

Planning for the future of carparking

Phase 2 Engagement Report

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2 Overview

This engagement report presents the findings from the analysis of community feedback from the second phase of engagement on the draft Parking Strategy, open from 24 November and 22 December 2022. The second phase of community engagement on Bayside's draft Parking Strategy focused on presenting and testing the draft Parking Strategy and seeking feedback on how the Strategy meets the needs of Council and the community.

The development of the draft Parking Strategy was supported by the first phase of broader community engagement from February to March 2022. The first phase aimed to better understand the context for parking and travel in Bayside and collected feedback from over 707 participants. Participants provided feedback about community parking needs and priorities and how sustainable transport use could be encouraged in Bayside. Community feedback and ideas from the first phase were incorporated into the draft Strategy and presented back to the community for testing and feedback in the second phase.

This report summarises feedback collected from phase two of the engagement process. This phase of engagement included 1153 participants. Phase two acts as a supporting engagement for phase one and collates the feedback from 76 survey respondents, 594 Facebook participants, 471 Instagram participants, five direct submissions to Council, seven contributions to the Have Your Say Q&A page, and targeted discussions with the Bayside Healthy Ageing Reference Group (BHARG). Participants in phase two who responded to the Have Your Say online survey were generally car owners, aged 60+ with high priorities for accessible parking and lower support for alternative transport options. It is worth noting that different engagement channels reached different audiences, with higher representation of younger people aged 18-64 using social media, however social media questions only investigated views around electric vehicles.

2.1 High level findings:

2.1.1 Support for the draft Parking Strategy:

Phase two engagement participants were divided in the online Have Your Say survey regarding overall support for the draft Parking Strategy. Of 76 contributions, 39 (51.3%) rated the draft Strategy one or two stars (out of five), 17 participants (22.3%) gave four or five stars, and 20 participants (26.3%) allocated three stars.

2.1.2 Parking Hierarchies:

The first phase of engagement explored parking needs in Bayside and identified areas where parking availability was most important to participants (658 respondents): shopping precincts (73%), beach and foreshore (49%), on street parking outside residents' properties (42%) and commuter parking (36%). Areas identified for improvement of parking availability or where parking availability was considered challenging included (663 respondents): commuter areas near train stations (65% "mostly hard" or "very hard"), schools (41% "mostly hard" or "very hard"), and shopping precincts (38% "mostly hard" or "very hard"). This feedback supported the development of parking hierarchies proposed in the draft Strategy.

Overall, phase two community engagement participants disagreed with proposed parking hierarchies outlined in the draft Parking Strategy under **Action 1** with the exception of 'Community, educational and recreational facilities' (73 respondents), for which 42 respondents (58%) agreed and 31 (42%) disagreed. Participants proposed minor changes to the hierarchies outlined in the draft, giving higher priority for accessible parking, residents and visitors and lower priority to electric vehicles, commuters, active transport share

schemes and car-share schemes. Participants reported wanting stronger parking enforcement, review of parking permits and creation or more off-street parking to support use of their preferred hierarchy.

2.1.3 Accessible Parking:

The first phase of engagement identified a strong need for accessible parking in Bayside (80 respondents). 73% of participants did not feel that disabled parking spaces met the needs of community members with a disability and their carers. There was moderate support (664 respondents) for allocating some public parking spaces in shopping precincts to people with particular needs (6.44) and Mild Support for increasing the number of disabled permit parking spaces in shopping precincts (5.94).

This feedback supported the proposed audit and review of accessible parking outlined in **Action 3**. The bulk of participants in the second phase (49 selections, 65%) supported this. Participants in free-text comments suggested this would support the needs for an ageing population and create 'equal' or 'proportionate' access for all residents. Participants identified creating more parking spaces in general, stricter enforcement of disability permits and parking restrictions could create additional support for disability parking options. A number of participants gave areas specific mentions of disability parking spaces that were unsuitable for some abilities encouraging their upgrade. Of those who opposed Action 3, the majority felt that disability parking was already sufficient for residents of Bayside.

2.1.4 Smart Parking Technologies:

Phase one engagement received suggestions for 'More electronic signage for parking availability' and 'Improved parking technology'.

Phase two participants were somewhat divided over the utility of implementing parking technologies in Bayside as outlined in **Action 9**, with 28 out of 71 responses to the survey selecting that smart parking technologies 'would not be useful' to them. The most popular location for smart parking technology identified by survey participants was Hampton St, with 14 selections. Additionally, participants in free-text responses, across the engagement, identified smart parking technologies as useful tools to assist in desired greater enforcement of parking restrictions outlined under **Action 10**.

2.1.5 Car-Share Schemes:

The first phase of engagement found neutral feelings to mild opposition to car-share services with 32.6% in support and 32.4% opposed.

There were lower levels of support for the introduction of car-share schemes in Bayside with 35 respondents (52%) selecting that car-share schemes would not be useful to them when asked which vehicle would be most useful. The most popular vehicle selected by respondents to this question was a small hatchback with 13 selections. Although 81% of participants (58 respondents) were familiar with what car-share services were, only six participants had used this service, with 98.6% (75 survey respondents) owning their own car. There was lower levels of participation for questions regarding preferred locations for car-share (34 respondents) and walking distance to car-share pick up points (33 respondents) with implications for a car share trial outlined in **Action 12**. The most popular location for car-share was identified as 'close to where I live' with 15 selections and 1km was the preferred distance to walk to a car-share service with 18 selections. Further targeted engagement is needed to investigate potential locations, commuting distances and vehicle types to support an informed car-share trial.

2.1.6 E-scooters and e-bike share:

Of 613 participants in phase one, 3.5% identified access to car sharing or electric bikes or scooters as a factor that would support them to travel more sustainably.

In terms of e-scooters and e-bike share schemes outlined in **Action 14** in the draft Strategy, the majority of participants were unsupportive of both these modes of transport, with a slightly higher preference for e-bike share. Regarding e-scooters, there were 50 participants (68%) who identified these as 'not very useful' or 'useless' and 15 participants (20%) 'neutral'. In terms of e-bike share schemes, 45 participants (61%) described this service as 'not very useful' or 'useless' with 19 (26%) participants 'neutral' towards them. Many participants perceived these modes of transport as dangerous and highlighted the need for alternative transport options suitable for aged users and users with mobility issues. Other concerns were raised regarding governance, aesthetics, land use, congestion of shared spaces and secure storage for bikes and scooters with implications for understanding bike storage and on-street user hierarchies for active transport options outlined in **Action 15**. Participants' positive attitudes towards these modes of transport saw them as a useful linkage between other transport modes like public transport or car use rather than a standalone transport mode.

2.1.7 Electric Vehicles:

The first phase of engagement (664 participants) received neutral feelings to mild opposition to converting parking spaces to electric vehicle charging stations with 36.6% in support and 38% opposed to the idea. Respondents aged 70 years and over were somewhat less supportive than average.

During the second phase, there was general support for electric vehicles (EV) and charging infrastructure across engagement methods. 43% of survey participants (18 respondents) and 69% of Instagram poll respondents (489 respondents) supported Council facilitating greater availability of EV charging stations in Bayside. In a Facebook poll posted on the Bayside Council page, of 209 respondents, 66% supported Council facilitating EV charging in public places. The most popular location for charging stations selected across engagement methods was at shopping precincts with 19 selections among survey respondents (42 respondents) and 72 selections among Instagram poll respondents (435 respondents).

Participants using the online survey (42) showed lower levels of support for charging in public places and residential areas compared to higher popularity on social media engagement. The difference in preferences for charging locations across engagement methods is assumed to be due to different demographic cohorts with a younger audience aged 18-64 participating in social media engagement and survey respondents typically aged 60 and above. This is consistent with data and sentiments gathered from the first phase of engagement. Engagement across diverse platforms demonstrated the appetite for EVs with 30% of Instagram participants, 51% Facebook participants and 43% of survey respondents considering getting an EV.

Concerns raised in general feedback on the draft Strategy pointed to balancing EV charging with available car parking and the need for Bayside City Council to work with commercial providers to provide adequate EV infrastructure to accommodate growing need, with implications for **Action 11**.

2.1.8 Population Growth and Development:

Additional feedback from the first phase of engagement presented participants' concerns for parking availability in the context of new development and suggestions for inclusion of off-street parking in new development.

In light of this, the second phase sought to test the requirement for EV charging and car-share schemes in new high density developments. Overall, in response to **Action 12** and **Action 11** participants (75) agreed with EV charging requirements for new developments (76% supported) and were divided over planning requirements for car-share services (37% support and 31% oppose, 32% neutral). The bulk of feedback surrounding high density development, however, understood population growth as detrimental to managing parking as a finite resource and focused on parking permits, off-street parking provisions to ease congestion and alternative transport links for high density areas with implications for **Actions: 2, 5, 16 and 20**.

2.1.9 General Suggested improvements to support the draft Strategy:

Feedback from the first phase of engagement found that 94.6% of participants held one or two Bayside parking permits.

Participants supported the parking permit system in Bayside (25%) and introduced suggestions for improvements surrounding parking permits (5%). Additional feedback in the second phase sought review of parking permits, land use zoning and governance in commercial, residential areas and in high density development to alleviate congestion, reduce hazards and support local traders, business and residents using community organisations or activities.

2.1.10 Building a culture of sustainable transport:

Feedback from the first phase of engagement found that Bayside residents travelled by walking (74%) cycling (27%), and train (15%). Phase one participants suggested improvements to public transport (38%) commuter parking (10%) and improvements to bike paths and infrastructure (13%).

Participants in phase two supported this, suggesting the promotion and support of alternative transport options including advocacy for improved public transport, greater cycling and pedestrian infrastructure and road rules, community transport for older people and creation of more car parking at public transport stations.

2.1.11 Behaviour change:

The first phase of engagement found neutral sentiment to mild opposition to the introduction of alternative forms of transport such as car-share services and EV charging in public places.

The findings from the Phase 2 supported this, suggesting significant communication, education and support is needed to engage older demographic groups in behaviour change surrounding parking, transport usage and emerging technologies in the context of population growth and development.

2.2 Next steps

Feedback from this phase of engagement will be used to modify the draft Parking Strategy. Alongside community feedback, technical information, including traffic and parking data, will also be integral to the development of the Strategy to ensure it balances community aspirations with current and forecast parking challenges and opportunities and aligns with Council's *Integrated Transport Strategy 2018-2028* and *Climate Emergency Action Plan 2020-2025*.

Council is then expected to consider a Bayside Parking Strategy for adoption in at a Council Meeting the first half of 2023. Council will then begin to implement the actions within the Strategy.

3 Background

Parking is a top concern for Bayside residents, with a number of competing priorities needing to be addressed by the Parking Strategy such as: inclusion and accessibility, alternative transport modes, catering for residents and visitors and behaviour change.

The draft Strategy sets out the vision, principles and objectives that will guide a consistent and transparent approach to the management of parking across Bayside. It also outlines the priority actions to be undertaken to achieve the objectives and the measures that will be used to assess the success of the Strategy.

The draft strategy was developed in consultation with the Bayside community in the first phase of the engagement and focuses on the following principles:

- managing parking as a finite resource,
- protecting the environment,
- ensuring social equity,
- balancing modal priorities, and
- supporting the local economy

4 Definitions and scope

This report presents the findings from the analysis of the community feedback gathered during the second phase of community engagement from 24 November and 22 December 2022.

This report should be read along with the community engagement findings in Phase 1. To see the continuation of ideas from the community and the scope of the consultation planning.

4.1 Related Council Policies and Strategies

- Draft Parking Strategy Phase 1 Engagement Report (2022)
- Integrated Transport Strategy 2018-2028
- Climate Emergency Action Plan 2020-2025
- Bayside Walking Strategy
- Bicycle Action Plan 2019-2026
- Bayside Community 2050 Vision
- Disability Action Plan 2021-2025

5 Consultation process

5.1 Consultation purpose

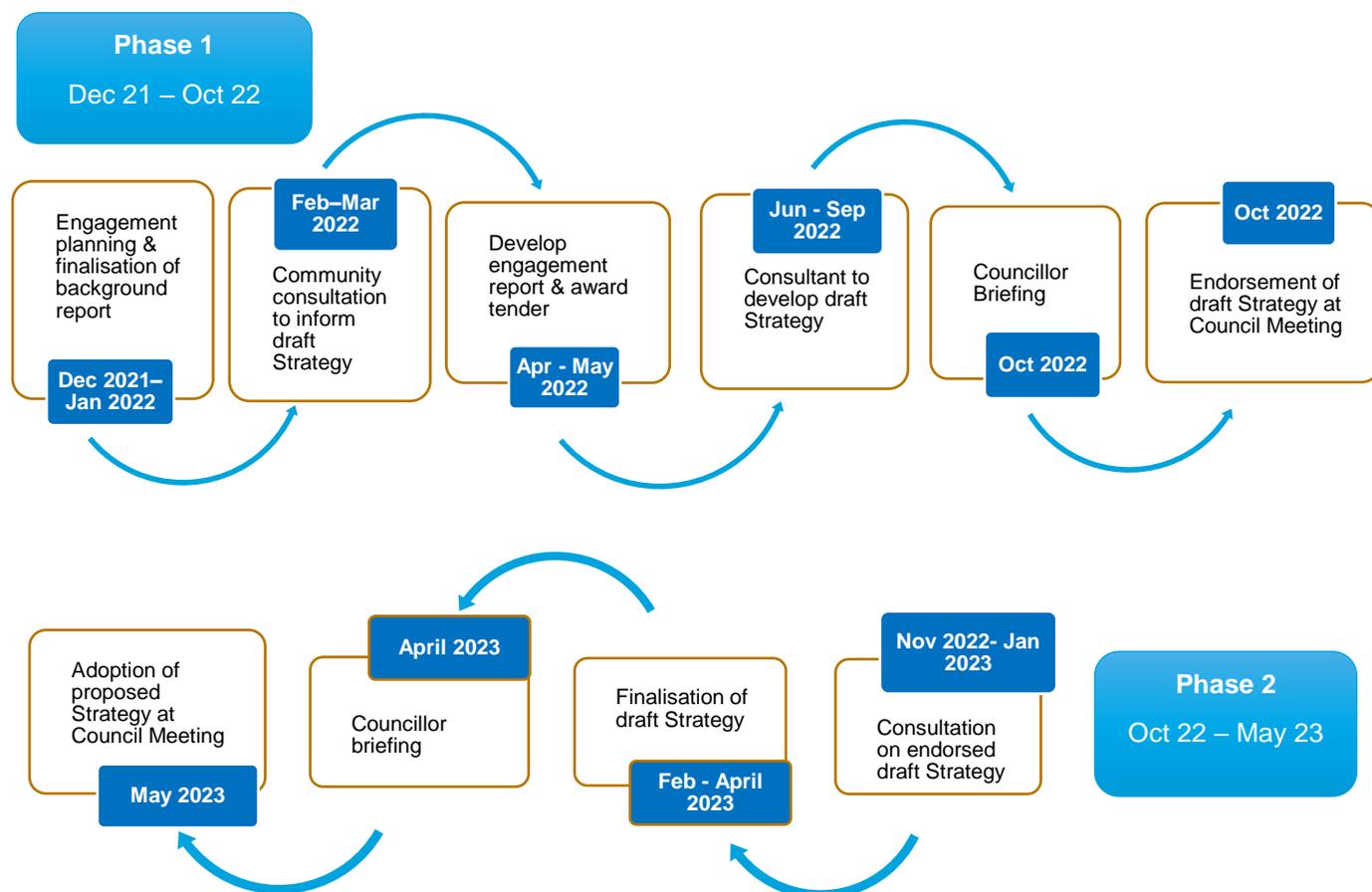
The second phase of community consultation undertaken between 24 November and 22 December 2022 aimed to test the goals and objectives of the draft Parking Strategy, which was developed following an initial broad community engagement phase in February and March 2022.

Participants in Phase 2 were encouraged to read the draft Parking Strategy and give feedback to enhance the actions and outcomes outlined in the Draft Parking Strategy.

This exhibition demonstrates the narrowing of the project to determine decision-making frameworks, solutions and outcomes for the future of parking and sustainable transport in Bayside. Community engagement was conducted from 24 November to 22 December 2022. The engagement activities are shown in Table 1 and were based on the IAP2 Public Participation Spectrum under Inform and Consult.

5.2 Consultation methodology

This engagement program used a mixed-methods approach to conducting community engagement and was open to all members of the community, to exhibit the draft and seek feedback to strengthen it.



5.2.1.1 Table 1: Phase 2 Engagement Activities

Details	Activity	Target stakeholder
Online survey (76 respondents)	Provided an opportunity for participants to give feedback on specific areas of focus within the draft Strategy published on Bayside's Have Your Say page website. Participants were urged to read the draft before giving feedback.	Residents Visitors Ratepayers
Social media posts (471 Instagram poll participants*) 2X Facebook sponsored polls: 566 participants** 3X Facebook posts: 28 comments***)	Provide opportunity to reach a broader audience and collect information surrounding specific areas of public interest relevant to the draft.	Residents Visitors Ratepayers

Have Your Say Page Q&A (7 contributions)	Provided an opportunity for participants to ask questions and give feedback on specific areas of focus within the draft Strategy published on Bayside's Have Your Say page website.	Residents Visitors Ratepayers
Face to face feedback session	Targeted face to face engagement with Bayside Healthy Ageing Reference Group (BHARG) to close the loop following initial engagement in February 2022.	Bayside Healthy Ageing Reference Group (BHARG) community representatives
Submissions (4 via email 1 via hard copy letter)	Provided an opportunity for residents to give detailed feedback on specific issues.	Residents Ratepayers

*This was in response to the questions: 'Does your household have a fully electric vehicle?', 'Council should facilitate more charging stations?' and 'Where would you like to see charging stations?'

**This was in response to a question posed on the Bayside City Council main Facebook Page: 'Do you support EV charging in public places?' and 'Is anyone in your household considering having an electric vehicle?'

***This was in response to: 'Do you support dedicated EV charging stations in public carpark parking spaces?', 'Does anyone in your household have or are they considering having an electric vehicle in the future?' and Information post promoting the draft Strategy with link to the Council Have Your Say Page.

6 Participant profile

Demographic details (age, connection to Bayside, suburb) were collected from survey respondents only. Where this information is available it is reported on.

Phase 2 of the engagement had 1153 responses, however the bulk of these participants only gave feedback surrounding Electric Vehicles. The second phase had lower survey participation (76 survey respondents) than Phase 1 (707 survey respondents). This is typical at this stage in the project cycle, as community members have had the opportunity to provide their feedback in earlier stages, with interested parties taking part in revisions of the draft Strategy. Participants in Phase 2 generally had a specific interest in the draft strategy. Survey respondents were typically aged 60+, car owners, with many needing accessible parking. Social media engagement reached a younger audience, who were typically more supportive of aspects of the draft Strategy surrounding EVs and providing charging infrastructure. However, social media engagement focussed on promoting participation through the online survey via the 'Have Your Say' page and asked targeted poll questions surrounding EVs. Because of the different framing of questions and the difference in demographic identifiers collected via Social Media, more research is needed to solidify this assumption.

The majority of participants (41) were 60+ years old, with lower participation from residents aged below 50 (23 participants). This captures some of Bayside's ageing demographic (median age of 44 years) with population growth projected in the 75 to 79 age cohort (Census data 2021). Younger demographics were represented in social media engagement activities, with the majority of participants men, aged 18-64. Table 2 shows the breakdown of survey participants and demographic profile of participants provided via the 76 survey respondents.

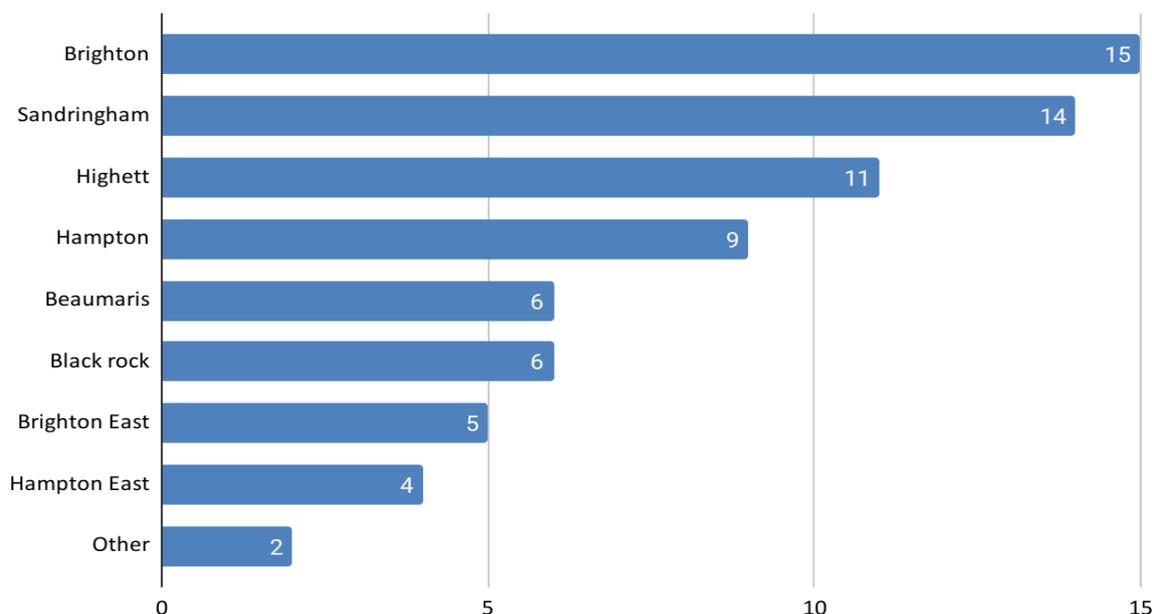
6.1.1.1 Table 2: Participant Profile

	Demographic	Bayside 2016 Census	Participants (%)
Age	15-19	6.9%	1.4%
	20-24	5.1%	0%
	25-29	3.6%	1.4%
	30-34	4.2%	1.4%
	35-39	5.3%	2.8%
	40-44	6.3%	5.7%
	45-49	7.7%	5.7%
	50-54	8.3%	14.2%
	55-59	7.3%	8.5%
	60-64	6.5%	22.8%
	65-69	5.6%	15.7%
	70-74	5.4%	11.4%
	75-79	4.1%	4.2%
	80-84	2.7%	0%
	85 and over	3.4%	4.2%
Prefer not to say	-	7.1%	
Suburb	Beaumaris	13.5%	
	Black Rock	6.5%	
	Brighton	24.1%	
	Brighton East	15.9%	
	Cheltenham	3.7%	
	Hampton	13.6%	
	Hampton East	5.0%	
	Highett	7.2%	
	Sandringham	10.5%	
Outside Bayside	-		
Car ownership	No car		
	1 car		
	2 cars		
	3 or more cars		

6.2 Connections to Bayside

The majority of participants lived in or paid rates in Bayside with a total of 102 selections. There was very low participation from community members who worked or studied in Bayside (11 respondents), business operators (6 respondents) and visitors to the area (1 respondent). As shown in Table 2, participation was spread across all Bayside suburbs with higher rates in Brighton (15 respondents) and Sandringham (14 respondents).

6.2.1.1 Figure 1: Representation across suburbs



*of the participants in the 'other' section one identified as living in Bayside and as a Bayside City Council ratepayer but stated Frankston South as their suburb and one participant identified as a visitor.

6.3 Parking needs and transport habits

Of the survey respondents, 75 participants owned one or more cars, with only one participant not owning a car. There were 17 participants who owned one car, 33 participants owned two cars, 14 participants with three cars and four participants owned four or more cars. According to 2016 census data, 5% of Bayside residents do not own a car. Of the survey respondents, 27 participants (36%) either care for or have a lived experience of disability. According to 2021 census data, 4.7% of The City of Bayside population require assistance in their day to day lives due to disability.

7 Consultation findings

The following section summarises the key themes which arose in community feedback on the draft Parking Strategy. Participant feedback is divided into three themes:

- Feedback to strengthen specific actions in the draft Parking Strategy
- General feedback to strengthen the draft Parking Strategy
- Area-specific feedback to strengthen the actions within the draft Parking Strategy in specified locations.

7.1 Support for actions

Key areas of support were for the following council actions:

Action 1: *Implement the on-street parking hierarchy to guide the allocation of parking spaces where competing demands exist.*

Action 2: *Develop an assessment criterion to establish when a specific Parking Precinct Plan is required to manage existing and future parking demands of a specific local area.*

Action 3: Review and audit the location and design of on-street and publicly provided parking spaces for persons with a disability to ensure that these spaces are appropriately located to meet user needs and designed to provide safe and appropriate access.

Action 4: Council will support parking for persons with disabilities through the provision of on-street accessible parking having regard to appropriate influencing factors.

Action 7: Council will continue to provide parking enforcement services which promote safety, compliance and respond to community parking needs.

Action 10: Make use of smart parking technology to enhance enforcement operations.

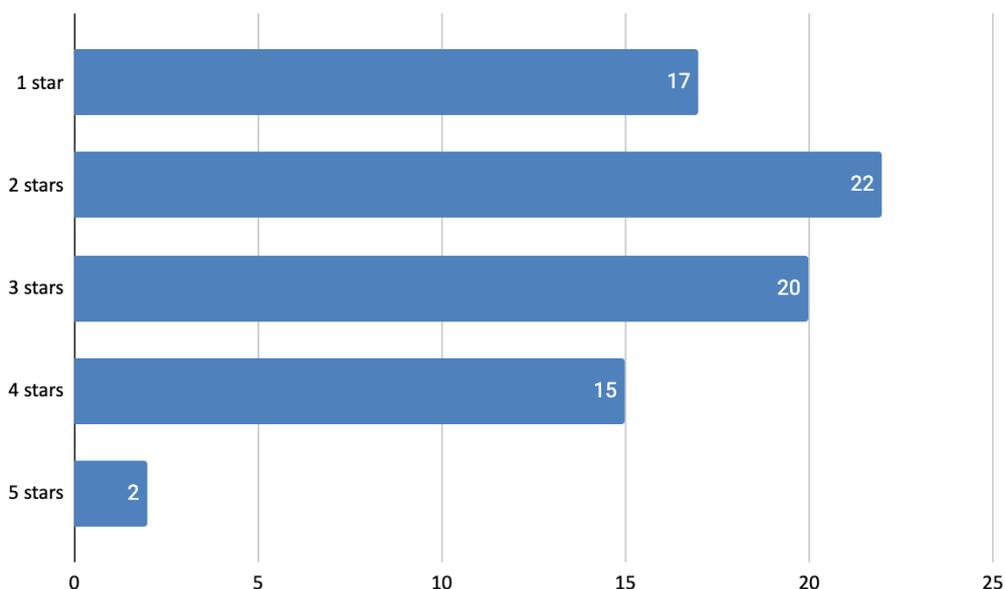
Action 11: Council will support the use of electric vehicles through:

- Explore the feasibility of installing recharging facilities at Council buildings and other public locations
- Initiate an Expression of Interest (EOI) processes for market interest to install EV charging infrastructure on Council managed land
- Advocate for a state-wide approach to EV charging infrastructure requirements for new developments
- Encourage all new commercial/industrial/large scale residential developments to include an appropriate standard of EV charging infrastructure
- Develop an Electric Vehicle Charging Policy to provide clarity in respect of the provision of electric charging facilities within public spaces and how Council can support the opportunities on both public and private land
- Seek to encourage Environmentally Sustainable Development (ESD) targets for new development – outcomes from the CASBE project Elevating ESD Targets Planning Policy Amendment.

7.2 Overall feedback on the draft Parking Strategy

Feedback from this first phase of community consultation was used to inform the development of a draft Bayside Parking Strategy and presented to the community for feedback in phase two. Survey respondents were asked to give a star rating, out of five, to the draft Strategy as a whole. There were a total of 76 respondents to this question. As shown in Figure 4, feedback on the draft Strategy was mixed with 39 (51.3%) respondents unsatisfied, giving the draft one or two stars and 17 (22.3%) participants satisfied with the draft giving it four or five stars. There were 20 participants (26.3%) that gave the draft 3 stars, suggesting they felt neutral towards it, satisfied with some components but not others.

7.2.1.1 Figure 2: Participant ratings of the draft Parking Strategy out of 5 stars



The first phase of engagement identified Providing more parking spaces, car parks and on-street parking 19%, Providing more permits and resident-only parking 17% , more time limited parking 10%, more multi storey or underground parking 9% and more parking patrols and enforcement 9% as priorities for the Parking Strategy. These findings structured the actions outlined in the draft and presented to the community.

In phase two, priorities were explored by giving survey participants the option to select their top two preferences. There were a total of 136 selections overall. 'Supporting the local economy' was the most popular option with 34 selections, followed by 'Managing parking as a finite resource' (30 selections), 'Protecting the environment (29 selections), 'Ensuring social equity' (24 selections) and with 'Balancing modal priorities' the least popular option (19 selections). Suggestions for improvements, and changes to strengthen the draft Strategy are explored in more detail by themes below.

7.3 Feedback to strengthen specific action areas

7.3.1 Parking user hierarchies

This section of the report focuses on engagement outcomes for testing Action 1 parking prioritisation outlined in the draft.

Action 1: *Implement the on-street parking hierarchy to guide the allocation of parking spaces where competing demands exist.*

Phase one of the engagement found that 94% of participants travel around Bayside in private cars. The engagement identified parking availability priority areas as: shopping precincts (73%), beach and foreshore (49%), on-street parking outside residents' properties (42%) and commuter parking (36%). Areas identified for improvement of parking availability included: residential streets, on-street parking in front of properties, shopping precincts, schools and stations. When quizzed as to whether they would take an alternate mode of transport if parking was unavailable, respondents were divided with 21% highly likely and 25% highly unlikely. This feedback demonstrated the need for developing a hierarchy for

parking prioritisation in key areas and supported the development of parking hierarchies proposed in the draft Strategy.

Overall, the majority of phase two participants disagreed with the hierarchies outlined in the draft, with the exception of ‘Community, educational and recreational facilities’ with 42 respondents (58%) in support and 31 (42%) opposed. The ‘Foreshore parking’ hierarchy needed the most improvement with 50 respondents (69%) unsupportive and 24 (32%) supportive. Participants tended to place lower prioritisation for active transport, commuters, EV charging and car share schemes and greater prioritisation for pedestrians, accessible spaces, residents and visitors. Table 3 presents the feedback findings for each parking hierarchy.

7.3.2 Participant feedback on user parking hierarchies

Precinct	Level of support for prioritisation	Preferred hierarchy overall
<p>Shopping precinct (72 respondents)</p> 	<p>30 (42%) agree 42 (58%) disagree</p> <p>Participants gave lower priority to non-private car forms of transport and EV charging.</p>	<p>Safety and access for all Pedestrians Customers Residents and visitors Accessible spaces Drop-off/Pick-up Loading Public transport Traders and employees Bicycle parking EV charging Commuters Car share</p>
<p>Residential Parking (73 respondents)</p> 	<p>32 (44%) agree 41 (56%) disagree</p> <p>Participants gave lowest priority to car share and EV charging in residential areas.</p>	<p>Safety and access for all Residents and visitors Pedestrians Public transport Accessible spaces Customers Drop-off/Pick-up Traders and employees EV charging Commuters Car share</p>

<p>Foreshore Parking (74 respondents)</p> 	<p>24 (32%) agree 50 (68%) disagree</p> <p>Participants suggested higher priority for residents and visitors. With lower priority for non private car modes of transport and EVs.</p>	<p>Safety and access for all Pedestrians Accessible spaces Residents and visitors Bay and beach users Drop-off/Pick-up Bicycle parking Public transport Traders and employees Loading EV charging Car share Commuters</p>
<p>Community, recreational and education facility car parking (73 respondents)</p> 	<p>42 (58%) agree 31 (42%) disagree</p> <p>Participants gave lower priority to EV charging and car share options at these locations, with a higher prioritisation of commuters and traders and employees.</p>	<p>Safety and access for all Pedestrians Residents and visitors Accessible spaces Drop-off/Pick-up Public transport Visitors Bicycles parking Traders and employees Loading Commuters EV charging Car share</p>

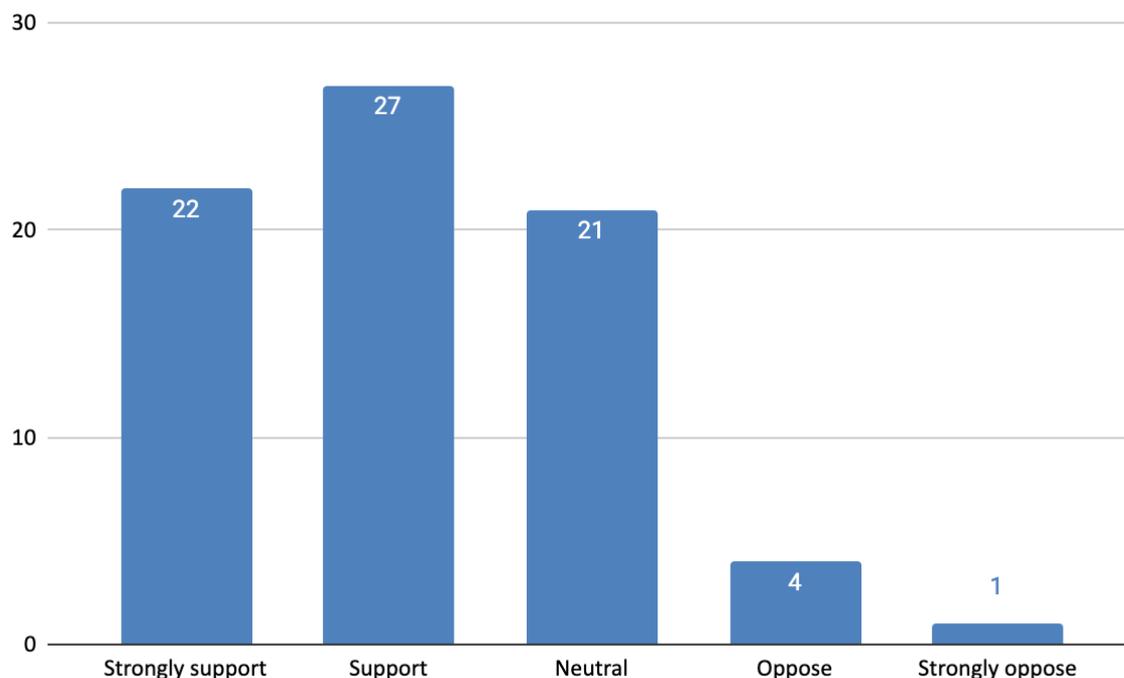
7.4 Accessible parking

This section outlines community feedback on accessible parking. The first phase of the engagement found significant feedback surrounding accessible parking with moderate support for allocating some public parking spaces in shopping precincts to people with particular needs (6.44 out of 10 average) and mild support for increasing the number of disabled permit parking spaces in shopping precincts (5.94 out of 10 average). 12% of phase one respondents were disability parking permit holders, with most common feedback that the disabled parking permit system worked fairly or well (25%). Additional feedback from phase one (5%) raised considerations for persons with disability / special needs. This prompted the proposal of Action 3 in the draft strategy.

Action 3: *Review and audit the location and design of on-street and publicly provided parking spaces for persons with a disability to ensure that these spaces are appropriately located to meet user needs and designed to provide safe and appropriate access.*

Overall, participants in phase two gave high priority to accessibility and agreed with accessible parking measures outlined in the draft. Figure 5 shows this level of support.

7.4.1.1 Figure 3: Level of support for accessible parking actions



When asked to provide their level of support for accessible parking actions, there were a total of 75 respondents. The majority of respondents 'supported the review and audit of publicly provided on street parking for people with disabilities, with 65% (49 selections) selecting 'strongly support' or 'support', 28% (21 selections) neutral and 7% (5 selections) 'opposed' or 'strongly opposed'. When asked for the reason for their choice, participants provided free text responses (55 comments), which are themed in Table 5 below. Some comments appear in more than one theme, depending on the level of detail provided. Table 5 explores each theme, with a count of comments and breakdown of level of support to accessible parking actions outlined in the draft and inclusion of verbatim quotes from respondents.

7.4.2 Additional feedback on accessible parking

Participants (62) in free-text responses raised a number of themes related to enforcement and eligibility of accessible parking; this feedback may strengthen the following council actions. The relevant council actions are also included in table 5 allocated to feedback themes.

Action 4: *Council will support parking for persons with disabilities through the provision of on-street accessible parking having regard to appropriate influencing factors.*

Action 7: *Council will continue to provide parking enforcement services which promote safety, compliance and respond to community parking needs.*

Action 10: Make use of smart parking technology to enhance enforcement operations.

7.4.2.1 Table 3: Participant feedback to explain support or opposition for Action 3 in draft Parking Strategy (accessible parking audit)

Theme	Descriptor	Breakdown	Verbatim quotes	Other Relevant Council Actions
Disability and age-friendly parking is a priority (21 comments)	Disability and aged residents have less transport options and should be prioritised in the strategy	11 strongly support, 6 support	<i>When parking is scarce, people with a lived experience of disability cannot use always access other modes of transport</i> <i>Ageing population will need more accessible parking</i>	4
Agreement (9 comments) Disagreement (1 comment)	General comments in support or opposition	2 strongly support, 4 support, 3 neutral, 1 oppose	<i>"It seems a reasonable approach in response to concerns raised"</i> <i>"common sense"</i> <i>"Not affected"</i> <i>"Not required"</i>	
Current Disability Parking is sufficient (9 comments)	Participants suggested these users are a minority, disabled permit spaces are unused, or there was enough disabled parking already.	1 support, 6 neutral, 1 opposed, 1 strongly opposed.	<i>These users are a minority and spaces are often empty.</i> <i>Often see disabled parking spaces are empty</i>	
Equal and proportionate access for all residents (11 comments)	Suggested that all residents should have equal or proportionate access for their needs	5 strongly support, 4 support, 2 neutral.	<i>"Proportionate and inclusive"</i> <i>"Provide equal access to all residents, irrespective"</i>	4

			<p><i>of their individual mobility restrictions”.</i></p> <p><i>“allocation of priority spaces should be proportionate”</i></p>	
More parking (6 comments)	General support for more parking disability and regular	4 strongly support, 2 neutral	<p><i>“simply NOT enough spaces in residential (especially) and trading areas now”</i></p> <p><i>“Not enough handicapped spaces due to not even being able to find a park most times especially when busy. Normal parking is insufficient”</i></p>	4
Greater parking enforcement (4 comments)	Comments felt the council action could be supported by better parking enforcement to manage demand and ensure eligible people had disabled parking privileges	1 strongly support, 1 support, 2 neutral	<p><i>“enough spaces are currently available however better enforcement should be carried out so that one can only park in such spaces if a person disabled”</i></p> <p><i>“...people who do not have the actual Disabled Sticker still park in these spots should be fined heavier than most”</i></p>	7, 10
Other (8 comments)	<p>Mixed responses</p> <ul style="list-style-type: none"> ● Drop off points ● Concerns for high rise development ● Concerns for cost ● Draft strategy difficult to read ● Alternative transport options for disabled people ● Unsure about 	1 strongly support, 2 support, 4 neutral, 1 oppose	<i>“The only thing I'd say is that a car is often not the only or best travel method for people with a disability and supporting them with alternative transport options may be far more sustainable”</i>	4, 7

	disability needs <ul style="list-style-type: none"> • Stemming over development would decrease the need • further engagement with people experiencing disability needed 			
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7.5 Parking technology

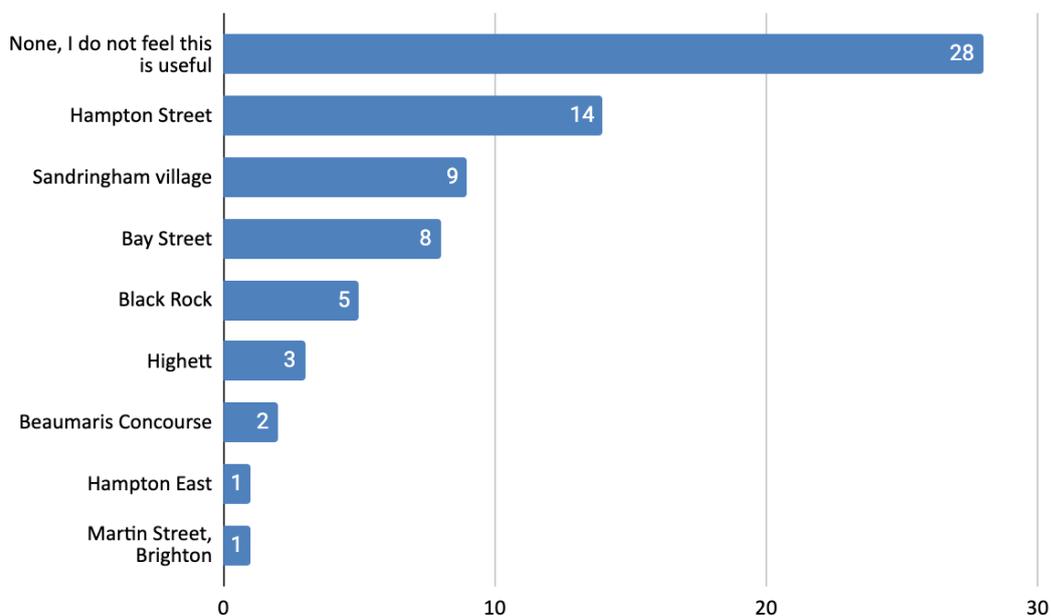
This section of the report focuses on parking technology for commercial precincts. The phase one engagement received suggestions for ‘More electronic signage for parking availability’ and ‘Improved parking technology’. The second phase introduced smart parking technology to support this. Overall, phase two responses were mixed regarding the utility of parking technologies for finding available parking. General feedback across all free-text responses and submissions were largely supportive of greater parking enforcement supported by parking technology.

Action 9: *Subject to implementation requirements being met, Council will install smart parking technology (including in-ground vehicle detection sensors and dynamic and static wayfinding signage) at activity centre locations including Bay Street, Hampton Street, Sandringham Village, Martin Street, Beaumaris and Black Rock, in both on- and off-street spaces.*

Action 10: *Make use of smart parking technology to enhance enforcement operations.*

Phase one engagement identified shopping precincts as a priority location for parking improvement. The draft outlined the introduction of parking technology to support this under Action 9. In phase two engagement, participants were asked the question, ‘Which other Bayside shopping precincts do you feel this technology would be useful in?’. There were a total of 71 respondents to this question with 28 respondents selecting that parking technologies would not be useful as part of a parking strategy. The most popular option for parking technology selected was Hampton St (14 selections) followed by Sandringham Village (9 selections) and Bay Street (8 selections). Figure 6 shows the preferred locations for these parking technologies.

7.5.1.1 Figure 4: Participant support for parking technology locations



7.6 Sustainable and active transport

This section focuses on alternative technologies and schemes to private car use outlined in the draft Strategy to alleviate the pressure on parking availability, reduce carbon emissions, and encourage active and sustainable modes of transport in Bayside. This section explores emerging technologies and more sustainable modes of transport including car-share services, e-scooters and e-bike share schemes and electric vehicles (EVs).

The first phase of engagement sought to understand how Council could encourage the use of sustainable transport and found that Covid-19 had prompted more sustainable transport habits among the Bayside community. Phase one engagement found neutral feelings or mild opposition toward sustainable or alternative transport ideas such as car share services (32.6 support, 32.1 opposed%) converting parking spaces to EV charging stations (36.6% support, 38.0% opposed), allocating public parking spaces to create protected bike lanes (39.9% support, 47.2% opposed). Additional feedback collected in phase one included suggestions for expanding and supporting 'sustainable, public and social transport' and 'less cars, less parking and more active transport'.

The second phase of engagement was designed to test specific actions surrounding car-share schemes, e-scooters and e-bike share as well as the demand for EV infrastructure. Generally, phase two respondents showed lower levels of support for car share services and e-bikes. This could be due to the older demographic of participants, needing more accessible forms of transport. This may also demonstrate a need for communication and education to support behaviour change.

7.6.1 Car share services

This section will report the findings for engagement questions surrounding car-share services and are relevant to the following council actions.

Action 12: Council will trial the introduction of a car share scheme across strategic locations in Bayside

Action 13: *Providing the car share trial is successful, support the introduction of car share schemes through the preparation of a car share policy that sets out the framework for managing car share parking, including the eligibility criteria for allocation of on and off-street parking for such schemes.*

The first phase of engagement found neutral feelings to mild opposition to car-share services with 32.6% in support and 32.4% opposed. Support for car-share was highest among 18-34 year olds with less support among those aged 70 and above.

The second phase sought to test actions 12 and 13. When asked whether they had used a car share service before there were 72 respondents. There were six respondents (8.3%) that stated 'yes', 52 respondents (72.2%) stated 'No, but I have seen the cars and understand how they work', and 14 respondents (19.4%) stated 'No, I don't know about car share services'. The majority of respondents (35 selections), stated that car share services would not be useful to them when asked which vehicle would be most suitable for car-share. The most popular vehicle for car share selected was 'small car/hatchback' with 13 selections, this was followed by 'van' (6 selections), 'sedan' (5 selections), 'other' (5 selections) and 'ute' (3 selections). Other options suggested by participants included: 'e-scooter', 'car with roof racks', as well as 'not interested(x2)' and 'none of the above'. Participants selected 'close to where I live' as the most convenient location for a car share service with 15 selections. The majority of participants (25) were happy to walk 0-1 kms to a car share service, however only 33 participants gave feedback for this question. Further engagement may be needed to support an evidence based car-share trial.

7.6.2 E-bike and e-scooter schemes

This section will report the findings for engagement questions surrounding e-scooters and e-bike share schemes and are relevant to the following council actions.

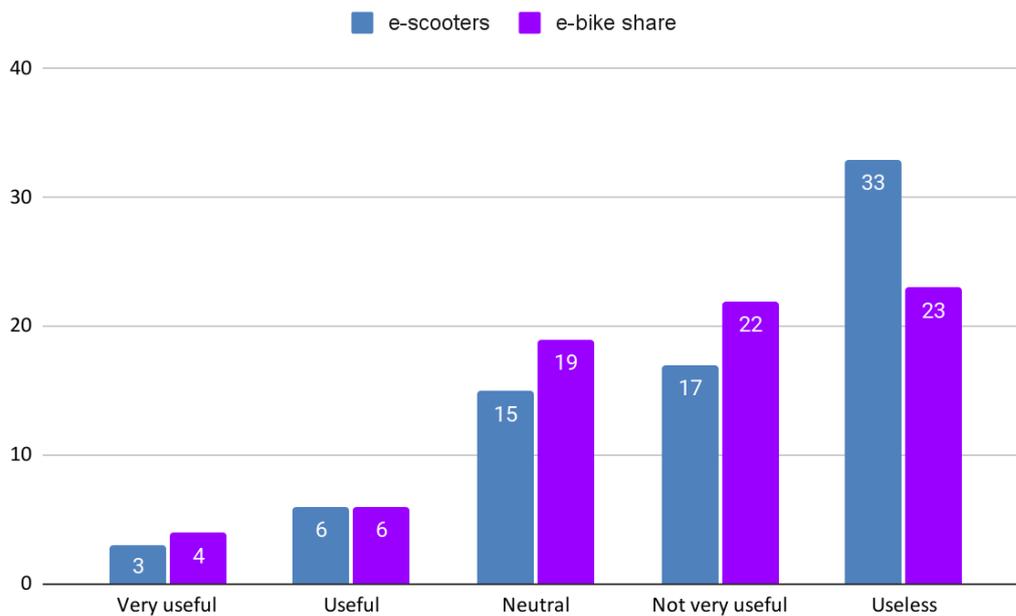
Action 14: *Council will support the legal and safe use of E-bike and/or E-scooter schemes in Bayside, based on the findings of the scheme trials in neighbouring Councils and State legislative requirements.*

Action 15: *Investigate opportunities and implement bicycle corrals at locations where there is known current or potential future demand, with consideration of the parking management on-street user hierarchy, land use type and availability of bicycle parking in the area.*

Participants in phase one identified access to car sharing or electric bikes or scooters as a factor that would support them to travel more sustainably. Phase one received feedback supporting the improvement of bicycle infrastructure to support sustainable transport use in Bayside (13%).

The second phase of engagement sought to test Council's response in the draft under actions 14 and 15. When asked whether they felt an e-scooter or shared e-bike service would be useful, there were 74 respondents to both questions. The majority of participants were unsupportive or neutral towards both schemes, with a total of 50 respondents unsupportive towards e-scooters and a total of 45 respondents were unsupportive towards e-bike share. Figure 7 shows this level of support.

7.6.2.1 Figure 5: Participant support for e-bike and e-scooter schemes in Bayside



When asked the reason for their choice there were a total of 136 comments of which ten major themes emerged displayed in Table 6, cross tabulated with participants' level of support for both schemes. Some comments mentioned more than one idea and have been tagged across multiple themes.

7.6.2.2 Table 4: Participant comments on e-bike and e-scooter schemes

Theme	Descriptor	Breakdown	Verbatim quotes
Dangerous (34 mentions)	Participants felt e-scooters & e-bike share were dangerous for riders, pedestrians and other road users.	Neutral (2), not very useful (10), useless (22)	<i>“Like the concept but have safety concerns”</i> <i>“alarming safety issues and no confidence that bayside will be able to manage those concerns”</i>
Accessibility (15 mentions)	E-scooters and share e-bikes are not suitable for older people and people with mobility issues	Very useful (2), neutral (2), not very useful (2), useless (9)	<i>“Getting too old for this danger”</i> <i>“Unless it is a three or four wheeled option which I would find useful. Please get these systems in operation for older</i>

			<i>people so we can do without a car - we cannot all use things that require balance”</i>
E-scooters and bikes are unsightly and hazardous (27 mentions)	Concerns about dumping, storage of these vehicles when not in use. E-bikes and Scooters create hazards or are unsightly in neighbourhoods.	Neutral (6), not very useful (9), useless (12)	<i>“e-scooters are left everywhere, creating a mess in the neighbourhood”</i> <i>“whether they will be left 'dumped' in the street between uses - or are they stored locked at a business?”</i> <i>“They will end up dumped in our street and in the bay like those in the city & Yarra”</i>
Would not use this service (26 mentions)	Participants who had bikes already or other forms of transport, who would not use this service	Useful (1), neutral (11), not very useful (5), Useless (9).	<i>“I have my own e bike”</i> <i>“Too frightened”</i> <i>“wouldn't use it”</i> <i>“I would expect there would be little use”</i>
Governance and Misuse (15 mentions)	Concerns that these new transport modes were unregulated, traffic rules were not enforced.	Neutral (1), not very useful (2), useless (12)	<i>“there is no accountability for how people ride e-scooters and no one is enforcing regulations”.</i> <i>“Dangerous and open to abuse”</i> <i>“riders do not obey road/footpath rules”</i>

<p>Council could prioritise spending on something else (11 mentions)</p>	<p>These schemes are costly, money could be better spent on other projects like Public Transport or promotion of other transport</p>	<p>Very useful (1), neutral (3), not very useful (5), useless (2)</p>	<p><i>“Waste of money and time”</i></p> <p><i>“We can spend our resources elsewhere, such as advertising bus routes, as the buses are empty”</i></p> <p><i>“a strategy and one that is more practical for older people who leave the car for a bus”.</i></p>
<p>Congestion (9 mentions)</p>	<p>Concerns both vehicle types would cause congestion on roads and in parking areas or footpaths.</p>	<p>Neutral (1), not very useful(1), useless (7)</p>	<p><i>“Cars and bikes don't mix”</i></p> <p><i>“driving too fast and creating safety concerns especially for young children and the elderly”</i></p> <p><i>“even sillier than an e-scooter, where do you stack these when not in use?”</i></p>
<p>Good for transport linkages (12 mentions)</p>	<p>These vehicles are a cheap alternative transport, useful for linking other modes of transport like walking and PT.</p>	<p>Very useful (4), Useful (6), not very useful (2)</p>	<p><i>“Easy cheap transport”</i></p> <p><i>“commuter travel to the station and home”</i></p>
<p>Good for healthy environment and people (5 mentions)</p>	<p>These vehicles would support healthy active transport, reduce emissions and support visitors to the area. However, an active transport culture needs to be encouraged at Bayside.</p>	<p>Very useful (1), useful (2), neutral (1)</p>	<p><i>“Reduces carbon footprint and provides convenient access to low cost transport, also reduces traffic and parking congestion”</i></p> <p><i>“I would use it. I generally do not feel safe riding on streets</i></p>

			<i>around bayside, the bike culture is beach rd”</i>
Other (9 mentions)	Mixed responses: <ul style="list-style-type: none"> • I don't have one • Never used one • There are enough bikes already • Where would I go on this? • This would prompt people to buy their own • negative comments surrounding car-share (x2) 	Useful (1), Neutral (4), not very useful (4)	

7.7 Electric vehicles

This section focuses on community feedback surrounding Electric Vehicles (EVs) with implications for Action 11.

Action 11: *Council will support the use of electric vehicles through:*

- Explore the feasibility of installing recharging facilities at Council buildings and other public locations
- Initiate an Expression of Interest (EOI) processes for market interest to install EV charging infrastructure on Council managed land
- Advocate for a state-wide approach to EV charging infrastructure requirements for new developments
- Encourage all new commercial/industrial/large scale residential developments to include an appropriate standard of EV charging infrastructure
- Develop an Electric Vehicle Charging Policy to provide clarity in respect of the provision of electric charging facilities within public spaces and how Council can support the opportunities on both public and private land
- Seek to encourage Environmentally Sustainable Development (ESD) targets for new development – outcomes from the CASBE project Elevating ESD Targets Planning Policy Amendment.

The first phase of engagement received neutral feelings to mild opposition to converting parking spaces to electric vehicle charging stations with 36.6% in support and 38% opposed to the idea. Respondents aged 70 years and over were somewhat less supportive than average. Additional feedback also included suggestions for the provision of more, free EV charging in Bayside.

For the second phase of engagement, Bayside Council provided the option for participation on this topic through Facebook and Instagram. Feedback collated in this section includes both survey respondents and social media participants. Because of the different framing of questions across engagement methods, some data has been presented separately. This

section had lower participation (42 respondents) than others in the online survey but is supplemented by social media engagement data to support Action 11.

There were 146 participants across three Instagram polls and 566 participants across two Facebook polls. There was a difference in attitudes towards EVs charging locations, across different engagement methods, with survey respondents less supportive of residential charging and Instagram respondents sharing positive feedback for charging in these areas. Overall, community members sought more investment and planning for EVs in Bayside.

7.7.1 Electric vehicle ownership

Survey participants were asked whether they owned an electric vehicle. Of the 42 respondents to the question, six (14%) owned a fully electric vehicle, 18 (43%) were considering buying one and 18 (43%) were not considering purchasing one. Of the 173 Instagram poll respondents, 14 (8%) owned an EV with 107 (62%) not owning one and 52 (30%) considering purchasing one. Facebook users were also invited to answer the question 'Is anyone in your household considering having an electric vehicle?' in a separate poll. There were 357 respondents to this question, with 181 (51%) selecting 'yes' and 176 (49%) selecting 'no'. Additionally, Facebook users contributed five comments.

Comments and replies included:

- "Love my EV. Bayside area has seen significant uptake. Looking forward to cleaner air for all"
 - "I test drove a Tesla Model y last week. smooth, fast and silent!"
 - "till they say, you can't charge it. How do you go on a long trip, waiting 4 hours to recharge it?"
- "Here's a thought Bayside - any new builds have to also provision a carpark for every bedroom developed".
 - "That's a joke, hundreds of new apartments built and every street now is full of parked cars ,it's a complete joke"
- "No. Because they are super dangerous. I work in emergency services and have heard the risks".
- "ParkCAD sold by Transoft Soutlions will take the hassle out of this"
- "Heads up. Electric cars are a total liability. If you were serious about doing something you would advocate for hydrogen fuelled cars rather than battery as they will be a complete albatross for the planet. No more virtue signalling please. Save that for the good people of Kooyong"

7.7.2 Electric vehicle charging infrastructure

When asked through the survey, 'What is your level of support for Council facilitating greater availability of EV charging stations in Bayside?' there were a total of 42 respondents to this question. A total of 13 survey participants (31%) strongly supported, five (12%) supported, 13 (31%) were neutral, four (9%) opposed and seven (17%) strongly opposed. Of the 152 respondents using the Instagram Poll, 105 (69%) supported Council facilitated charging stations, with 37 (24%) neutral and ten (7%) opposed. In a Facebook poll posted on the Bayside City Council's main Facebook page, participants were asked the question; 'Do you support EV charging in public places?'. Of the 209 respondents to this question, 137 (66%) people selected 'yes' and 72 (34%) people selected 'no'.

The most popular option for more EV charging stations, chosen by survey respondents, was in shopping precincts (19 selections, 34%) followed by participants who did not support any EV charging station in public places (14 selections, 25%). Residential street (9 selections, 16%) and the foreshore area (9 selections, 16%). Other (5 comments, 9%) included:

- "DEF .. NOT in residential streets (which are a bun fight now.. imagine ppl arguing about EV station access?) so anywhere BUT!"
- "Have my own system"

- “Underground car parks associated with supermarkets”
- “I’m not sure - I’m not necessarily convinced every shop needs an ev charging station I think potentially residential areas are better with shared community renewable energy schemes”
- “Seeing how lithium and cobalt is mined for the EV batteries I don’t believe they are environmentally friendly and can explode”.

Of the 146 Instagram poll respondents, ‘Bayside shops’ was the most popular option with 72 (49%) votes followed by ‘residential’ with 45 (31%) votes, ‘Foreshore’ with 16 (11%) votes and ‘don’t support’ with 13 (9%) votes. Additionally, there were 13 commenters and five likes to the Facebook post asking ‘*Do you support EV charging in public places?*’. Comments and replies included:

- “Probably important to educate the people about the dangers rather than an uneducated response”.
- “As long as the EV users pay a tax towards them”.
- “EV public charging needs to be in locations where people can do or visit places or activities (get a coffee, toilet, go for a walk, pop into a shop, grab something to eat) whilst charging ie. Southland, shopping strips, sports clubs, playgrounds, beach carpark, supermarkets. Needs to be clearly marked and patrolled as EV Charging station only (not a EV car spot)”
 - “Do you think Australia has the infrastructure to handle the amount of charging stations required if we all went to electric vehicles ?”
- “If the users are paying, perhaps...”
 - “Just like a petrol station, the running costs of the facility are added to the cost of your petrol. To encourage uptake there are free chargers out there and in most states there are lots of them on the main arterials. In Victoria the free ones are out of the way and slow and hard to use. But the cost recovery of the installation will be added to the electricity price just like the amortisation at petrol stations”
- “Where does the power come from, solar panels?”
- “ it won’t be [smooth, fast etc] in five years when your battery life is only 25% of what it is now ! But I’m sure the dealer would have explained it to you when you bought your car ! And with a replacement cost of about \$48,000 for your batteries ! That’s a good deal ! 🤔 or were you just traded in and some poor guy will buy your second hand EV car which will be useless to them ?”
- “nope. 25 min supercharge. Also, what’s a long trip? I drove from Sandringham to Apollo bay the other day. Used 45%. 55% remaining. Awesome. Best car I’ve ever owned.”
- “So as a question for you as you navel gaze in the dead of night. Am I saving the planet by promoting battery powered cars that require child slave labour to mine the materials or am I just doing this because I am woke and appearance is everything?”
- “EVs are a scam”
 - “who is being scammed?”
 - “the whole world,they are not sustainable and don’t last long”

It can be assumed that the difference in support for EV infrastructure across the different engagement methods is due to different demographic cohorts using the online survey and social media polls. Typically, survey respondents in this engagement represented over 60s residents or ratepayers, whereas social media participation had a younger audience, the majority aged 18-64. This demonstrates a higher level of support for EVs among younger people. Because of the difference in framing of questions and lack of consistent demographic information collected across social media and survey engagement methods, further research is needed to support this assumption.

7.8 Population growth, density, and development in Bayside

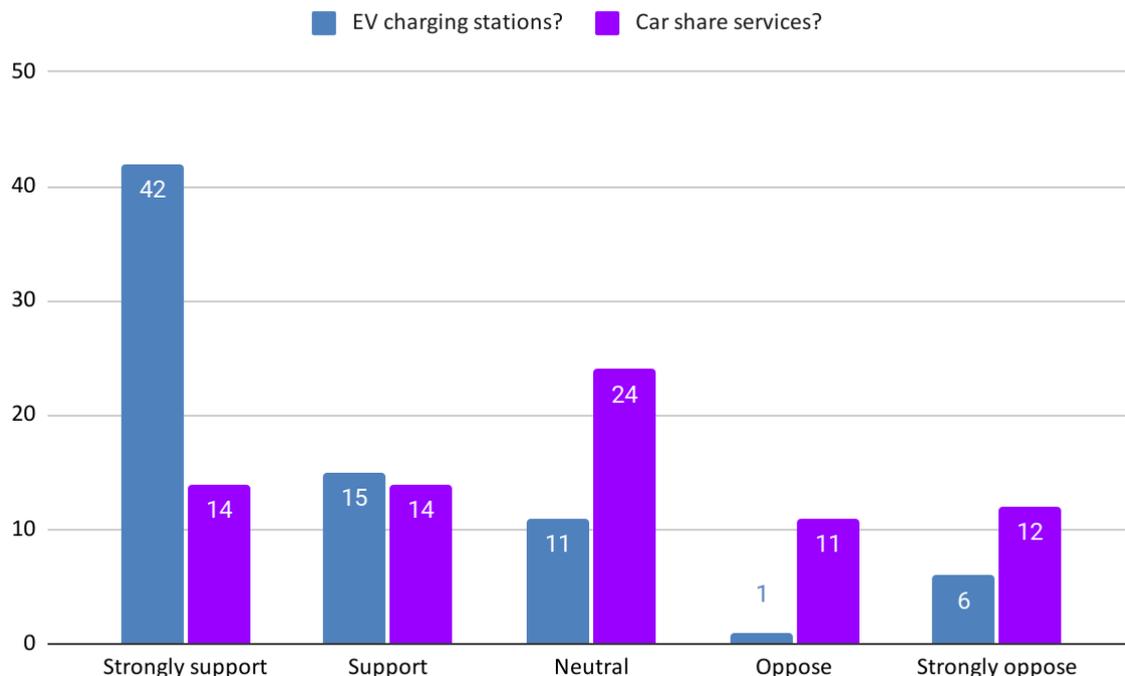
This section of the report focuses on participant attitudes to managing finite parking resources in the context of population growth, increased density and new development and are relevant to:

Action 18: Council will investigate the statutory mechanisms to require the preparation of Green Travel Plans for new developments.

New development has been a consistent concern for Bayside residents and forms a priority among parking and traffic. Additional feedback in phase one of the engagement raised the significance of planning for new developments, high density developments and population growth in Bayside. Phase one additional feedback sought provision of including adequate off-street parking (9.5%) for new development.

In phase two, participants were asked to provide feedback on whether multi-unit developments should be required to include EV charging stations or car-share services. There were 75 respondents to each question respectively. Across all engagement free-text questions, participants mentioned new developments, showing support for increased transport planning measures with many suggestions for requirements for off-street parking. Of the survey respondents 57 participants selected 'support' or 'strongly support' for the introduction of EV charging requirements for new high density developments with less enthusiasm for car share service requirements with 28 participants who selected 'support' or 'strongly support' for this in new developments. The levels of support are demonstrated in Figure 6.

7.8.1.1 Figure 6: Level of support for multi-unit developments to include electric vehicle charging and car share services



7.9 General feedback and suggested improvements to the draft Parking Strategy

This section focuses on general feedback (112 comments) given across all engagement methods, including: 66 survey free-text responses to the question; 'Do you have any suggested improvements for the draft Parking Strategy that you'd like Council to consider?',

five submissions directly to Bayside City Council via email or letter, seven comments received via the Council Website Q&A page, five comments collected from the BHARG in person session and 28 social media comments. A coding frame was developed to categorise the response into key focus areas. Table 8 shows the coding frame consisting of 13 focus areas, descriptions of themes, relevant Council Actions and verbatim quotes. Some comments have been tagged more than once, depending on the level of detail provided.

7.9.1.1 Table 5: General feedback on the draft Parking Strategy

Theme	Descriptor	Related Council Action	Verbatim Quotes
<p>Stronger parking enforcement and governance (24 comments)</p>	<p>More parking monitoring and enforcement.</p> <p>In residential zones: Enforcing the use of garages for cars only, stricter rules for long term caravan or trailer parking</p> <p>In commercial/comm unity zones: reassess time limits for parking to discourage congestion and provide more opportunities to shop, enforcement of disabled car parking places.</p>	<p>1, 2, 4, 7, 8, 10</p>	<p><i>“The Council makes people put garages in their building plans but doesn't enforce their use.”</i></p> <p><i>“Vehicles on crossings & nature strips Vehicles are too often parked on crossings and nature strips obstructing footpaths. o council notify these drivers and/or fine these illegally parked vehicles?”</i></p> <p><i>“2 hour parking should mean 2 hour parking. Not go around the block and come back. Other councils inforce 2 hours. Bayside why not?? “</i></p> <p><i>“1 hour parking in shopping strips is not enough time to shop, it does not encourage local shopping”</i></p>
<p>Review & improve parking permits (11 comments)</p>	<p>Review of parking permits and eligibility for multigenerational households, multi-unit dwellings and allowing more parking for these households or increasing rates for additional on street cars.</p>	<p>2, 3, 4, 5, 6, 16, 18, 20</p>	<p><i>“I want the foreshore parking permits for residents to continue.”</i></p> <p><i>“Parking permits are unfair and don't fit with demographics and units and townhouses should be eligible where house residents are eligible“</i></p> <p><i>“Parking permits for multi-user developments should be considered on a case by case basis rather than a blanket rule”</i></p>

	<p>Create a parking permit scheme to accommodate workers in activity centres off the main street.</p> <p>Creating a parking permit scheme for older residents using council services or community organisations. To be distributed through organising body e.g U3A</p>		<p><i>“to note a parking permit will not be available to us as the building was constructed after 2007 is unfair and unreasonable....my wife and i are both in our 70s this permit would assist us greatly”</i></p>
<p>EV Charging (34 comments)</p>	<p>General positive comments surrounding EVs, the desire for more infrastructure and suggestions for where charging stations should be placed (15)</p> <p>Negative comments surrounding EVs (19) perceived as dangerous, waste of resources, costly or ineffective.</p>	1, 2, 11	<p><i>“You will be cutting out parking for anyone working and parking their car on the street with on street charging”.</i></p> <p><i>“EV public charging needs to be in locations where people can do or visit places or activities (get a coffee, toilet, go for a walk, pop into a shop, grab something to eat)”</i></p> <p><i>“A campaign to explain the need and partner with suitable companies to supply charge stations in shopping centres and key community locations eg libraries”</i></p> <p><i>“I do not think it is right for Council to spend funds on charging stations for EV vehicles. Owners of EV should charge at their own residences”</i></p>
<p>Create more car parking (15 comments)</p>	<p>General comments suggesting more car parking is needed in residential areas, schools and activity</p>	1, 2, 16, 19, 20	<p><i>“People should be able to have a car, & they should be able to find parking near venues”</i></p>

	centres to support existing need and accommodate growth		<p>"I would like to see 9 Well Street turned into car parking..Do not need a pocket park top satisfy the residents living across the road!"</p> <p>"Parking spaces are too small for majority of larger vehicles in Bayside resulting in vehicle damage"</p>
<p>Off Street parking requirements for commercial and private zones (22 comments)</p>	<p>Suggestions for creating planning requirements for more off street car parking to reduce congestion, increase safety and manage parking flow into residential areas and relieve parking pressures from multi unit developments and visitors.</p>	<p>1, 2, 5, 16, 17, 18, 20</p>	<p>"Multi-unit developments, particularly if they are close to train stations, should not be allowed to reduce their on-site parking requirements, as that just pushes resident and visitor car parking onto nearby streets"</p> <p>"There are too many privately owned cars and trailers parked all day on suburban roads. This makes driving down the road dangerous"</p> <p>"Provision of indented off-road car parking on Beach Road adjacent to Hampton Lifesaving Club"</p>
<p>Active transport infrastructure (12 comments)</p>	<p>Create safe active transport routes with separation from parked cars and road, bike parking and manage dangerous congestion on residential streets to build an active transport culture in Bayside.</p>	<p>15</p>	<p>"Make more dedicated safe bike lanes like in the Netherlands. With separation from cars & trucks"</p> <p>"Undercover bike parking - if you really want people to embrace using bikes as their daily transport."</p> <p>"Finally bikes and e-scooters should be able to legally ride on footpaths (safely and at slow speeds). Some areas such as parts of bluff road can feel extremely unsafe on the roads and discourage all"</p> <p>"Carspaces, especially near commercial areas, should also never be free as everyone is subsidising their usage and it takes away that land for more productive uses."</p>
<p>Improve PT and</p>	<p>Advocate for</p>	<p>1,2</p>	<p>"Council to initiate a local shuttle bus</p>

<p>alternative transport (10 comments)</p>	<p>improved PT with greater linkages, provide more parking at stations and community transport options.</p>		<p>service in the smaller neighbourhood streets,(non bus routes) to encourage locals to leave the car at home to do the shopping in their local community”</p> <p>“there are never any spaces there, and using public transport is often difficult, especially for seniors”</p> <p>“Bayside population is a lot older than 45 years old; it is not a good option. Public transport upgrade is much better”</p> <p>“There is no point on squeezing residents parking when there is no genuine transport alternative in bayside”</p>
<p>Transport planning (9 comments)</p>	<p>Review zoning and road rules in some areas to increase traffic flow or promote alternative transport options. Review local business needs to inform parking restructure.</p> <p>Use smaller parking spaces, & angle parking and more drop off and loading points.</p>	<p>1, 2, 16, 19</p>	<p>“Consider making some smaller streets one-way”</p> <p>“Car free zones in CBD . Encourage walking and bike riding. Malls in summer”</p> <p>“Remove all parking on Beach Road”</p>
<p>Sustainable transport & emerging technologies (12 comments)</p>	<p>Considerations of e-scooters, e-bikes and car share services</p> <p>(6 positive comments)</p> <p>(6 negative comments)</p>	<p>12, 13, 14, 15</p>	<p>“[install] Fixed base car sharing schemes (GoGet), Peer-to-Peer car sharing schemes, Other car share schemes [in activity centres]”</p> <p>“Someone needs to come up with share options for people with balance/mobility issues - 3 or 4 wheeled electric scooters or electric bikes. and keep electric scooters off the footpaths.”</p> <p>“Council has advised in the strategy</p>

			that car share will reduce the number of vehicles circulating. I do not believe this will be the case and it should not be used as a premise for resource planning”
Disability and age friendly planning (12 comments)	Review of existing disabled parking to consider its suitability for people with mobility issues i.e width, ramps, location. Provide more disabled parking. Ageing population needs accessible parking.	1, 3, 4	<p>“Consideration for the ageing population is essential including additional disability parking, and ensuring there is as many parks available as possible for the growing population of Bayside”</p> <p>“We have beach accessibility matting for disabled beach-goers to access the beach / water, yet there is nowhere for them to park close to the [Hampton SLSC] club”.</p> <p>“Curbside disabled parks, which are basically useless for someone like me with my disabilities...Due to my disability I am unable to get out of the car and up onto the footpath”.</p>
Prioritising residents (7 comments)	Parking hierarchies should consider the needs of residents above visitors	1, 2, 5	<p>“Unless the car has been given a VISITOR'S sticker by council they should be seriously monitored on a timer of parking and fined if they exceed over 2 hrs. Otherwise, put-up signs in residential streets with parking limits. Consider the ratepayer who lives in these streets.”</p> <p>Take care of residents (your voters) first!</p> <p>Residents should have priority. Shopkeepers and staff/employees should then have priority as this is what keeps the area viable.</p>
Population growth and high density development	Population growth is negatively impacting parking. Planning for on site parking in new	2, 5, 16,20	“Multi-unit developments, particularly if they are close to train stations, should not be allowed to reduce their on-site parking requirements,”

(17 comments)	developments, stemming new development, enforcing alternate transport for high density development, create more parking to support new development.		<p>“The amount of high density development is putting an unbearable strain to the existing parking spaces available”</p> <p>“The slowing of overdevelopment in the area will help ease future parking needs”</p> <p>“We have allowed too many high rise without enough resident parking”</p>
Other (16 comments)	Mixed responses, Including feedback on the engagement process, maintenance of existing carparks, incentives, including businesses in providing infrastructure, general thank yous for opportunity to participate.		<p>“Make the recommendations clear and readable, not shrouded in data and stats”</p> <p>“I would like to see one car, one ev car and no car households receive either discount on rates”</p> <p>“I cannot understand why the council would spend money on a proposed plan to close Melrose Street. This would cause immense traffic chaos”</p> <p>“An education campaign for people to avoid sitting in their cars with the engine idling, and to promote walking to shops when possible perhaps subsidised personal shopping trolleys”</p>

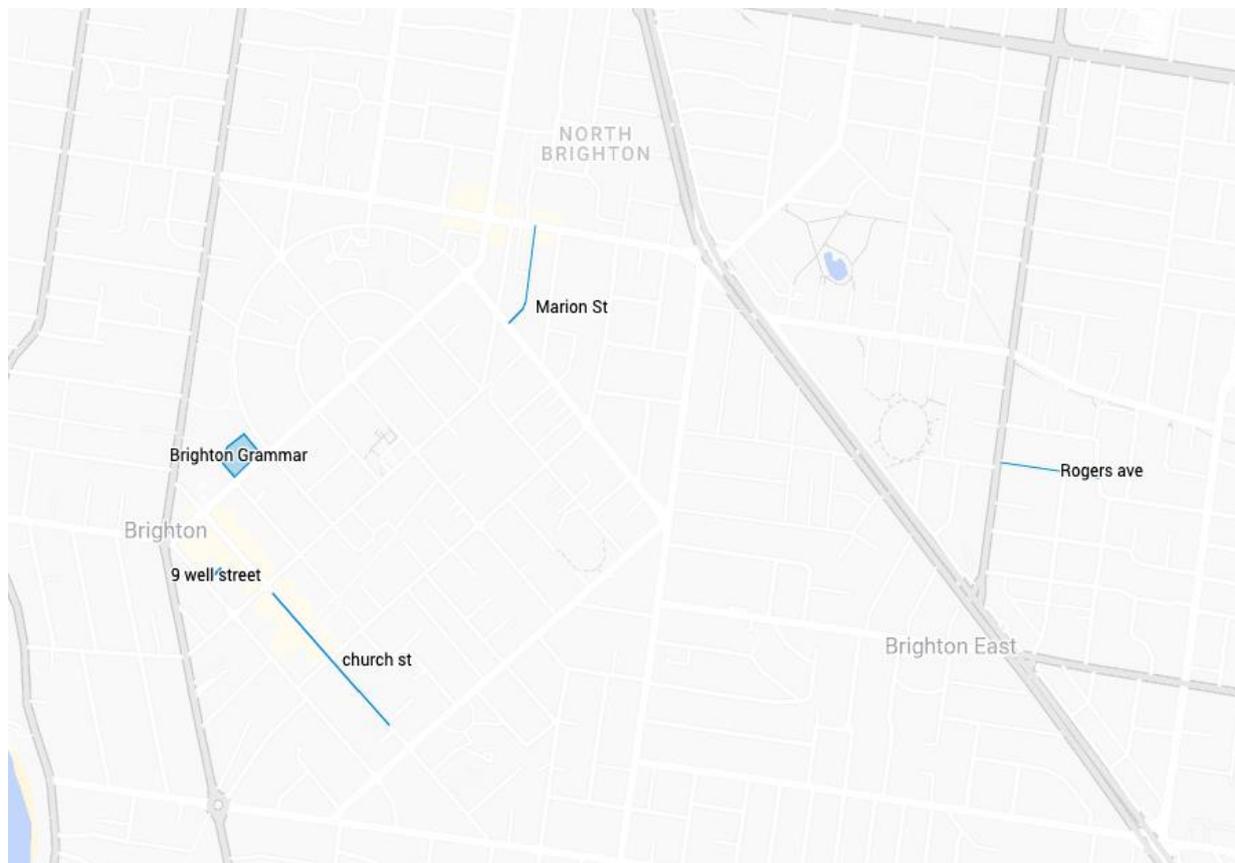
7.10 Specific action areas by location

This section covers specific areas mentioned by participants for improvement or consideration in the draft Strategy by participants across all engagement activities including social media comments, all free-text survey questions and direct submissions via email or letter to Council. Feedback is shown in map format (Image 1 and 2) and in tables 9 and 10. Common feedback involved areas where disability parking was inadequate or unsuitable, areas where on-street parking caused congestion and areas identified where parking times could be adjusted.

Action 2: Develop an assessment criterion to establish when a specific Parking Precinct Plan is required to manage existing and future parking demands of a specific local area.

Tagged data points with links to GIS, KML/KMZ downloads can be found here <[Bayside CC Parking Strategy](#)>. The following images and tables demonstrate area specific feedback.

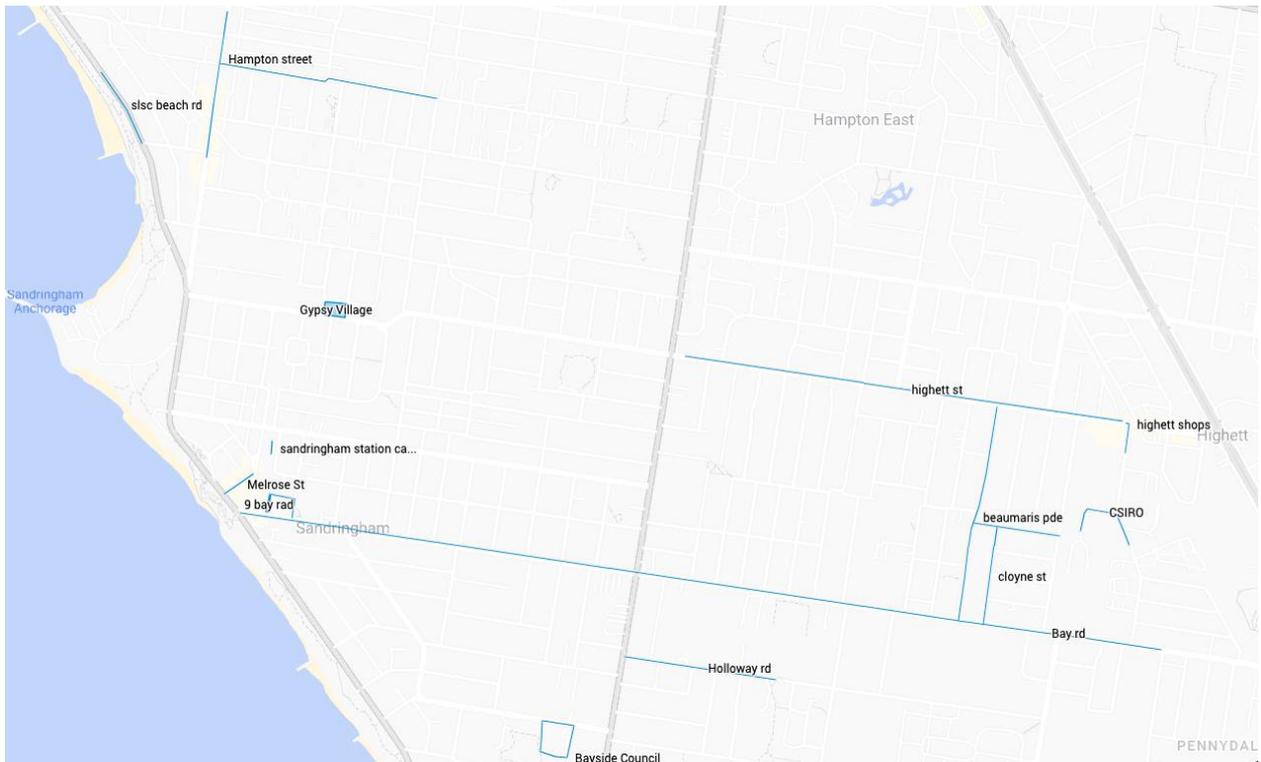
7.10.1.1 Figure 7: Northern Bayside areas identified by participants



7.10.1.2 Table 6: Northern Bayside area comments summary

Location	Feedback
Brighton Grammar	Council should enforce parking times
Church St	Shorten 2 hr parking limits to support more customers
Marion St	<ul style="list-style-type: none"> • Create more parking or reduce 3 hr limit • Concession parking for cinema goers
Rogers Ave	Traffic calming measure or diversion of trucks to protect school zone
Well Street	(9 Well Street) Potential to convert to a car park

7.10.1.3 Figure 8: Southern Bayside areas identified by participants



7.10.1.4 Table 7: Southern Bayside area comments summary

Location	Feedback
Abbott St	A review of residential surrounds will likely identify further parking opportunities on wide streets [to support the activity centre]
Balcombe Rd	Congestion of on street parking
Bay rd	<ul style="list-style-type: none"> ● 2-hr parking needs to be extended to reduce long day parking further down the street ● Create higher turnover of user groups by providing taxi stops ● (9 Bay Rd) Potential car park to support Village shoppers
Bayside Council Offices	Preferential parking for Council employees should be avoided
Beaumaris Pde	Congested, more off-street parking and enforcement for garage and driveway parking
Cloyne St	2-hr parking needs to be extended to reduce long day parking further down the street
CSIRO	Increase off-street parking, new development with only 50% parking requirement is making difficulties for nearby on street parking

Gypsy Village	Not enough disabled parking
Hampton street	<ul style="list-style-type: none"> ● Remove trees for more parking- trees planted in front of the loading zone bays. ● Create a multi-story carpark to support new development ● Provide more and suitable disability parking- curb-side spaces are not wide enough and inaccessible for someone using a wheelchair ● (Hampton St Train Station) Only one accessible car park on south side of the station ● replace on-street car parking with a bike corral every 100m in shopping strips or consider allowing traders to set up their own bike corrals in car-parks outside their shops at certain times of day.
Highbury St	<ul style="list-style-type: none"> ● Indented parking in nature strips to stop this congestion ● More off-street parking in planning requirements for new developments ● Enforcement of off-street parking ● (Highbury St shops) More residential parking permits for multi unit dwellings
Holloway Rd	More parking enforcement
James Ave	Congested, more off-street parking and enforcement for garage and driveway parking
Melrose St	<ul style="list-style-type: none"> ● Don't close this street, parking is needed to support the Village and surrounding residential areas ● Consideration for public car-parking at the rear of Melrose Street shops (north side) with the entry from Beach Road. ● Consideration Council compulsorily acquired parcels of land at the rear of Melrose Street shops under the Sandringham Separate Rate Parking Scheme for having that area specifically designated for the use of the levied property owners.
Sandringham Station car park	<ul style="list-style-type: none"> ● Redevelop car park with support from state gov ● Increase car parking spaces
SLSC Beach Rd	<ul style="list-style-type: none"> ● Provide indented parking & off-road parking for emergency vehicles at the Hampton Life Saving Club (x2) ● Provide all day parking permits for Beach Box owners ● Maintenance of beachside car parks along the foreshore (x2)

Trentham st	<ul style="list-style-type: none"> • Introduce a trader parking permit scheme for Trentham St to create main street space at the Village for customers • Zoned to allow for higher density, wide street with opportunity of creating angle parking, increasing available parking for users of the commercial precinct.
Willis St	Not enough disabled parking

8 Project evaluation

This report presents the findings from the analysis of community feedback gathered during the second phase of community engagement with the Bayside community from 24th of November to the 22nd of December 2022.

The engagement program reached a total of 1153 respondents including 76 survey respondents, 594 Facebook participants, 471 Instagram participants, five direct submissions to Council, seven contributions to the Have Your Say Q&A page, and targeted discussions with the Bayside Healthy Ageing Reference Group (BHARG).

The demographic profile of the survey respondents was skewed towards older over younger respondents, which will have an impact on the results. Younger participants were reached through social media channels, however these participants were surveyed only about electric vehicles.

Survey respondents were supplied the draft Strategy to read before completing the survey. The Council Have Your Say page also provided a Q&A page and project description highlighting the key tenets of the draft. Free text comments included four positive feedback comments on the opportunity for engagement and two comments expressing the draft was difficult to read or understand.

The community engagement project was not a random sample survey of the community, rather it was a self-selection consultation with a focus on Have Your Say website participants.

The results of the consultation reflect the views of those with an interest in the Parking Strategy and are sufficiently engaged with both Council and car and/or parking issues to choose to participate in the consultation. As a result, it will likely overestimate community concerns around parking issues, and under-estimate potential community support for the range of Council actions tested in the consultation.