

**5.4.4 LATE ITEM: Review of Policy No. 3.9.3 – Parking Permits – Outcome of Community Consultation**

<b>Ward:</b>	Both	<b>Date:</b>	8 September 2016
<b>Precinct:</b>	All	<b>File Ref:</b>	SC90
<b>Attachments:</b>	<a href="#">1</a> – Current Policy No. 3.9.3 – Parking Permits <a href="#">2</a> – Draft Revised Policy No. 3.9.3 – Parking Permits <a href="#">3</a> – Public Comment Responses Summary		
<b>Tabled Items:</b>	Nil		
<b>Reporting Officer(s):</b>	S Butler, Manager Community Safety		
<b>Responsible Officer:</b>	M Quirk, Director Community Engagement		

**RECOMMENDATION:**

That Council:

1. **RECEIVES** the public comment responses on draft revised Policy No. 3.9.3 – Parking Permits; and
2. **NOTES** that Administration will further review the proposed -
  - retention of one (1) Residential Parking Permit for multiple dwellings
  - allocation of the same number of Residential Parking Permits for single houses (3) and group dwellings (2) regardless of onsite parking availability

and submit a report back to Council to consider final revised amendments to Policy No. 3.9.3 – Parking Permits no later than December 2016.

**PURPOSE OF REPORT:**

To consider the outcomes from the recent public comment period based upon the draft revised Policy No. 3.9.3 – Parking Permits.

**BACKGROUND:**

The City’s Policy No. 3.9.3 – Parking Permits (**Attachment 1**) provides guidelines for the issue and control of parking permits for residents, visitors and commercial businesses which are issued in accordance with the Parking and Parking Facilities Local Law 2007. This Policy was originally adopted in September 1997 and last reviewed in July 2011.

**Existing Policy Provisions**

The following information provides an overview of the current Policy provisions and associated administrative practices:

Parking Permit Policy – Application Process

- An application is submitted online or in writing;
- An interim permit may be issued whilst the application is processed;
- The application is assessed against the current Policy criteria, and when entitlement has been established the permit(s) are mailed out to the residential address;
- Resident permits are issued to a registered vehicle for one year from the date of issue;
- Permits are valid for a specific street; and
- Visitor permits are issued to a specific address for a period of one year from the date of issue.

Information Required with an Application for Residential Parking Permits

- Proof of residency (i.e. drivers licence, utilities invoice or rental agreement);
- Proof of current vehicle registration;
- Details of existing on-site car parking bays; and
- Note that only proof of residency (i.e. drivers licence, utilities invoice and rental agreement) is required with an Application for Visitor Parking Permits.

Ratio of Permits Issued to Single Houses and Grouped Dwellings

The current Policy, in respect to resident and visitor permits, is based on the premise that all single houses and group dwellings are potentially entitled to two residential and two visitor permits. The entitled number of permits may be reduced depending on the availability of recognised parking spaces at a property at the time of application.

Parking Space On-Site	Resident Permits	Visitor Permits	Total
Nil	2	2	4
1	1	2	3
2	Nil	2	2

Residents of multiple dwellings are entitled to one Residential Permit where no parking for vehicles is provided. Where the number of parking bays provided in a multiple dwelling is less than the number of residential units the City will issue resident permits to cover the deficit up to a maximum of 10 permits. A maximum of one visitor permit shall be issued in the case of multiple dwellings.

Commercial Parking Permits

A maximum of one commercial parking permit will be issued to the proprietor of a commercial business located within areas surrounding Activity Centres although there are a range of criteria upon which a permit will not be issued (i.e. the existing provision of three or more car parking bays onsite). Such permits cannot be used in areas subject to ticket parking.

Other

Parking permits are not issued to occupants of large residential or mixed use developments which were approved by the East Perth Redevelopment Authority, or the City of Perth, prior to the land being transferred to the City of Vincent.

Notwithstanding any criteria restricting the number of parking permits that may be issued under the Policy the Chief Executive Officer (or delegate) may vary any of the requirements subject to written documentation provided in support.

**Policy Review**

At the Ordinary Meeting of Council on 27 October 2015 it was resolved to initiate a review of the City's Parking Permits Policy with a view to providing a simpler, more streamlined and contemporary approach to parking control and the issuing of parking permits. A Council Workshop was then held on 15 March 2016 where the background, context and principles of parking permit management were further discussed. As there was sufficient feedback from Councillors a revised draft Policy (**Attachment 2**) was prepared by Administration and at the Ordinary Meeting of Council on 5 April 2016 it was resolved to advertise this Policy for public comment.

The proposed changes to the Policy included the following:

1. The same permit will be used for both residents and visitors – there will simply be 'Residential Parking Permits'.
2. Permits will be valid for two years and reissued automatically whereas currently people have to reapply on an annual basis.

3. Parking Permits 'run with the property' which means that permits will not be issued to new tenants or a new owner every time there is a new tenancy. People occupying a property must ask the property owner or previous property owner for the Parking permits applicable to that property.
4. Residents of multiple dwellings are entitled to one residential permit where no parking for vehicles is provided on their property unless a planning condition states otherwise. This will not change.
5. The number of permits per property for single houses (detached) and grouped dwellings is proposed to change. The proposed new allocation of Residential Parking Permits will be –

Type of Dwelling	Number of Residential Parking Permits
Single house (detached)	3
Grouped Dwelling (i.e. town house)	2
Multiple Dwelling (i.e. apartment, unit)	1 (some prohibitions apply)

Notably, it was proposed that each ratepayer would automatically receive their allocated number of permits every two years with no consideration of the number of onsite parking spaces available on their property. Such permits would be allocated to ratepayers with a parking restriction in their street block (rather than just their street).

The draft revised Policy No. 3.9.3 – Parking Permits adopted by Council on 5 April 2016 (**Attachment 2**) incorporating these proposed changes was authorised for public comment for a period of 21 days pursuant to Policy No. 4.1.5 – Community Consultation. Public advertising occurred by way of correspondence to all Resident and Visitor Parking Permit holders, notices within the Guardian and Perth Voice, and the draft revised Policy and Information Sheet being available on the City's website.

**DETAILS:**

Through the public comment process a total of 51 submissions were received with 22 supporting the draft revised Policy, 24 not supporting the draft revised Policy, and 5 providing other general comments on the draft revised Policy. Many of the public comments received addressed a wide range of issues while individual submissions supported certain aspects yet did not support other aspects of the draft revised Policy. A general overview of the comments received is provided within **Attachment 3**.

**Proposed Policy Changes – Community Responses & Administration Comments**

The proposed Policy changes have been further analysed by Administration based upon the public comments received:

1. The same permit will be used for both residents and visitors – there will simply be 'Residential Parking Permits'.

A number of the public comment responses generally supported the combination of current permits to establish a single Residential Parking Permit type. Although several responses also did not support this change and contend that differential permits should be retained as resident vehicles are onsite every day whereas visitor vehicles are there less frequently.

Upon review, it is evident that some residents currently utilise Visitor Parking Permits for a person that resides at their address which is contrary to the current intent of the Policy. Such misuse can attract infringement or cancellation of the permit. It is considered that this proposed amendment will provide residents with greater flexibility and is not anticipated to have a significant impact on street congestion as this fundamentally involves converting the same number of existing Resident and Visitor Parking Permits into Residential Parking Permits. Many of these new Residential Parking Permits will continue to be used primarily for visitors

and other short term uses. As such, should this proposed change eventuate Administration will seek to provide the permits in alternate formats to allow flexibility of use.

Administration supports the proposed Policy change.

2. Permits will be valid for two years and reissued automatically whereas currently people have to reapply on an annual basis.

A number of public comment responses generally supported this more streamlined approach to the issuing of Parking Permits on the basis that it will simplify the process, create efficiency and cut red tape. There were no specific objections to the introduction of this proposed Policy change.

Under the current Policy Resident Parking Permits remain valid for 3 years and Visitor Parking Permits remain valid for 12 months, however due to software management system limitations they are currently reissued on an annual basis. Administration has developed an effective method to avoid the requirement to annually reissue permits through the current software system. This also ensures the ability to automatically reissue rather than a reapplication process being required on an annual basis. Therefore, permits can now simply be issued once for an entire validity period whether that be 3 years, 2 years or 12 months.

Administration supports the proposed Policy change.

3. Parking Permits 'run with the property' which means that permits will not be issued to new tenants or a new owner every time there is a new tenancy. People occupying a property must ask the property owner or previous property owner for the Parking permits applicable to that property.

A number of public comment responses addressed this proposed change with respondents supportive and non-supportive of the revised Policy both raising concerns about the likelihood of a tenant or owner handover over permits linked to a property. Removal of the need to provide vehicle registration details was generally supported.

While there is merit in parking permits 'running with the property' the concerns regarding these permits being handed over when a property changes ownerships or tenancy are valid. Implementation of this Policy change would require modification to the current permits to enable the effective cancellation of a permit in the event that they are not handed over to a new property owner or tenant. Administration has now confirmed the availability of barcode technology that will enable specific permits aligned with a property to be cancelled upon new permits being issued. In addition, specific conditions can be included within the revised Policy (and Local law if required) to address residents that deliberately withhold or on-sell parking permits.

Administration supports the proposed Policy change.

4. Residents of multiple dwellings are entitled to one residential permit where no parking for vehicles is provided on their property unless a planning condition states otherwise. This will not change.

The current Policy regarding multiple dwellings is not proposed to change, that is, residents are entitled to one permit where no parking for vehicles is provided and where the number of parking bays provided in a multiple dwelling is less than the number of residential units the City will issue resident permits to cover the deficit up to a maximum of 10 permits. Importantly, the City will not issue any permits where a planning condition states otherwise.

A number of public comment responses noted concerns regarding high density developments and subsequent impacts on street parking and traffic congestion. In addition, several respondents identified that the retention of this limitation for multiple dwellings within the revised Policy discriminates against those opting to reside within this housing type.

Notwithstanding the comments received, based upon the increased residential densities throughout the City of Vincent it is considered appropriate to retain the current parking permit

limitations for multiple dwellings with the onus on the developer to consider parking arrangements through their Development Application.

Administration supports retention of the current position relating to multiple dwellings within the revised Policy.

5. The number of permits per property for single houses (detached) and grouped dwellings is proposed to change. The proposed new allocation of Residential Parking Permits will be –

Type of Dwelling	Number of Residential Parking Permits
Single house (detached)	3
Grouped Dwelling (i.e. town house)	2
Multiple Dwelling (i.e. apartment, unit)	1 (some prohibitions apply)

*Each ratepayer will automatically receive their allocated number of permits every two years with no consideration of the number of onsite parking spaces available on their property. Such permits will be allocated to ratepayers with a parking restriction in their street block.*

This proposed change attracted a significant number of resident views through the public comment process. Several respondents fully supported the broader allocation of permits although a number sought to retain the ability to obtain up to four permits rather than a reduction to three. A large number of respondents raised concerns that allocating permits to all eligible residences regardless of on-site parking availability will increase street congestion, will be detrimental to current parking options in already congested areas, and that such a one-size fits all approach will not provide a sustainable solution to parking issues. A specific submission raised the point that seeking equity does not necessarily equate to issuing the identical number of permits to each property.

Upon review, it is evident that the City's current ratio of parking permits provision remains consistent with other Local Government Areas throughout Perth and when compared to other locations more advanced in dealing with resident parking pressures such as inner-city Melbourne. In particular, the allocation of three permits to each single house and two permits to a grouped dwelling where parking restrictions apply may lead to a situation where far more permits are issued than on-street bays are available. This may also lead to resident vehicles then being inadvertently displaced into adjacent and surrounding streets. Although the issuing of permits does not guarantee residents a car parking space or entitlement to any specific car parking on any street the likely over-subscription of permits is not considered an effective parking management strategy.

While it is appreciated that under the current Policy those residents who have provided on-site parking are disadvantaged in terms of parking permit provision this position allows management of the increasingly scarce availability of on-street parking for residents and visitors. Those residents who have sufficient onsite parking availability do not need the same level of access to on-street parking spaces. The proposed movement to a single Residential Parking Permit type will provide residents, including those with on-site parking, with greater flexibility when compared to the current Resident and Visitor permit types thus potentially reducing the need for a change to the number of permits allocated.

Importantly, the restriction of permit numbers may discourage the purchase and use of additional motor vehicles by residents, and support the City's strategy to take action to improve transport and parking and mitigate the effects of traffic.

Administration has changed perspective and no longer supports the proposed Policy change.

## **Other Policy Change Considerations**

Through both the public comment responses and ongoing review of parking permit issues there are a number of other Policy change considerations that have been identified by Administration and are considered worthy of further investigation and consideration.

### E-Permits

A more contemporary approach to parking permits was also identified through the public comment process, that being, the implementation of e-Permits. These are paperless electronic permits where eligible residents are simply provided an activation code through which they can create an online account and nominate specific vehicles to a permit. Residents can access this account at any time and include or change vehicle details to accommodate visitors, tradespersons or additional family members as required. All information is then migrated to the City's Community Safety enforcement system.

No physical permit would be issued with Rangers simply scanning a registration plate with a handheld smart phone, and they are then immediately advised whether the vehicle has a valid parking permit or not. Such e-Permits would likely assist in reducing the number of infringements being withdrawn as failure to display resident or visitor permits are currently within the highest category of infringement withdrawals. The trigger for a new e-Permit would only be when a resident requires a new permit for a new address. The future introduction of e-Permits is acknowledged and supported although will require further investigation which extends beyond this review of the current policy.

### East Perth Redevelopment Authority

The current Policy specifies that residential or visitor parking permits will not be issued to occupants of large residential or mixed use developments which were approved by the East Perth Redevelopment Authority (EPRA), or the City of Perth, prior to the land being transferred to the City of Vincent.

Council may wish to consider the inclusion of properties in this area within the revised Policy so that all Vincent residents are subjected to this overarching approach to parking permits. Notably, key Policy conditions would remain applicable and given the prevalence of many multiple dwellings within this area the number of eligible properties may be limited.

### Residential Parking Permit Zones

It is clear the demand for adequate on-street parking will continue to grow particularly where residential density increases and in close proximity to mixed-use developments, grouped and multiple dwellings, mixed-use developments and Town Centres. Such increased density and activity, in combination with resultant parking impacts associated with the proposed Policy changes, will likely result in resident vehicles being displaced into adjacent and surrounding streets.

Pending the impact of any proposed changes to the current policy Council may wish to consider the establishment of Residential Parking Permit Zones. This is a group of streets within a designated area that will allow a resident to park within any number of adjoining streets in proximity to their property. This will assist residents that reside in streets with limited on-street parking availability and where the number of eligible permit holders exceeds the number of on-street bays. This should not be confused with the current parking restriction practice of 'Resident Only' zones on specific streets.

## **CONSULTATION/ADVERTISING:**

The draft revised Policy No. 3.9.3 – Parking Permits incorporating proposed changes was advertised for public comment for a period of 21 days pursuant to Policy No. 4.1.5 – Community Consultation. Through this public comment process a total of 51 submissions were received with 22 supporting the draft revised Policy, 24 not supporting the draft revised Policy, and 5 providing other general comments on the draft revised Policy.

**LEGAL/POLICY:**

- Parking and Parking Facilities Local Law 2007;
- Policy No. 3.9.3 – Parking Permits Policy; and
- Policy No. 4.1.5 – Community Consultation.

**RISK MANAGEMENT IMPLICATIONS:**

**Medium:** Given the impact of parking issues within the City of Vincent any Policy changes have the potential for wide ranging implications on traffic management, residential amenity, community safety, Local Law enforcement and corporate reputation.

**STRATEGIC IMPLICATIONS:**

The Parking Permits Policy Review aligns with the following objectives within the City of Vincent *Strategic Community Plan 2013-2023*:

*“Natural and Built Environment*

*1.1.5 Take action to improve transport and parking in the City and mitigate the effects of traffic.”*

**SUSTAINABILITY IMPLICATIONS:**

Nil.

**FINANCIAL/BUDGET IMPLICATIONS:**

Nil.

**COMMENTS:**

As an inner-City area the City of Vincent is facing significant traffic management and car parking challenges including the effective management of parking permits for residents and visitors. Managing resident perceptions and expectations are a considerable challenge as while inner-City living has an array of benefits there are also associated constraints such as the limited supply of on-street parking spaces compared to outer suburban areas. Through the recent Community Scorecard it is clear that car parking and traffic management remain a key concern for residents, and therefore represents an important area of focus for both Council and Administration.

The draft revised Policy No. 3.9.3 – Parking Permits includes a number of proposed changes focussed on improving customer service to residents by simplifying and streamlining the process to issue parking permits. These proposed changes will give greater flexibility to residents and reduce administrative resources required to issue parking permits. Based upon the public comment responses and subsequent review by Administration it is evident that many of these proposed changes to the Policy should simply proceed. However, some of the proposed changes now require further discussion and testing while other related issues identified through the review may also require further consideration. This primarily includes the retention of the current parking permit allocation for multiple dwellings (1) and the provision of the same number of permits to each single house (3) and group dwelling (2) where parking restrictions apply regardless of their onsite parking availability. In Administration’s view, this further work should occur prior to settling on a final revised Policy position to then be presented to Council as soon as practicable for determination.