Frequently Asked Questions

1. Where are the parking precincts and when will they be reviewed?
   - Estimated time frames are shown below, please note these are subject to change:

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Review Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Melbourne</td>
<td>Review completed</td>
</tr>
<tr>
<td>Port Melbourne</td>
<td>Review completed</td>
</tr>
<tr>
<td>Balaclava, Ripponlea &amp; Elwood</td>
<td>Review completed</td>
</tr>
<tr>
<td>Albert Park, Middle Park &amp; St Kilda West</td>
<td>Commencing March 2016</td>
</tr>
<tr>
<td>St Kilda</td>
<td>Commencing June/July 2016</td>
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<tr>
<td>St Kilda East, Windsor &amp; Melbourne</td>
<td>Commencing October/November 2016</td>
</tr>
</tbody>
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   - Once a precinct review has been completed, any new requests for parking changes will be recorded and reviewed every five years (exceptions to this would be changes in land use, sub-division and road design).

2. What steps are involved in a parking review?
   - Identify consultation area.
   - Conduct parking occupancy studies.
   - Analyse parking occupancy studies, review historical issues and identify potential streets where parking changes would be appropriate.
   - Prepare a draft plan of proposed parking changes.
   - Consultation with residents and businesses on the draft plan.
   - Analyse consultation feedback to help inform the final plan and, if required, undertake additional consultation if a major difference to the proposed parking change is identified.
   - The final plan will be presented to the community.
   - Implement new or modified parking changes.
3. What parking changes are likely to be introduced?
   - Changes may be introduced to areas that currently have no restrictions and high occupancy.
   - Existing parking restrictions may be simplified to more consistent limits, hours and days.
   - Existing permit zones, loading zones and disabled parking spaces are unlikely to change.

4. Are residents entitled to parking permits that exempt them from parking restrictions in their street?
   - Council recognises that resident parking should be prioritised in local streets.
   - Some residents are eligible for resident and visitor parking permits to allow their vehicles to be parked in time-limited parking (½P or greater) or Permit Zones outside residential properties.
   - For more information and to find out if your property is eligible for a permit, please see the below link: http://www.portphillip.vic.gov.au/parking_permits.htm

5. Why aren’t there more overnight and Permit Zone restrictions proposed in residential streets?
   - The peak parking period in many residential streets occurs overnight. This tends to indicate that residents’ vehicles largely account for parking occupancy.
   - Introducing an overnight Permit Zone would therefore not improve the situation for residents.
   - It would set a precedent to introduce overnight or Permit Zone restrictions across all parts of the municipality.

6. Are residents in new developments able to purchase a parking/visitor permit?
   - Residents of new developments are not eligible for resident and visitor parking permits. This policy is applied because demand far outweighs availability and to encourage new residents to use off-street parking spaces where available.
   - Council, through various planning processes, encourages developers to provide adequate vehicle and bicycle parking on their premises in order to reduce on-street parking pressure.
   - Many residential properties built after 1996 and all properties approved and built after October 2002 are not eligible for resident or visitor parking permits. For more information, please see the below link: http://www.portphillip.vic.gov.au/Parking-Permit-Policy-2013-final.pdf

7. Why aren’t parking permits free or included in Council rates?
   - On-street parking is a community asset that is not linked to any private properties and therefore to Council rates.
   - Parking permits attract a fee starting from $75. This has been done to encourage residents to use their off-street parking where available and control the number of permits that can be issued.
   - Many streets do not have the number of spaces to accommodate the potential permits that could be issued.
   - Including the cost of parking permits within Council rates would disadvantage properties without cars or those that are ineligible for resident or visitor parking permits.
   - Close to 17 per cent of households in the City of Port Phillip do not own a car.
   - Only concession card holders are entitled to obtain one permit free of charge and subsequent permits at half price.

8. How does Council calculate permit costs and subsequent increases?
   - The initial cost and a limit of three parking permits per eligible household were developed and adopted by Council in October 2000 to reduce the number of parking permits in circulation.
   - Increases are set up by Council and are usually in line with CPI (Consumer Price Index) increases.
9. How does Council use the money generated by permit costs?
   • All parking permit revenue is directed back into protecting residential access by having parking permits, achieving fairness by enforcing parking laws, rationing parking by effective restrictions, assisting community participation and awareness, and increasing transport choices.

10. Are businesses and employees eligible to purchase a permit?
   • Business operators and employees are not eligible to apply for a parking permit.
   • Over 88,000 people work in the municipality. During business hours of 8am to 6pm, Monday to Friday it is important to maintain a turnover of the limited parking spaces to provide for customer car parking.

11. Are trades people able to purchase a permit?
   • Trades people that work on a property in a residential street that has parking restrictions can purchase a tradesperson parking permit. For more information, please follow the below link: http://www.portphillip.vic.gov.au/tradesperson_parking_permit.htm

12. Can healthcare workers purchase a permit?
   • Organisations (‘Community Service Organisations’) that provide a specific community endorsed service to residents (e.g. Red Cross, Royal District Nursing Association, Salvation Army, Sacred Heart Mission, Police, Child Care Centres, Meals on Wheels, Home Help, Consulates and Boarding/Rooming Houses) may be eligible for community service organisation parking permits. Please see the link for more information: http://www.portphillip.vic.gov.au/community-service-parking-permit.htm

13. How are parking restrictions enforced?
   • Council regularly reviews its parking enforcement practices, to keep up with the ever growing demand and changes in technology, in order to provide the best possible service to our community.
   • Council’s main focus is on the enforcement of safety related restrictions, such as No Stopping Any Time and Clearway Zones, in residential streets and shopping strips.
   • Introduction of new technology such as mobile cameras may be an option towards improving real time data reporting, and improving parking enforcement.

14. Are there any plans to build additional parking facilities to help alleviate parking stress?
   • No new off street car parks will be built unless there is a justifiable case for Council and it is consistent with Council’s Plan and adopted strategies.
   • We recognise that building more parking can only increase traffic and reliance on cars, which goes against Council’s vision to ensure people can travel with ease using a range of convenient, safe, accessible and sustainable travel choices.
   • For community benefit purposes, Council will (where necessary) consider incorporating off-street car parking when developing community resources and facilities.
   • Council, through various planning processes, tries to encourage developers to provide adequate vehicle and bicycle parking on their premises in order to reduce on-street parking pressure.

15. Are Council employees eligible to purchase a parking permit?
   • Council employees are not eligible to apply for a parking permit.