comes into effect 1 July 2021, superseding the Parking Permit Policy.
- 11.1.4 Post implementation evaluation will be completed one year after start date in 2022.
- 11.1.5 The Policy will be evaluated every five years, with the first of these proposed for 2025.

11.2 COMMUNICATION

- 11.2.1 The Policy will be published on Council's website and promoted through our social media channels. The *Have Your Say* webpage will be updated to communicate the endorsement of the Policy.
- 11.2.2 Council web pages will be updated to reflect the Parking Management Policy coming into effect on 1 July 2021.
- 11.2.3 The key messages for the Policy include:
 - With the expected population increase of 41 per cent between 2018 and 2036 (Victoria in Future), we need to find ways that enable more people to move around our city and to improve access to available parking spaces more often.
 - Developing new policies for paid and time-controlled parking, and on-street permits is identified as a priority in the Council Plan 2017-27 and Council's Move, Connect, Live: Integrated Transport Strategy 2018-28.
 - The purpose of the Parking Management Policy is to provide a foundation for ongoing management of on-street and Council-managed off-street car spaces in a fairer manner to optimise parking availability and flexibility for residents, workers and visitors.
 - Council has engaged with over 5,000 people in formulating and refining the Parking Management Policy, and given sufficient lead-in time to allow people to adjust to its changes.

12. OFFICER DIRECT OR INDIRECT INTEREST

- 12.1 No officers involved in the preparation of this report have any direct or indirect interest in the matter.

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ATTACHMENTS

1. Summary Engagement Report
2. Responses to community engagement feedback on draft Policy
3. Updated Parking Management Policy - for endorsement