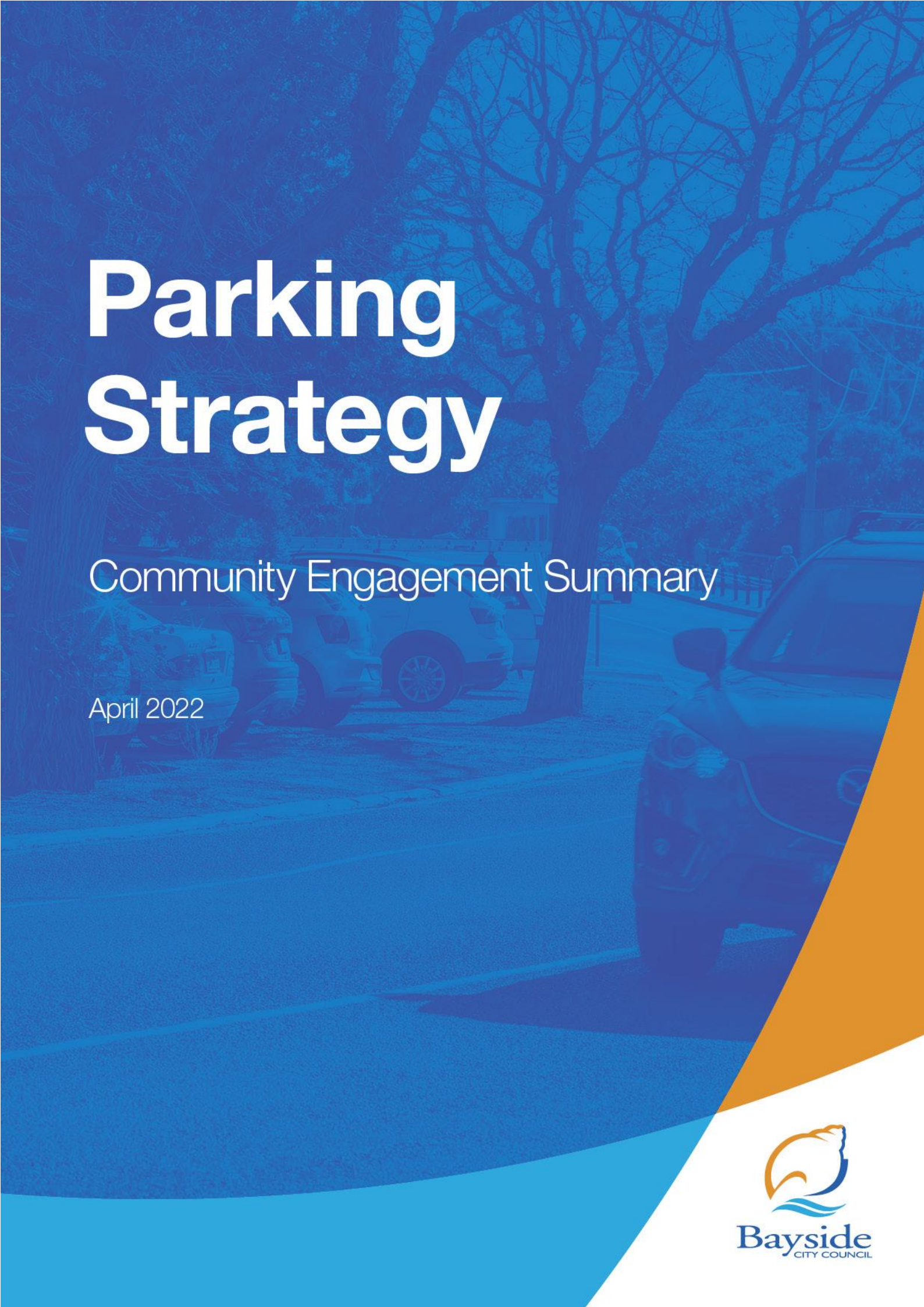


Parking Strategy

Community Engagement Summary

April 2022

Bayside CITY COUNCIL

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Overview

This report presents the findings from the analysis of the community feedback gathered during the first phase of community engagement from 17 February to 16 March 2022.

A broad community engagement program was undertaken in February – March 2022 to understand community views and priorities around parking in the City of Bayside. Consultation feedback will be used to support the drafting of a Bayside Parking Strategy, which will help Council design potential solutions to challenging issues, and better support increased use of sustainable transport, including electric vehicles.

More than 700 community members participated in the consultation primarily via an online Have Your Say surveys (665 respondents), via email or social media, or through key stakeholder group meetings, including Council's Healthy Ageing Reference Group or Disability Access and Inclusion Advisory Committee.

The consultation was supported by 8 drop-in or pop-up sessions at major activity centres, Bayside libraries, or farmer's markets (706 interactions), as well as an online Q&A.

In summary, the survey results found that:

- ***Car parking profile*** – almost all respondents owned a car, with most households having two cars. Most park their cars on their property overnight, but 21% parking partly or solely on the street. Almost all respondents with a car hold a Bayside parking permit, with most households holding two permits. 12% held a disabled parking permit, with the most common feedback on the disabled parking permit system being that it worked fairly or well (25%).

- ***Travelling around Bayside*** – car was the most common form of transport around Bayside, with almost all respondents (94%) travelling by car at least some of the time, followed by walking (74%), cycling (27%), and train (15%). The most common factors that would encourage additional travel by methods other than private car were improvements to public transport (38%), improvements to bike paths (13%), and more parking at stations (10%).

- ***Transport during the pandemic*** – car travel decreased substantially (62% net decreased), and walking increased significantly (58% net increased) during COVID-19. Respondents were split in terms of whether transport patterns would return to pre-pandemic patterns (31% yes, 27% no, 28% unsure, and 14% said their patterns did not change during COVID-19).

- ***Parking availability and ease of parking*** – parking availability was most important to respondents in shopping precincts (73%), followed by the beach and foreshore (49%), on the street outside their property (42%), and commuter parking near stations (36%). The average ease of parking was highest for parking at parks and reserves (6.96 out of 10), followed by beach and foreshore (5.92), residential streets (5.51), on the street outside their property (4.83), at shopping precincts (4.75), outside schools (4.32), and most difficult for commuter parking near train stations (3.25).

- ***Response to parking difficulties*** – the most common action of respondents when they can't find parking in the areas important to them was to park further away and walk the distance (41%), or to drive around till they find parking (14%). Respondents were relatively split in terms of whether they would consider alternative transport modes if parking was unavailable with 21% highly likely and 27% highly unlikely to seek alternatives.

- ***Actions Council could do to improve satisfaction with parking*** - the five most common actions that respondents say Council could do to improve their satisfaction with parking availability in the most important areas were to provide more parking spaces, car parks, and on-street parking (19%), more permits for residents / more resident only parking (17%), more time-limited parking (10%), more multi-storey or underground car parking (9%), and more parking patrols and enforcement (9%).

- ***Support for seven ideas around parking in Bayside*** - respondents were asked to rate their support for seven ideas about parking in Bayside. The average agreement (from 0 strongly oppose to 10 strongly agree) with these seven ideas is summarised as follows:

    - *Moderate Support* – for allocating some public parking spaces in shopping precincts to people with particular needs (6.44).

    - *Mild Support* – for increasing the number of disabled permit parking spaces in shopping precincts (5.94) and for creating pedestrian only areas in major shopping precincts (5.92).

    - *Neutral to Mildly Oppose* – for supporting car share services (4.88), converting parking spaces to electric vehicle charging stations (4.86), and allocating public parking spaces to create protected bike lanes (4.77).

    - *Moderately Opposed* – for converting car parking spaces into public open space (3.28).

- ***Other feedback*** - The most common feedback provided by respondents that they wanted Council to consider in the Parking Strategy were around new developments including adequate off-street parking (9.5%), more off-street parking (9.2%), more on-street parking around activity centres (7.2%), reduce the amount of parking or the number of cars (6.6%), consideration for persons with disability / special needs (5.0%), issues or suggestions around parking permits (5.0%), parking enforcement (4.4%), and change/review parking rules and restrictions (4.1%).

Next steps

Feedback from this first phase of community consultation will be used to inform the development of a draft Bayside Parking Strategy and its associated actions/recommendations.

Alongside community feedback, the Strategy will also be informed by a range of other information sources including the Climate Emergency Action Plan 2020-2025, Integrated Transport Strategy 2018-2028, Bayside Walking Strategy, Bicycle Action Plan 2019-2026, Disability Action Plan 2021-2025, and the Bayside 2050 Community Vision. 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.

Council is expected to consider a draft Bayside Parking Strategy in November 2022. Following this, community engagement on the draft Parking Strategy is expected to commence and revisions made in response to community and stakeholder feedback, as required.

Council is then expected to consider a Bayside Parking Strategy for adoption at a future meeting.

1 Background

Parking availability is a long-standing concern for the Bayside community. Over the past decade parking has been consistently nominated as an area of concern by Bayside residents and is directly related to the community's top three priority areas which include parking, development, and traffic.

The Bayside Parking Strategy will help set the strategic direction for the management of parking over the next decade, creating a plan for effective, sustainable, and inclusive parking services and infrastructure, in alignment with existing plans and strategies including the Integrated Transport Strategy 2018-2028.

While parking is a top concern for the Bayside community, the potential solutions to address parking related issues are complex. Sensitivities around potential solutions include:

- Competing interests (for example residents being able to park near their homes, versus shoppers or commuters).
- Trade-offs between the use of open space and convenient parking.
- Accessible and inclusive parking availability for those with a disabled parking permit or other accessibility needs.
- Significant behaviour changes may be necessary.

As the Bayside population grows, so does the number of vehicles using our roads and streets. Providing more parking is important, but it can drive even more parking demand and traffic congestion by encouraging car ownership.

Already, the demand for on-street parking often outweighs supply, particularly in shopping precincts, at the foreshore (peak seasons), and around schools. Simply put, there is not enough space in built up cities like Bayside to provide everyone with a parking space. Therefore, a strategy is needed to provide equitable access to parking for those who need it most and help make walking, cycling and the use of public transport easier.

2 Definitions and scope

This report presents the findings from the analysis of the community feedback gathered during the first phase of community engagement from 17 February to 16 March 2022.

The table below informed the scope of engagement and was published as part of community consultation:

Table 1: Scope of influence

Negotiables	• Strategic parking priorities • Disabled parking availability and access • Paid and free parking in public areas • Levers of parking management (parking provision requirements, reallocation of parking supply, paid parking, time restrictions, and space allocation policies) • Space allocation principles (including priorities within localised Parking Precinct Plans, and Major Activity Centres) • Prioritisation of active transport (walking and cycling) in comparison to carparking needs • Council transport and parking advocacy priorities • Parking technology (including parking sensors, dynamic signage, electric vehicle charging stations, and emerging technologies).
Non-negotiables	• Development of a Parking Strategy • Disability discrimination act requirements related to parking • Statutory parking requirements and standards

- Alignment with existing strategic plans and policies including the Integrated Transport Strategy, the Climate Emergency Action Plan, and the Urban Forest Strategy
- Planning for future traffic and transport needs
- Bayside Planning Scheme
- State Government transport infrastructure and projects
- Previous and current projects
- Provisions under the Local Law (Neighbourhood Amenity) 2021.

Table 2 lists the community members and stakeholders identified as having an interest or impact from the project to be considered in the consultation.

Table 1: Community and stakeholders

Stakeholder	Interest	Impact	Influence
Residents with a car	H	H	Involve
Residents without a car	M	M	Involve
Residents who reside in multi-unit developments (MUDs) without a parking permit	H	H	Involve
Parking permit holders	H	H	Involve
Households with large numbers of vehicles	H	H	Involve
Residents with a disabled parking permit or a lived experience of disability and carers	H	H	Involve
Bayside Traders	H	H	Involve
Employees of Bayside traders (non-residents)	M	H	Involve
Residents on restricted streets	H	H	Involve
Residents on unrestricted streets	H	H	Involve
Resident action groups	H	H	Involve
Cyclists	M	M	Consult
Pedestrians	M	M	Consult
Visitors to Bayside	M	H	Consult
Commuters	M	H	Consult
Older residents (>75 years)	M	M	Consult
Young people (<30 years)	L	L	Consult
Local environment groups	M	L	Consult
Parents with young children	M	M	Consult
Traditional landowners	L	L	Consult
CALD communities	L	M	Consult
Victorian Government transport agencies	L	L	Inform
Municipal Association of Victoria (MAV)	L	L	Inform
Local MPs	H	M	Inform
Other Councils	M	L	Inform

The level of influence for engagement was assigned at the ‘involve’ level on the IAP2 Public Participation spectrum for stakeholders identified as having a high impact from this project, and ‘consult’ level for those with a lesser impact.

This is consistent with Council’s application of the IAP2 Spectrum for community engagement on strategy and policy development. This report on Phase 1 engagement results, and the engagement plan overview, is publicly available via the Have Your Say website.

2.1 Glossary

Item	Definition
DAIAC	Bayside’s Disability Access and Inclusion Advisory Committee
BHARG	The Bayside Healthy Ageing Reference Group

2.2 Related Council documents and consultations

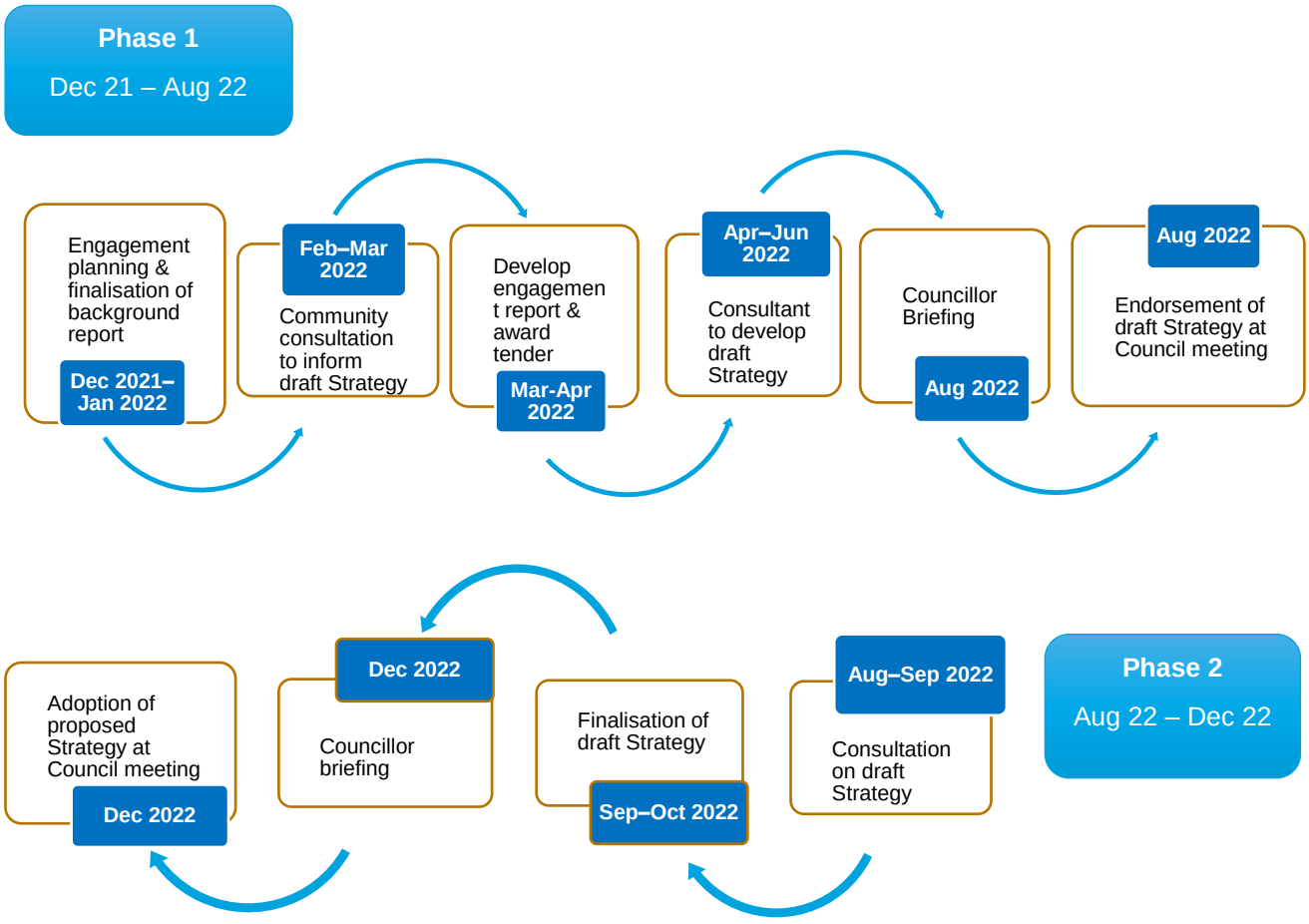
The Bayside Parking Strategy will be developed and supported by a range of other strategies, including:

- 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

3 Consultation process

3.1 Consultation purpose

The aim of the first phase of consultation was to understand the community's parking priorities and hear their ideas on how we can better manage parking and encourage sustainable transport to help inform the development of a Parking Strategy. The engagement program was open to all members of the Bayside community.



3.2 Consultation methodology

This first phase of consultation on the Parking Strategy was open from 17 February – 16 March 2022, with contributions received from 707 community members.

Table 3: Engagement activities and participation

Details	Activity
Online survey ***665 respondents*** 17 February – 16 March 2022	Online engagement through Have Your Say project page, including opportunities to ask questions and provide feedback via a survey
Q&A forum **2 questions**	A Q&A forum on Have Your Say received two questions from community members which related to parking in specific areas (Bay St, Brighton and Black Rock)
Email submissions ***2 submissions***	Two email submissions were received by Council.
Facebook and Instagram comments / replies ***40 participants***	A total of 38 Facebook comments (16), replies (22), and two Instagram comments were received, with some participants providing more than one comment or reply.
Pop-up information sessions **706 interactions**	10 drop-in or pop-up engagement sessions at major activity centres, Farmers' Markets and/or local community centres and events focused on providing information about the engagement and directing community members to Have Your Say platform.
Reference groups	Presentation to and facilitated discussion with the Disability Access and Inclusion Advisory Committee (DAIAC) and the Bayside Healthy Ageing Reference Group (BHARG).
Print survey	A print survey was available upon request and at pop-up engagement events. The survey was also available in accessible formats on request.

Information about this consultation was directly promoted to more than 20,000 community members through the following communication channels:

Table 4: Communication tools and reach

- Large-scale signage (15) in shopping and recreation precincts across Bayside
- Let's Talk Bayside magazine Feb/Mar 22 (41,000 households)
- Email notification to Have Your Say members (4,168)
- Council website news stories (1,586 views) and e-newsletter, This Week in Bayside (9,000)
- Social media, including sponsored posts to increase audience reach (7,031)
- Pop-up information sessions in shopping precincts, libraries and farmer's markets (706 interactions)

4 Participant profile

4.1.1 Participant reach and representation

The engagement program received a total of 707 responses, including 665 surveys completed via Have Your Say, 40 Facebook and Instagram comments and replies, and two email submissions. Two Council community-led groups – Bayside Healthy Ageing Reference Group and the Disability Access and Inclusion Advisory Group – also provided feedback following presentations at their meetings.

All key stakeholders were reached, however, there was very limited participation from residents who do not own a car. Reaching these residents will be a key consideration for future phases of consultation.

Targets set for participation, attention, and actions, based on previous similar projects, were all exceeded.

- Feedback (% of visits where at least 1 contribution is made): target 3%; actual 41%

- Attention (% of visits that last > 1 minute): target 25%; actual 58%
- Actions (% of visits where at least two actions were performed: target 15%); actual 51%.

The significantly higher than anticipated levels of feedback, attention and action recorded on the Have Your Say webpage were likely driven by high interest in the Parking Strategy, particularly among households with multiple vehicles.

Visits to the project website were driven by a comprehensive print and digital communications campaign, with direct reach estimated at 20,000+. The consultation was also included in *Let's Talk Bayside* magazine, which is send to every Bayside household.

The demographic profile of participants provided via 665 surveys is as follows:

	Demographic	Bayside 2016 Census	Participants (%)
Gender	Male	47.6%	42.3%
	Female	52.4%	53.2%
	Unknown	-	4.5%
	Other identity	-	0.0%
Age	Under 18 years	23.0%	0.0%
	18-24	7.4%	0.6%
	25-34	8.2%	2.6%
	35-49	21.4%	17.9%
	50-59	14.9%	27.2.%
	60-69	11.5%	26.2%
	70-84	9.9%	19.2%
	85+	3.7%	0.8%
	Undisclosed	-	5.6%
Suburb	Beaumaris	13.5%	11.5%
	Black Rock	6.5%	12.5%
	Brighton	24.1%	22.5%
	Brighton East	15.9%	6.8%
	Cheltenham	3.7%	2.9%
	Hampton	13.6%	16.3%
	Hampton East	5.0%	1.7%
	Highett	7.2%	8.6%
	Sandringham	10.5%	14.6%
	Outside Bayside	-	2.7%

4.1.2 Participant satisfaction

Most survey respondents had the information they needed to provide feedback, with 83.7% reporting that information was either mostly (30.2%) or very (53.5%) easy to find / understand. A total of 15 respondents (2.3%) reported that information was mostly or very hard to find or understand.

4.1.3 Community and Stakeholder Engagement Policy 2021 requirements

An ‘Engagement Plan Overview’ was published as a subpage on the Have Your Say website to provide information about the project’s impacts, scope, negotiables, stakeholders, engagement tools and decision-making process. This report on community feedback will be published on the Have Your Say website and project subscribers (449) will be notified via email.

4.1.4 Data integrity

Registration on Have Your Say, or proof of Bayside residency, was not required to participate as this was deemed as a project of low risk of tampering or external influence. A review of the raw digital response data did not identify multiple identical submissions made from the same IP address.

4.1.1.1 Limitations

The Participant Profile outlines that the community engagement project was a self-selection consultation via Have Your Say and not a random sample survey of the community.

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

The geographical profile of the sample of respondents was relatively reflective of the Bayside community, with over-representation in Black Rock and under-representation in Brighton East.

The survey sample was generally reflective of the gender profile of the community; however, older residents were over-represented.

The above factors will have impacted the results of the consultation, potentially over-estimating the level of concern around parking issues, and slightly under-estimating the level of whole community support for some of the ideas tested.

5 Consultation findings

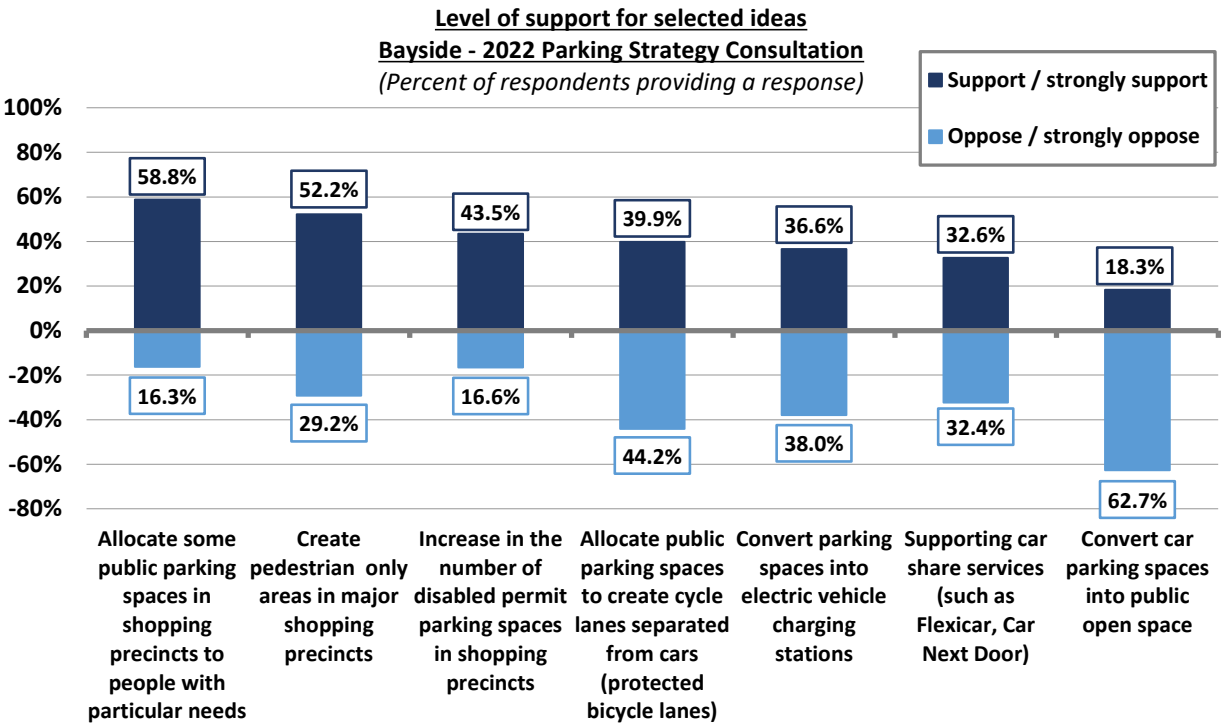
The following section summarises the key themes which arose in community feedback on parking in Bayside. In the interest of stakeholder and community privacy, individual quotes have not been included within this public document.

Consultation data has been independently analysed by research consultant, Metropolis, and a complete list of results is available in Appendix 1.

5.1 Support for actions

The key results in relation to support for potential Council actions are outlined in the following graph.

These results show moderate support to moderate opposition to the seven ideas on the survey form.



5.2 Feedback by topic

5.2.1 Car parking profile

- Almost all respondents own at least one car (99.8%), with most of the households owning either one (28%) or two (51%) cars. Households in Beaumaris were somewhat more likely than the average to own three or more cars (28% compared to 21%).

Table 5: Bayside profile of household car ownership compared to respondents

Number of vehicles	Census data (2016)	Survey respondents
No motor vehicles	5.0%	0.2%
1 motor vehicle	32.9%	28%
2 motor vehicles	40.5%	51%
3 or more motor vehicles	15.2%	21%

- Most (79%) of respondents typically park their car on their property overnight, with 14% parking on the street, and 7% parking on both their property and their street. Households in Beaumaris (88%) were somewhat more likely than average to park their car/s on their property.

- Of the 138 households (21% of total) who at least sometimes park on the street, 51% typically park one car and 42% typically park two cars on the street.

5.2.2 Parking permits in Bayside

- The overwhelming majority (90%) of respondents currently hold a Bayside parking permit, with three-quarters (74%) reporting that their household holds two permits, and 22% holding one.

- When asked to provide feedback on the current parking permit system in Bayside, a wide range of responses were provided by respondents. The most common responses were categorised as good / fair / works well / support the system (25%). There were a wide range of other comments received, some positive and some negative.

5.2.3 Disabled parking permits

- 80 respondents (12%) reported that they or a person they care for has a disabled parking permit.

- One-fifth (21%) of these respondents felt that the existing disabled parking spaces in Bayside met the needs of community members with a disability and their carers, whilst 73% did not, and 6% were unsure.

- The most common improvements to the provision of disabled parking in Bayside identified by these respondents were more parking spaces all over (33%), more spaces in shopping / leisure areas (11%), and stricter enforcement / policing (8%).

- Members of the Disability Access and Inclusion Advisory Committee (DAIAC) reported similar views, identifying a need for a greater number and variety in size and location of accessible spaces.

5.2.4 Travelling around Bayside

- Almost all (94%) respondents travel around Bayside by car, three-quarters (74%) walk, one-quarter (27%) cycle, and one-sixth (15%) travel by train. There was some variation by demographic profile:
    - Older respondents (approximately 20%) were a little less likely to cycle than average (27%).
    - Males (32%) were more likely to cycle than females (24%).
    - Younger respondents under 35 years (24%) were more likely to use the train than average (15%).

- The most common factors that would encourage respondents to travel more often by methods other than car were improvements to public transport such as frequency, better routes, lower fares, etc (38%), improvement to bike paths such as better connected, safer, separated, etc (13%), more parking such as at stations (10%), safer roads or more considerate drivers (7%), well maintained footpaths (6%), and better or safer bicycle parking (5%).

5.2.5 Transport use during the pandemic

- During the pandemic, walking was the most common transport method to increase, and car travel the most likely to decrease:
    - 63% of respondents reported walking more frequently, and just 5% less frequently; 22% cycled more frequently and 26% cycled less frequently; 19% travelled by car more frequently and 81% less frequently, and 1% travelled by bus more frequently and 66% less frequently.

- Respondents were evenly split in terms of whether they believe that their travel patterns will eventually return to pre-pandemic patterns, with 31% responding yes, 27% no, 28% unsure, and 14% reporting that their patterns did not change. There was some variation by respondent profile and suburb, as follows:

    - Younger respondents aged 18 to 34 years (43%) and 35 to 49 years (35%) were more likely than older respondents to believe that their travel patterns will not return to pre-pandemic patterns. Male respondents (32%) were more likely than females (23%) to report that their patterns will not return to pre-pandemic patterns.

    - Respondents from Cheltenham (42%) were more likely than average to believe that their patterns will return to pre-pandemic patterns, while respondents from Brighton East (38%) were more likely to believe they will not return to pre-pandemic patterns.

- The most common reasons why respondents believe that their travel patterns will return to pre-pandemic patterns were that their living patterns will return (22%), and that work from home will decrease (8%), and that social and other events will increase (5%).

- The most common reasons why respondents believe that their travel patterns will not return to pre-pandemic patterns were that work from home will continue (19%), they have embraced

walking or cycling (17%), there is a new paradigm/permanent change(s) to work and lifestyle (8%), and that they have a fear of public transport due to hygiene, virus, or crowds (6%).

- Almost one-quarter (23%) of respondents reported that the pandemic had changed their need for parking spaces, 69% reported that it had not changed their need, and 8% were unsure. There was some variation observed by respondent profile and suburb, as follows:
    - Younger respondents aged under 35 years (52%) were more likely than average to report that the pandemic had changed their need for parking spaces, while respondents aged 60 to 69 years (18%) and respondents aged 70 years and over (17%) were less likely.
    - Respondents from Hampton East (36%) and Cheltenham (32%) were somewhat more likely to report that the pandemic had changed their need for parking spaces.

- Of the 153 responses received from respondents who said that the pandemic had changed their need for parking spaces, 89 (58%) suggested that more parking was required, 32 (21%) suggested that less parking was required, and the remaining 21% included a range of other comments.

5.2.6 Parking availability

- Within Bayside, the locations where parking availability is most important to respondents were shopping precincts (73%), the beach and foreshore (49%), on the street outside their property (42%), and commuter parking near stations (36%). There was some variation in these results across the municipality by suburb and by respondent profile:

    - *Shopping precincts* – were somewhat more important for respondents aged 70 years and over (80%).

    - *Beach and foreshore* – were somewhat more important for respondents from Brighton East (64%) and Hampton East (64%), as well as for respondents aged 35 to 49 years (64%).

    - *On the street outside their property* – was somewhat more important for respondents from Brighton (55%).

    - *Commuter parking near stations* – was somewhat more important for respondents from Hampton East (64%), Beaumaris (54%), and Black Rock (52%).

    - *Residential streets* – was somewhat more important for respondents from Cheltenham (37%) than the average (17%).

5.2.7 Ease of finding parking

- Respondents were asked to rate how easy or hard they found it to find parking at selected areas around Bayside, with the average ease reported as follows:

    - *Moderately easy* – for parking at parks and reserves (6.96 out of 10), with 66% finding it mostly or very easy, and just 5% finding it mostly or very hard.

    - *Mildly easy* – for parking at the beach and foreshore (5.92) and in residential streets (5.51). Approximately half found it mostly or very easy to park at these locations, whilst approximately one-quarter found it mostly or very hard.

    - *Neither easy nor hard* – for parking on the street outside their property (4.83) and at shopping precincts (4.75). 42% found it mostly or very easy to park on the street outside their property and 33% found it mostly or very easy to park at shopping precincts. A similar proportion found it mostly or very hard to park at these locations (42% and 37% respectively).

- *Mildly hard* – for parking around schools (4.32), with 19% finding it mostly or very easy and 41% finding it mostly or very hard to park around schools.

- *Moderately hard* – for commuter parking near train stations (3.25), with 17% finding it mostly or very easy and 65% finding it mostly or very hard.

- There was some variation in results observed across the municipality and by profile as follows:

  - *Beach and foreshore* – respondents from Sandringham (6.85) found it easier to park here than average, while respondents from Black Rock (5.40) and Brighton (5.25) found it harder.

  - *Commuter parking near stations* – males (3.77) found it easier to park here than females (2.93), and respondents from Beaumaris (2.71) and Black Rock (2.44) found it harder than average (3.25).

  - *Shopping precincts* – respondents from Brighton (3.85) found it harder to park here than average (4.75).

  - *Parks and reserves* – younger respondents 18 to 34 years (7.98) and 35 to 49 years (7.54) found it easier to park here than older respondents 70 years and over (6.42).

  - *Schools* – males (4.65) found it easier to park here than females (3.95), and respondents from Cheltenham (3.09) found it harder than average (4.32).

  - *Residential streets* – respondents aged 35 to 49 years (6.75) found it easier to park here than average (5.51), and males (5.90) found it easier than females (5.22). Respondents from Brighton East (6.82) found it easier than average (5.51).

  - On the street outside my property - respondents aged 35 to 49 years (6.02) found it easier to park here than average (4.83). Respondents from Brighton East (6.00) and Beaumaris (5.91) found it somewhat easier than average (4.83), while respondents from Brighton (4.25) found it harder.

5.2.8 What respondents do if they can't find parking in important areas

- The most common actions of respondents if they can't find parking in the areas that are most important to them are to park further away and walk the distance (41%), go to another shopping district (14%), and drive around till they find a parking spot (14%).

- There was some minor variation in these results observed by respondent profile, with younger respondents aged under 35 years (52%) somewhat more likely to park further away and walk the distance than those aged over 70 years (35%).

- Parking further away and walking the distance was the number one response from respondents in each of the suburbs. It is noted, however, that 27% of respondents from Hampton East said that they would abandon the attempt and go home.

5.2.9 Likeliness to consider another mode of transport if parking unavailable

- On average, respondents rated the likeliness of considering another mode of transport if parking was unavailable in an area was 4.73 out of 10, or neutral. Respondents were relatively evenly split in responding to this question, with 21% highly likely and 25% highly unlikely.

- No meaningful variation by age was observed for this question, although males (5.21) were somewhat more likely to consider alternatives than females (4.40).

- Respondents from Sandringham (5.79) were somewhat more likely to consider alternatives than average (4.73), whilst respondents from Highett (3.60) were significantly less likely.

5.2.10 Actions Council could do to improve satisfaction with parking availability in important areas

- The five most common actions that respondents say Council could do to improve their satisfaction with parking availability in the most important areas were:
    - provide more parking spaces, car parks, and on-street parking (19%)
    - more permits for residents / more resident only parking (17%)
    - more time-limited parking (10%)
    - more multi-storey or underground car parking (9%)
    - more parking patrols and enforcement (9%).

5.2.11 Level of support for ideas to improve parking in Bayside

- Respondents were asked to rate their support for seven ideas about parking in Bayside. The average agreement with these seven ideas is summarised as follows:

    - *Moderate Support* – for allocating some public parking spaces in shopping precincts to people with particular needs (6.44). Almost two-thirds (59%) supported this, with 16% opposed it.

    - *Mild Support* – for increasing the number of disabled permit parking spaces in shopping precincts (5.94 with 52% support and 17% opposed) and for creating pedestrian only areas in major shopping precincts (5.92 with 44% support and 29% opposed).

    - *Neutral to Mildly Oppose* – for supporting car share services (4.88 with 33% support and 32% opposed), converting parking spaces to electric vehicle charging stations (4.86 with 37% support and 38% opposed), and allocating public parking spaces to create protected bike lanes (4.77, with 40% support and 44% opposed).

    - *Moderately Opposed* – for converting car parking spaces into public open space (3.28), with 18% supporting this idea and 63% opposed.

- There was some variation in these results observed across the municipality, and by respondent profile, as follows:

    - *Increase the number of disabled permits in shopping precincts* – females (6.24) were more supportive than males (5.58). Respondents from Sandringham (5.62) were somewhat less supportive than average.

    - *Allocate some public spaces in shopping centres to people with needs* – there was no significant variation in these results observed by profile or suburb.

    - *Convert parking spaces into electric vehicle charging stations* – respondents aged 70 years and over (4.11), and respondents from Brighton (4.23) were somewhat less supportive than average (4.86).

    - *Convert car parking spaces into public open space* – younger respondents aged under 35 years (5.83) were notably more supportive than average (3.28). There was no measurable variation observed by suburb.

    - *Allocate public parking spaces to create protected bike lanes* – there was no meaningful variation in support for this idea by respondent profile or by suburb.

    - *Supporting car share services* – younger respondents aged under 35 years (6.07) were notably more supportive than average. There was no measurable variation observed by suburb.

    - *Create pedestrian only areas in major shopping precincts* – younger respondents aged under 35 years (7.02) were somewhat more supportive than average (but not statistically significant), and males (6.32) were more supportive than females (5.67).

5.2.12 Other feedback for Council to consider for the Parking Strategy

Survey respondents were provided an opportunity to provide any additional feedback that they wanted Council to consider for the Parking Strategy. A total of 388 of the 665 respondents provided a response, which have been categorised into 656 individual responses.

- The most common feedback areas provided by survey respondents were around:
  - new developments including adequate off-street parking (9.5%)
  - more off-street parking (9.2%)
  - more on-street parking around activity centres (7.2%)
  - reduce the amount of parking or the number of cars (6.6%)
  - consideration for persons with disability / special needs (5.0%)
  - issues or suggestions around parking permits (5.0%)
  - parking enforcement (4.4%)
  - changes / review parking rules and restrictions (4.1%).

- The 40 social media comments and replies and the two email submissions discussed similar issues as those outlined above, although it is noted that there were a handful of comments related to the use of e-scooters within the City of Bayside raised in the social media posts.

6 Project evaluation

This report presents the findings from the analysis of the community feedback gathered during the first phase of community engagement from 17 February to 16 March 2022.

The engagement program received a total of 707 responses, including 665 surveys completed via Have Your Say, 40 Facebook and Instagram comments and replies, and two email submissions.

The demographic profile of the survey respondents was skewed towards older over younger respondents, which will have an impact on the results.

Most survey respondents had the information they needed to provide feedback, with 83.7% reporting that information was either mostly (30.2%) or very (53.5%) easy to find / understand. A total of 15 respondents (2.3%) reported that information was mostly or very hard to find 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 in the community sufficiently engaged with both Council and car and/or parking issues to choose to participate in the consultation. As a result, it will likely over-estimate community concerns around parking issues, and under-estimate potential community support for the range of Council actions tested in the consultation.

7 Appendix

7.1 Complete report of survey results

7.1.1 Car ownership

Respondents were asked:

"Does your household have a car?"

Own a car
Bayside - 2022 Parking Strategy Consultation
(Number and percent of respondents providing a response)

Response	*2022*	
	Number	*Percent*
Yes	664	99.8%
No	1	0.2%
Total	**665**	**100%**

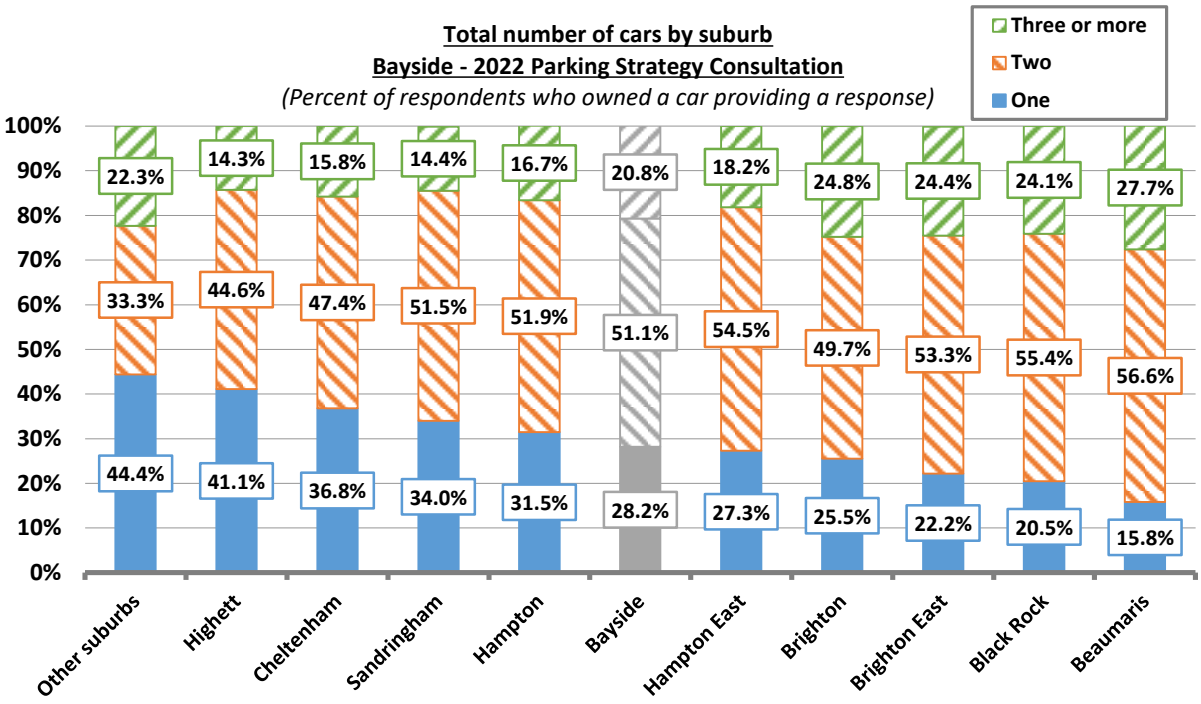
7.1.2 Number of cars

Respondents who owned a car were asked:

"How many cars belong to your household?"

Total number of cars
Bayside - 2022 Parking Strategy Consultation
(Number and percent of respondents who owned a car providing a response)

Response	*2022*	
	Number	*Percent*
One	187	28.2%
Two	339	51.1%
Three	91	13.7%
Four	41	6.2%
Five	6	0.9%
Total	**664**	**100%**



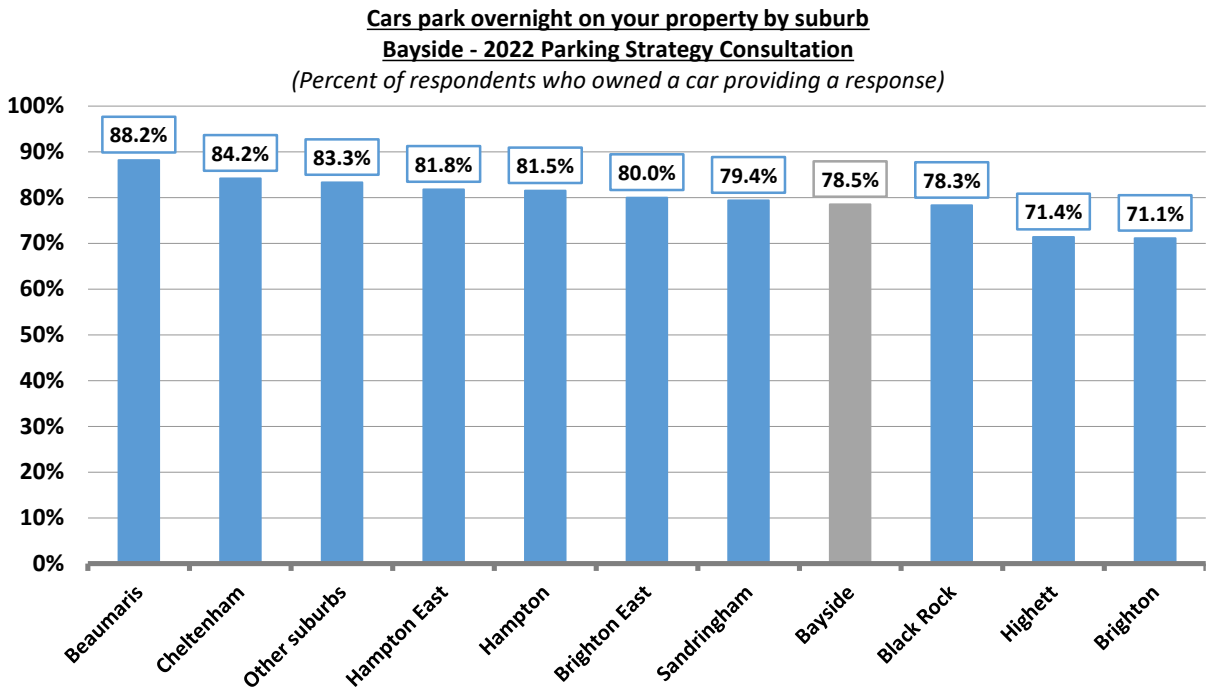
7.1.3 Location where cars park overnight

Respondents who owned a car were asked:

"Where do you typically park your cars overnight?"

Location where your cars park overnight
Bayside - 2022 Parking Strategy Consultation
(Number and percent of respondents who owned a car providing a response)

Response	*2022*	
	Number	*Percent*
On my property	521	78.5%
On my street	92	13.9%
Both on my property and on my street	46	6.9%
Other	5	0.8%
Total	**664**	**100%**



7.1.4 Number of cars parked on street overnight

Respondents who owned a car were asked:

"How many cars belonging to your household are typically parked on street overnight?"

Total number of cars park on street overnight
Bayside - 2022 Parking Strategy Consultation
(Number & percent of respondents who owned a car and parked on street providing a response)

Response	*2022*	
	Number	*Percent*
One	45	50.6%
Two	37	41.6%
Three	5	5.6%
Four	2	2.2%
Not stated	49	
Total	**138**	**100%**

7.1.5 Hold a Bayside parking permit

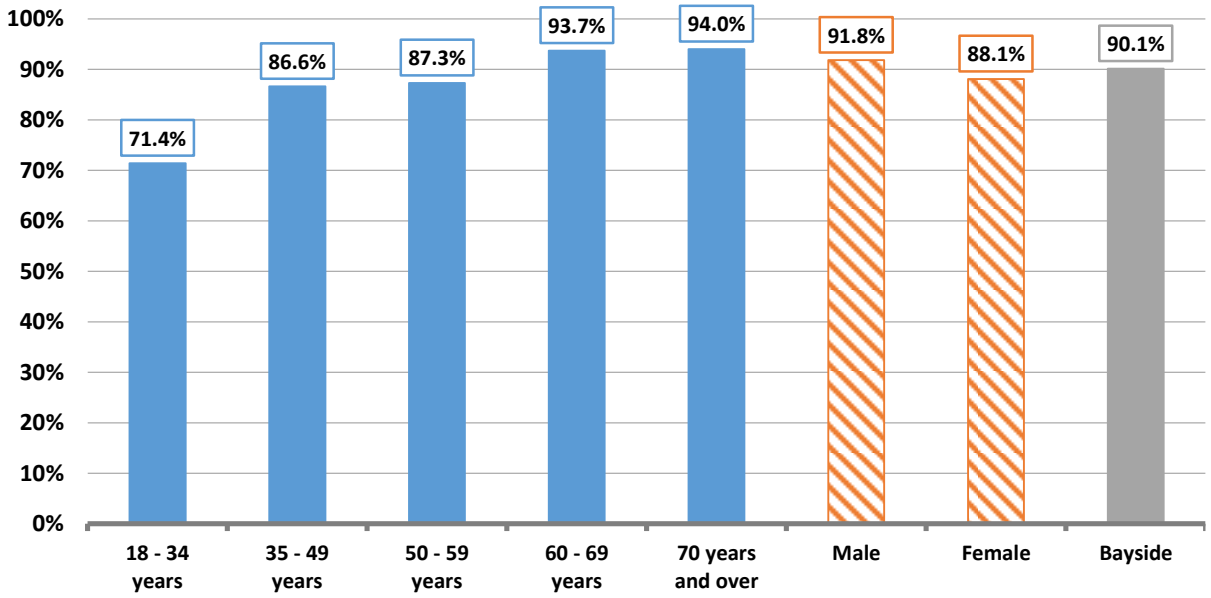
Respondents were asked:

"Do you currently hold a Bayside parking permit?"

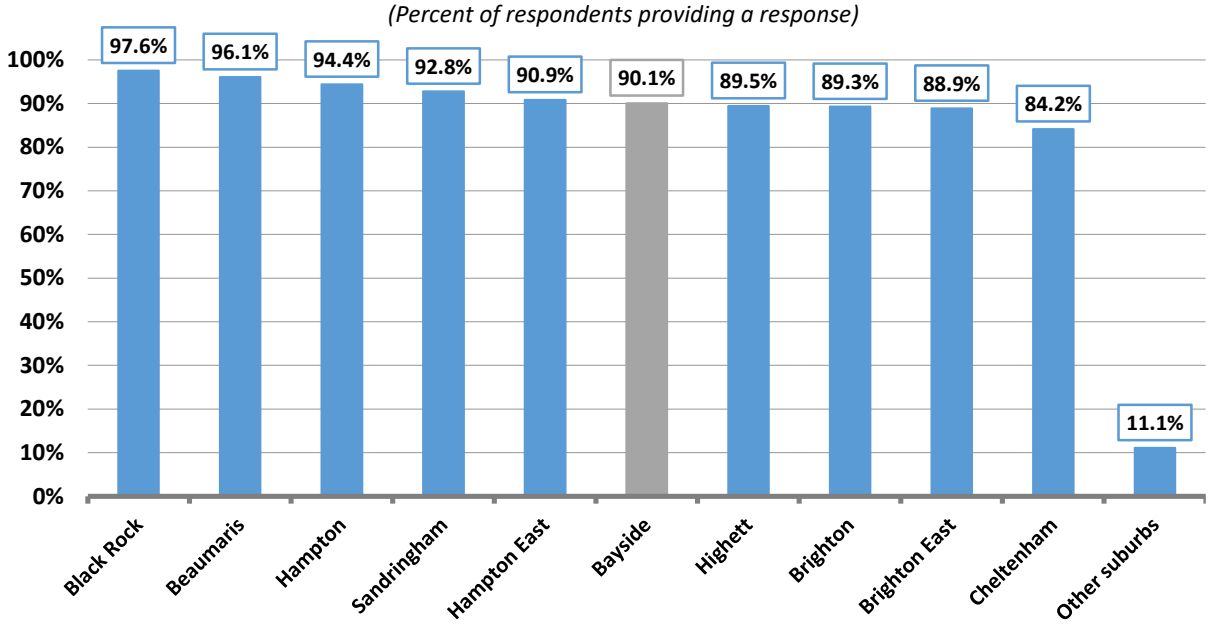
Hold a Bayside parking permit
Bayside - 2022 Parking Strategy Consultation
(Number and percent of respondents providing a response)

Response	*2022*	
	Number	*Percent*
Yes	599	90.1%
No	66	9.9%
Total	**665**	**100%**

Hold a Bayside parking permit by respondent profile
Bayside - 2022 Parking Strategy Consultation
(Percent of respondents providing a response)



Hold a Bayside parking permit by suburb
Bayside - 2022 Parking Strategy Consultation
(Percent of respondents providing a response)



7.1.6 Number of parking permits

Respondents who held a Bayside parking permit were asked:

"How many Bayside parking permits are held by your household?"

Total number of Bayside parking permits
Bayside - 2022 Parking Strategy Consultation
(Number and percent of respondents who held a Bayside parking permit providing a response)

Response	*2022*	
	Number	*Percent*
One	130	21.7%
Two	440	73.5%
Three	21	3.5%
Four	7	1.2%
Five or more	1	0.2%
Total	**599**	**100%**

7.1.7 Feedback on the current parking permit system

Respondents were asked:

"Do you have any feedback on the current parking permit system in Bayside?"

Feedback on the current parking permit system in Bayside

Bayside - 2022 Parking Strategy Consultation

(Number and percent of total respondents)

Response	*2022*	
	Number	*Percent*
Good / fair / works well / support system	167	25.1%
Extend permit parking to other areas	19	2.9%
Need more household permits	18	2.7%
More enforcement of parking required	17	2.6%
No parking available / need more	13	2.0%
Good beachside parking	12	1.8%
Free parking for residents / ratepayers	10	1.5%
High density apartment dwellers can't purchase permits	10	1.5%
Visitor permits would be appreciated	10	1.5%
Doesn't cater for larger families / no. of cars	9	1.4%
Far too expensive	7	1.1%
More clarity, info about permit / better signage	7	1.1%
Current system does not support traders and workers	6	0.9%
General negative	6	0.9%
Stickers are not of good quality	6	0.9%
Need permit only areas	5	0.8%
Terrible / unsafe / outdated	5	0.8%
All users / residents to pay for parking	4	0.6%
Encourages on-street parking	4	0.6%
Is useful only for 3 months at the beach	4	0.6%
Permits get passed on to non-residents	4	0.6%
Replacing stickers is too costly / difficult	3	0.5%
Restrict boat trailers / caravans	3	0.5%
Unable to get the permit	3	0.5%
Additional permits for volunteer organisations	2	0.3%
Better app / technology	2	0.3%
Disabled parking permits are being abused	2	0.3%
Extend it to the elderly	2	0.3%

Get rid of outdoor dining/ pedestrian only spaces	2	0.3%
Longer parking hours for permit holders	2	0.3%
Permit should give extension and free beach parking	2	0.3%
Planning should require off-site parking	2	0.3%
Third permit should be cheaper	2	0.3%
Too easy to obtain / should be case by case	2	0.3%
Visitors should pay	2	0.3%
Works well except on public holidays	2	0.3%
Automatic renewals would be good	1	0.2%
Give parking permits to Kingston residents who live nearby	1	0.2%
Good for pensioners	1	0.2%
Identification numbers on permits to cancel lost permits	1	0.2%
No safe bike parking available	1	0.2%
Not happy to pay to park in front of my house	1	0.2%
Permit process difficult	1	0.2%
Permits being sold on eBay	1	0.2%
Permits should be sent in hard copy	1	0.2%
Provide disabled parking at lifesaving club	1	0.2%
Other	17	2.6%
Total responses		**403**
Respondents identifying at least one feedback on the current parking permit system		*388 (58.3%)*

7.1.8 Disabled parking permit

Respondents were asked:

"Do you hold a disabled parking permit or care for a person who does?"

Hold a disabled parking permit or care for a person who does
Bayside - 2022 Parking Strategy Consultation
(Number and percent of respondents providing a response)

Response	*2022*	
	Number	*Percent*
Yes	80	12.0%
No	585	88.0%
Total	**665**	**100%**

7.1.9 Existing disabled parking spaces meet the community needs

Respondents who held a disabled parking permit were asked:

"Do you feel the existing disabled parking spaces in Bayside meet the needs of community members with a disability and their carers?"

Existing disabled parking spaces in Bayside meet the needs of community members
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents who held a disabled parking permit)

Response	*2022*	
	Number	*Percent*
Yes	17	21.3%
No	58	72.5%
I'm not sure	5	6.3%
Total	**80**	**100%**

7.1.10 Ways of improving the provision of disable parking

Respondents who held a disabled parking permit were asked:

"How could we improve the provision of disabled parking in Bayside?"

Ways of improving the provision of disabled parking in Bayside
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents who held a disabled parking permit)

Response	*2022*	
	Number	*Percent*
More parking spaces all over	26	32.5%
More spaces in shopping / leisure areas	9	11.3%
Stricter enforcement/ policing	6	7.5%
Design with wheelchair access, wider spaces, bollards, ramps	5	6.3%
Happy with current availability	5	6.3%
More parking spaces in beaches	4	5.0%
Disabled parking spaces closest to destination	3	3.8%
More spaces at life saving club	3	3.8%
Better/ more visible signage	1	1.3%
Disabled parking for school drop-offs	1	1.3%
Free disabled parking for beaches	1	1.3%
High fines for illegal parking on disabled spots	1	1.3%
More drop off spaces like lodging bay	1	1.3%
More parking spaces at stations	1	1.3%
More spaces at medical/ community facilities	1	1.3%
Other	2	2.5%
Not stated	10	12.5%
Total	**80**	**100%**

7.1.11 Method of travel

Respondents were asked:

"How do you typically travel around Bayside?"

Method of travel around Bayside
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents)

Response	*2022*	
	Number	*Percent*
Car	623	93.7%
Walk	491	73.8%
Bicycle	181	27.2%
Train	97	14.6%
Bus	29	4.4%
Motorbike	9	1.4%
Other	3	0.5%
Total responses	**1,433**	
Respondents identifying at least one method of travel	*665 (100%)*	

Method of travel around Bayside by respondent profile

Bayside - 2022 Parking Strategy Consultation

(Number and percent of total respondents)

Response	*18 - 34 years*	*35 - 49 years*	*50 - 59 years*	*60 - 69 years*
Car	95.2%	92.4%	92.8%	94.8%
Walk	57.1%	73.1%	75.7%	74.7%
Bicycle	28.6%	35.3%	35.9%	21.3%
Train	23.8%	9.2%	14.4%	16.7%
Bus	0.0%	1.7%	2.2%	5.7%
Motorbike	0.0%	0.8%	2.8%	1.1%
Other	0.0%	0.8%	0.0%	0.6%
Total responses	**43**	**254**	**405**	**374**
Respondents identifying at least one method of travel	*21 (100%)*	*119 (100%)*	*181 (100%)*	*174 (100%)*

Response	*70 years and over*	*Male*	*Female*	*Bayside*
Car	95.5%	91.8%	95.8%	93.7%
Walk	74.4%	76.2%	72.0%	73.8%
Bicycle	19.5%	32.0%	23.7%	27.2%
Train	13.5%	13.2%	14.7%	14.6%
Bus	7.5%	6.4%	2.8%	4.4%
Motorbike	0.0%	1.8%	1.1%	1.4%
Other	0.8%	0.7%	0.3%	0.5%
Total responses	**281**	**624**	**745**	**1,433**
Respondents identifying at least one method of travel	*133 (100%)*	*281 (100%)*	*354 (100%)*	*665 (100%)*

7.1.12 Factors encouraging travel more often by different modes of transport

Respondents were asked:

"What would encourage you to travel more often by public transport, walking, riding, or car sharing?"

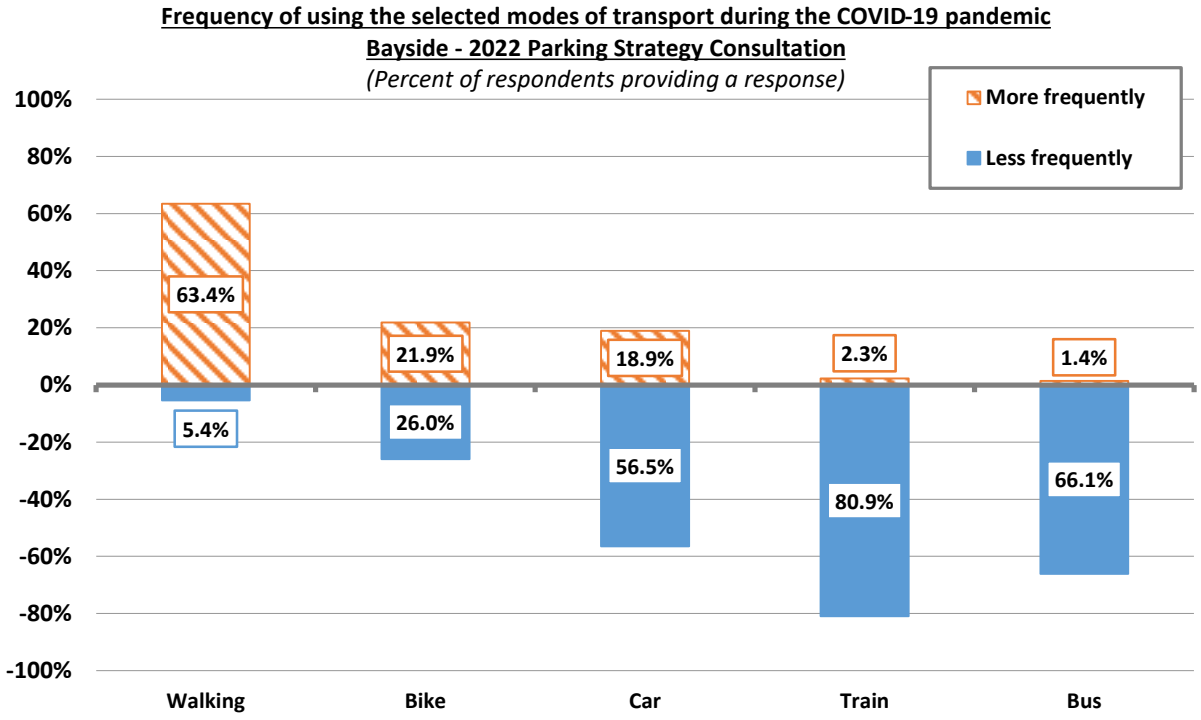
Factors encouraging you to travel more often by public transport, walking, riding, or car sharing
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents)

Response	*2022*	
	Number	*Percent*
More frequent public transport / better routes	252	37.9%
Better / well connected / safer bike paths	89	13.4%
More parking	68	10.2%
Safer roads / considerate drivers	46	6.9%
Well maintained footpaths	37	5.6%
Better / safer bike parking	30	4.5%
Access to car sharing or electric bikes / scooters	23	3.5%
COVID related issues	23	3.5%
Mini bus / shuttle bus / community bus	20	3.0%
Separation of bike and walking / footpaths	16	2.4%
More shade / greenery on streets	13	2.0%
Convenience	9	1.4%
More street lighting	8	1.2%
Parking permits	6	0.9%
More / free electric charging stations	2	0.3%
Other	29	4.4%
Not an option due to health / age / kids / distance	84	12.6%
Total responses	**671**	
Respondents identifying at least one factor to encourage travel more	*551 (82.9%)*	

7.1.13 Frequency of using the selected modes of transport during the pandemic

Respondents were asked:

"Have you travelled more or less frequently by the following modes of transport during the COVID-19 pandemic?"



Frequency of using the selected modes of transport during the COVID-19 pandemic
Bayside - 2022 Parking Strategy Consultation
(Number and percent of respondents providing a response)

Response	*Car*		*Bike*		*Walking*		*Train*		*Bus*	
	Number	*Percent*	*Number*	*Percent*	*Number*	*Percent*	*Number*	*Percent*	*Number*	*Percent*
More frequently	125	18.9%	122	21.9%	409	63.4%	14	2.3%	8	1.4%
About the same	163	24.6%	290	52.1%	201	31.2%	104	16.9%	188	32.5%
Less frequently	374	56.5%	145	26.0%	35	5.4%	499	80.9%	383	66.1%
Can't say	3		108		20		48		86	
Total	**665**	**100%**	**665**	**100%**	**665**	**100%**	**665**	**100%**	**665**	**100%**

7.1.14 Travel patterns return to what they were before the pandemic

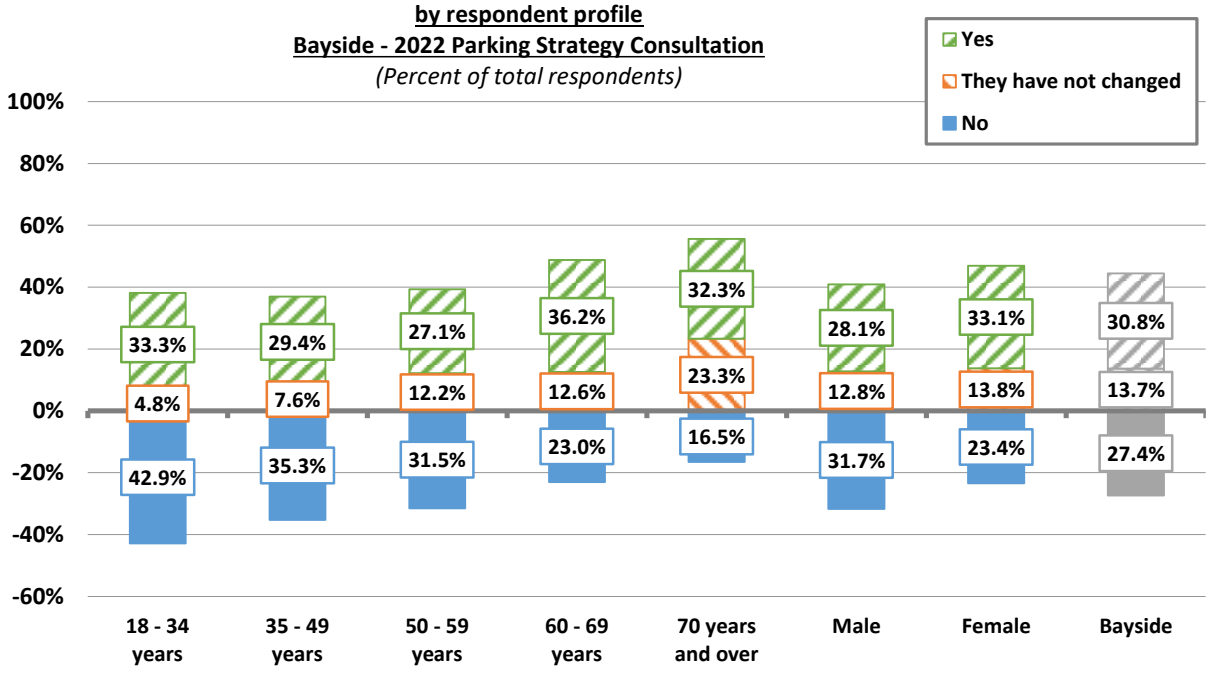
Respondents were asked:

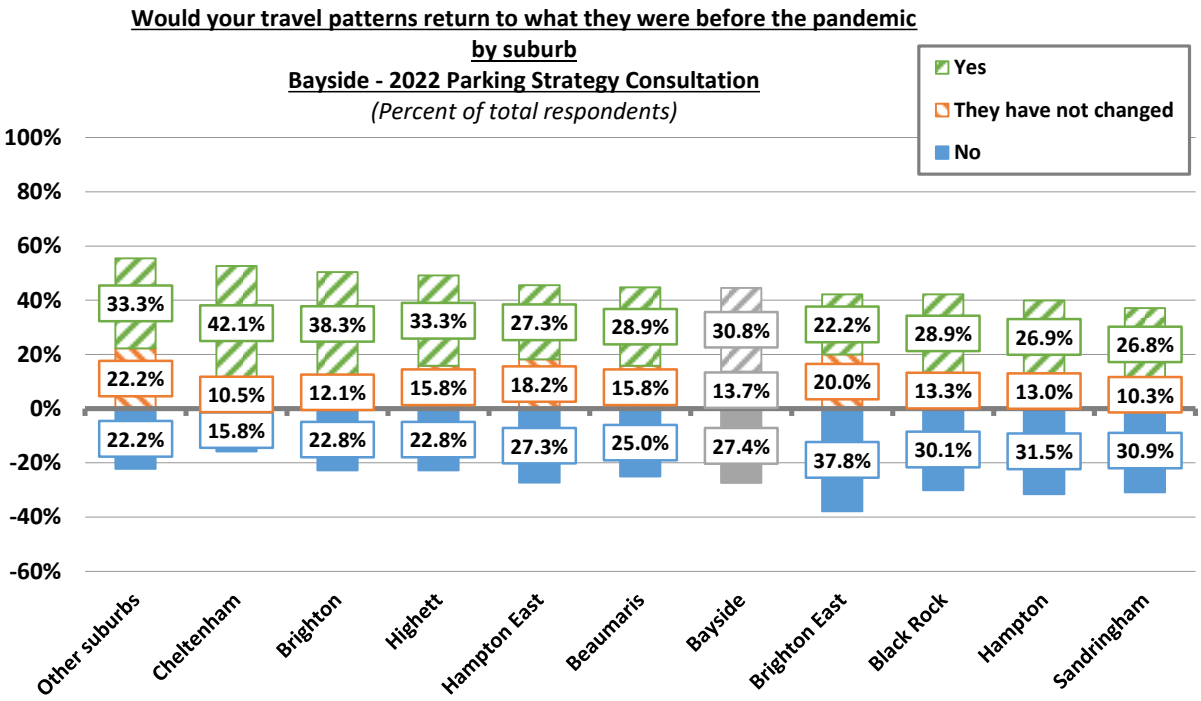
"If your travel patterns have changed, do you think they will eventually return to what they were before the pandemic?"

Would your travel patterns return to what they were before the pandemic
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents)

Response	2022 Number	2022 Percent
Yes	205	30.8%
No	182	27.4%
I'm not sure	187	28.1%
They have not changed	91	13.7%
Total	**665**	**100%**

Would your travel patterns return to what they were before the pandemic by respondent profile
Bayside - 2022 Parking Strategy Consultation
(Percent of total respondents)





7.1.15 Reasons for travel patterns returning / not returning to pre-pandemic patterns

Respondents were asked:

"Why do you think your travel patterns will or will not eventually return to what they were before the pandemic?"

7.1.16 Reasons travel patterns will return to pre-pandemic patterns

Reasons for returning your travel patterns to what they were before the pandemic
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents who would return their travel patterns)

Response	*2022*	
	Number	*Percent*
Living patterns will return	44	21.5%
Work from office will increase or return	17	8.3%
Social and other events will increase	11	5.4%
Already use / will use more public transport	9	4.4%
Confidence in public transport will return	9	4.4%
COVID has not changed my patterns	9	4.4%
Driving more now	6	2.9%
Ease of travel / convenience	5	2.4%
Embraced cycling / walking instead of car or public transport	5	2.4%
Fear of public transport due to hygiene, virus, crowds	5	2.4%
High vaccination rates, less fear of public transport	5	2.4%
Less virus, return to normal	5	2.4%
With less risk, it will be safer on public transport	5	2.4%
More use of mixed transport modes now	3	1.5%
Pandemic will end	3	1.5%
Age / retirement	2	1.0%
Cars not the only form of transport	2	1.0%
Less restrictions and less fear of public transport / crowds	2	1.0%
New paradigm / changes in work and lifestyle	2	1.0%
Work from home (full and part time) will continue	2	1.0%
Concerns with high traffic volume	1	0.5%
Less public transport use	1	0.5%
Pandemic has not ended / still fearful	1	0.5%
Public transport inadequate / unreliable	1	0.5%
Other	13	6.3%
Not stated	37	18.0%
Total	**205**	**100%**

7.1.17 Reasons why travel patterns will not return to pre-pandemic patterns

Reasons for not returning your travel patterns to what they were before the pandemic
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents who would not return their travel patterns)

Response	*2022*	
	Number	*Percent*
Work from home (full and part time) will continue	35	19.2%
Embraced cycling / walking instead of car or public transport	30	16.5%
New paradigm / changes in work and lifestyle	15	8.2%
Fear of PT due to hygiene, virus, crowds	11	6.0%
Less public transport use	8	4.4%
Pandemic has not ended / still fearful	8	4.4%
Age / retirement	7	3.8%
Shop, travel and dine more locally now	7	3.8%
More use of mixed transport modes now	5	2.7%
COVID has not changed my patterns	4	2.2%
Ill health	4	2.2%
Work from office will increase or return	4	2.2%
Driving more now	3	1.6%
Ease of travel/ convenience	3	1.6%
Concerns with high traffic volume	2	1.1%
Fuel prices too high	2	1.1%
Happy with the current situation	2	1.1%
More awareness of virus / health	2	1.1%
Already use / will use more public transport	1	0.5%
Confidence in public transport will return	1	0.5%
Driving more effective and efficient	1	0.5%
Less restrictions and less fear of public transport / crowds	1	0.5%
Living patterns will return	1	0.5%
Not going out much now	1	0.5%
Slowing down life	1	0.5%
Used to new shopping patterns	1	0.5%
Other	9	4.9%
Not stated	13	7.1%
Total	**182**	**100%**

7.1.18 Change to need for parking spaces due to pandemic

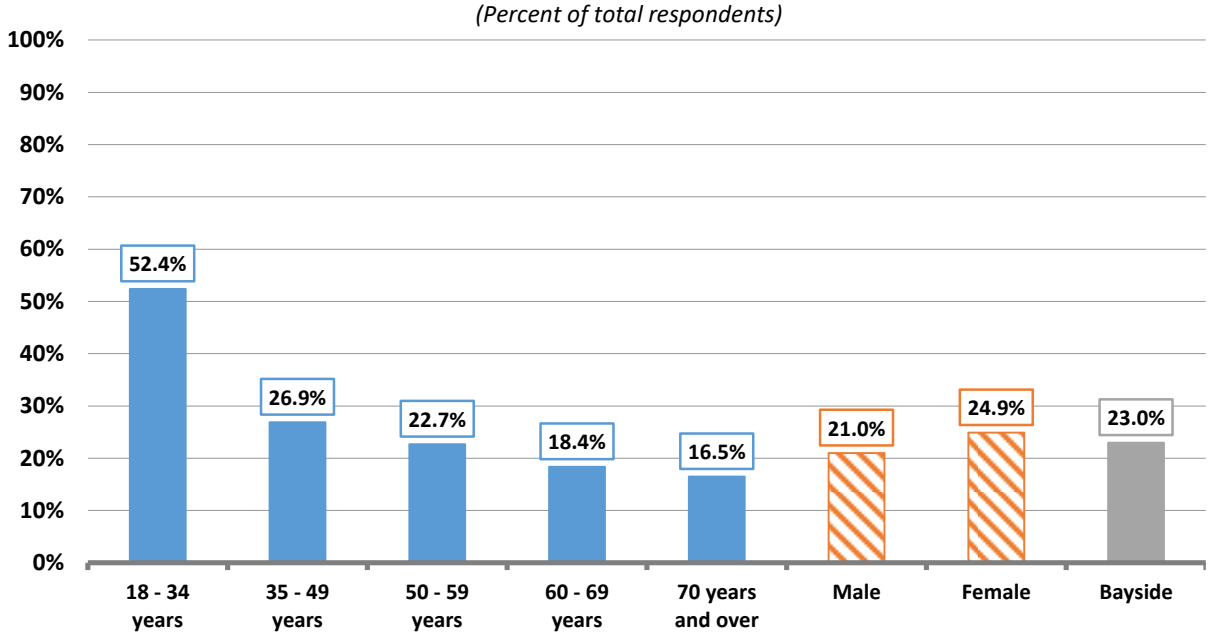
Respondents were asked:

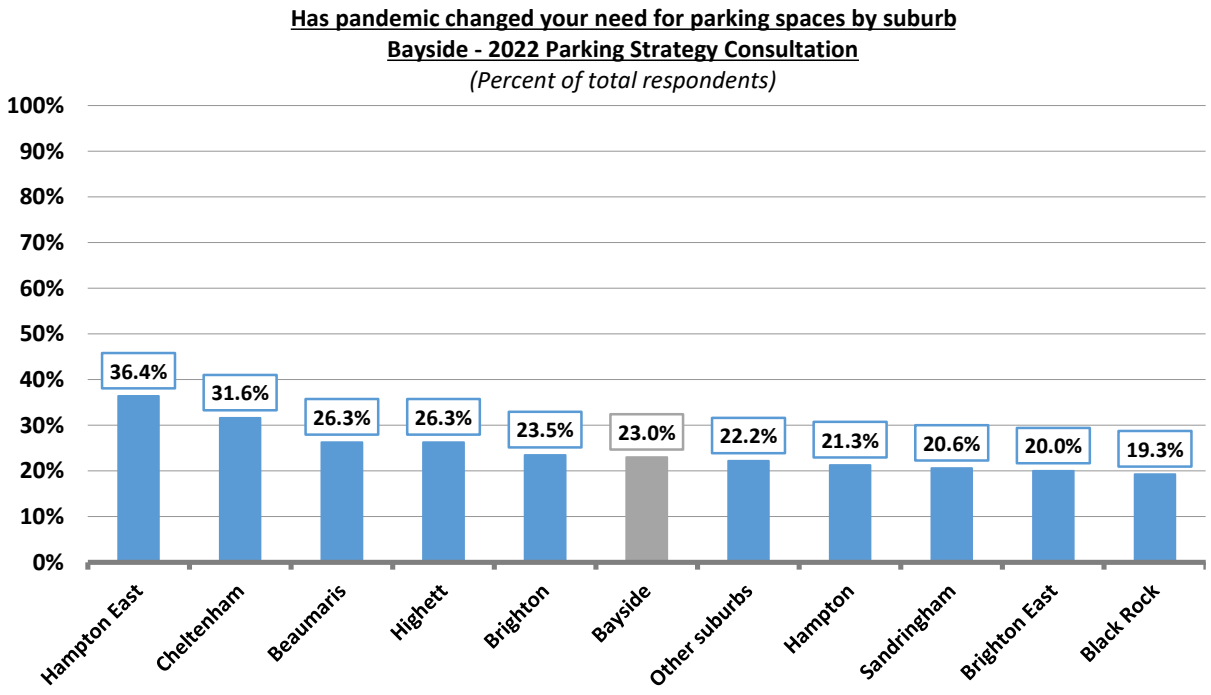
"Has the pandemic changed your need for parking spaces?"

Has pandemic changed your need for parking spaces
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents)

Response	*2022*	
	Number	*Percent*
Yes	153	23.0%
No	458	68.9%
I'm not sure	54	8.1%
Total	**665**	**100%**

Has pandemic changed your need for parkign spaces by respondent profile
Bayside - 2022 Parking Strategy Consultation
(Percent of total respondents)





7.1.19 Ways the pandemic has changed need for parking spaces

Respondents were asked:

"How has the pandemic changed your need for parking spaces?"

Ways of changing your need for parking spaces due to the pandemic

Bayside - 2022 Parking Strategy Consultation

(Number and percent of total respondents who changed the need for parking spaces)

Response	*2022*	
	Number	*Percent*
More parking required		
Parking harder to find locally	12	7.8%
More cars on road, need more parking	12	7.8%
Do not use public transport now	8	5.2%
More active in local area so need more local parking	8	5.2%
More parking required	8	5.2%
Work from home means more on street parking required	8	5.2%
Drive more need more parking	6	3.9%
Fear of COVID, use car instead of public transport	6	3.9%
More people driving, less parking availability	5	3.3%
Need parking at home more	5	3.3%
More on street parking taken / required by high density housing	4	2.6%
Increased pressure on parking at beaches / piers	3	2.0%
Less parking available due to outdoor dining	2	1.3%
Bought additional car, need more parking	1	0.7%
Parklets have reduced parking spaces	1	0.7%
Less parking required		
Less parking required at station	10	6.5%
Walk / cycle more to local shops, need less parking	9	5.9%
Do not require parking as much	4	2.6%
Drive less now	4	2.6%
Sold car, need less parking	3	2.0%
More online shopping, less parking need	1	0.7%
Shopping areas quieter and more parking available	1	0.7%
Other comments		
Going out less	9	5.9%
Work from home means I no longer need a CBD car park	3	2.0%
Need city parking more to avoid public transport	1	0.7%
Need more cycle parking	1	0.7%
Use public transport more	1	0.7%
Other	7	4.6%
Not stated	10	6.5%
Total	**153**	**100%**

7.1.20 Locations where parking availability is most important

Respondents were asked:

"Within Bayside, where is parking availability most important to you?"

Location where parking availability is most important
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents)

Response	*2022*	
	Number	*Percent*
Shopping precincts	486	73.1%
Beach and foreshore	326	49.0%
On the street outside my property / residence	279	42.0%
Commuter – near train stations	241	36.2%
Residential streets	112	16.8%
Parks and reserves	73	11.0%
Schools	47	7.1%
Total responses	**1,564**	
Respondents identifying at least one location	*658 (98.9%)*	

Location where parking availability is most important by respondent profile

Bayside - 2022 Parking Strategy Consultation

(Number and percent of total respondents)

Response	*18 - 34 years*	*35 - 49 years*	*50 - 59 years*	*60 - 69 years*
Shopping precincts	76.2%	63.0%	72.9%	75.3%
Beach and foreshore	42.9%	63.9%	46.4%	45.4%
On the street outside my property / residence	38.1%	36.1%	43.1%	42.0%
Commuter – near train stations	23.8%	37.8%	37.0%	36.8%
Residential streets	28.6%	6.7%	13.8%	23.6%
Parks and reserves	0.0%	10.9%	9.9%	10.9%
Schools	9.5%	20.2%	6.6%	3.4%
Total responses	**46**	**284**	**416**	**413**
Respondents identifying at least one location	*20 (95.2%)*	*119 (100%)*	*177 (97.8%)*	*172 (98.9%)*

Response	*70 years and over*	*Male*	*Female*	*Bayside*
Shopping precincts	80.5%	74.0%	73.4%	73.1%
Beach and foreshore	44.4%	48.0%	50.6%	49.0%
On the street outside my property / residence	42.9%	41.3%	41.8%	42.0%
Commuter – near train stations	35.3%	32.7%	38.4%	36.2%
Residential streets	19.5%	14.9%	18.9%	16.8%
Parks and reserves	13.5%	13.2%	9.3%	11.0%
Schools	1.5%	7.8%	6.8%	7.1%
Total responses	**316**	**652**	**847**	**1,564**
Respondents identifying at least one location	*133 (100%)*	*277 (98.6%)*	*351 (99.2%)*	*658 (98.9%)*

Location where parking availability is most important by suburb

Bayside - 2022 Parking Strategy Consultation

(Number and percent of total respondents)

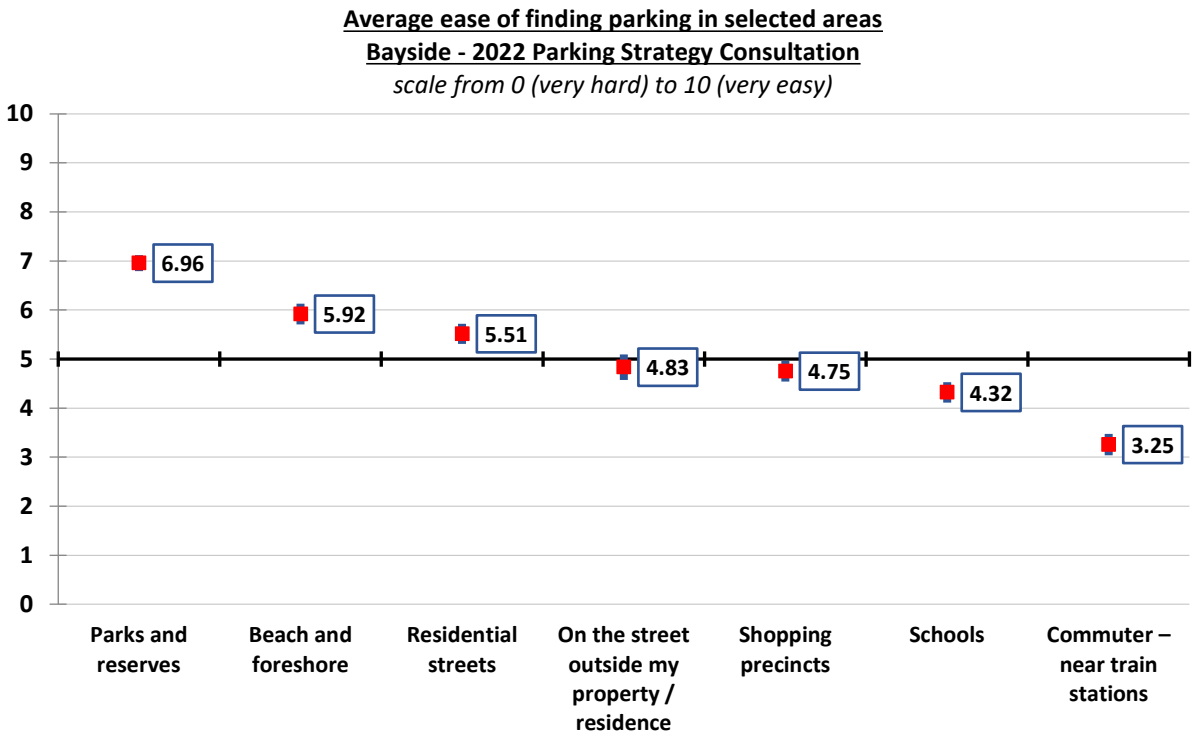
Response	*Beaumaris*	*Black Rock*	*Brighton*	*Brighton East*	*Cheltenham*
Shopping precincts	69.7%	74.7%	75.2%	77.8%	68.4%
Beach and foreshore	55.3%	43.4%	45.6%	64.4%	57.9%
On the street outside my property / residence	40.8%	48.2%	55.0%	24.4%	42.1%
Commuter – near train stations	53.9%	51.8%	21.5%	44.4%	21.1%
Residential streets	15.8%	14.5%	16.1%	8.9%	36.8%
Parks and reserves	3.9%	9.6%	14.1%	15.6%	15.8%
Schools	7.9%	2.4%	2.7%	17.8%	10.5%
Total responses	**188**	**203**	**343**	**114**	**48**
Respondents identifying at least one location	*76 (100%)*	*82 (98.8%)*	*147 (98.7%)*	*45 (100%)*	*19 (100%)*

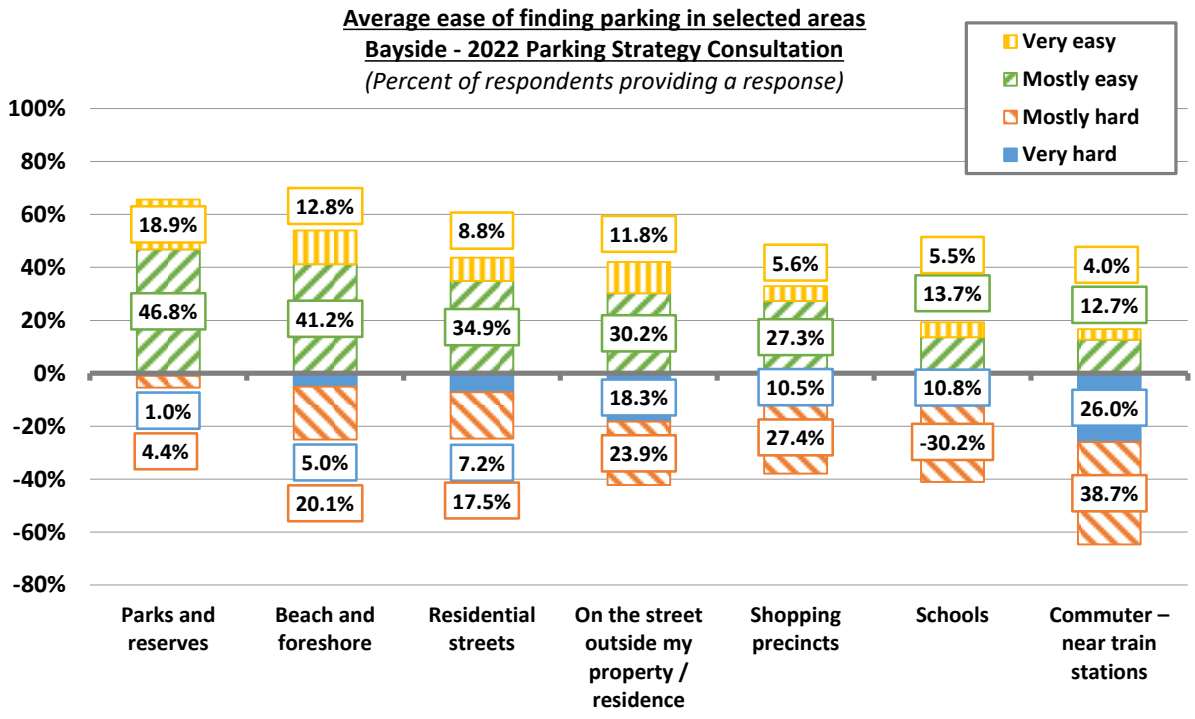
Response	*Hampton*	*Hampton East*	*Highett*	*Sandringham*	*Other suburbs*
Shopping precincts	75.9%	54.5%	66.7%	74.2%	66.7%
Beach and foreshore	40.7%	63.6%	52.6%	46.4%	66.7%
On the street outside my property / residence	35.2%	45.5%	45.6%	37.1%	11.1%
Commuter – near train stations	30.6%	63.6%	28.1%	42.3%	22.2%
Residential streets	20.4%	27.3%	22.8%	14.4%	5.6%
Parks and reserves	8.3%	9.1%	17.5%	7.2%	22.2%
Schools	11.1%	0.0%	12.3%	5.2%	5.6%
Total responses	**240**	**29**	**140**	**220**	**36**
Respondents identifying at least one location	*105 (97.2%)*	*11 (100%)*	*57 (100%)*	*97 (100%)*	*17 (94.4%)*

7.1.21 Ease of finding parking at selected locations

Respondents were asked:

"How easy is it to find parking in the following areas?"





Ease of finding parking in selected areas

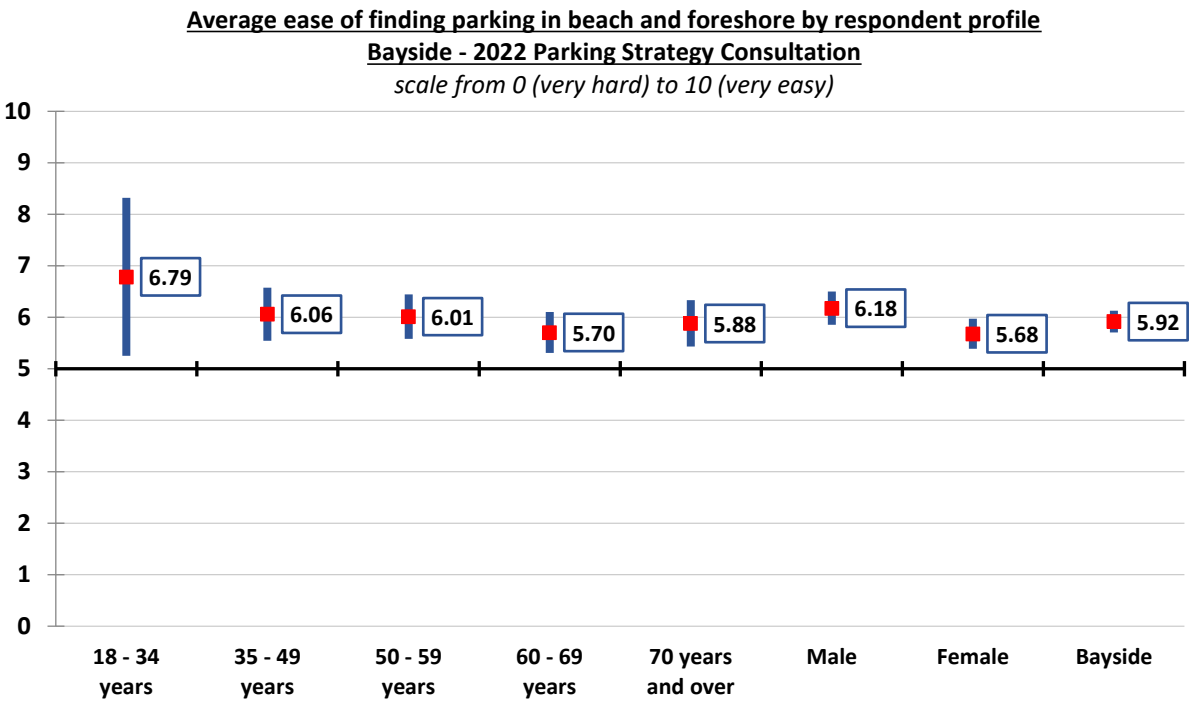
Bayside - 2022 Parking Strategy Consultation

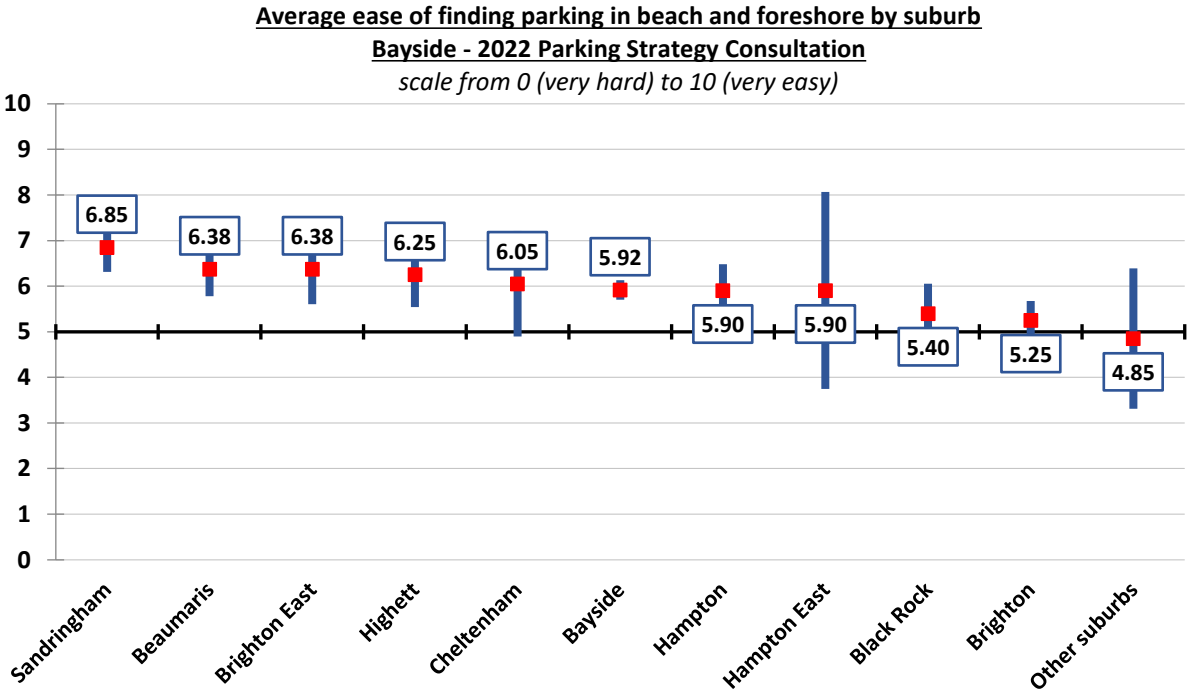
(Number, index score scale 0 - 10 and percent of respondents providing a response)

Response	*Beach and foreshore*		*Commuter - near train stations*		*Shopping precincts*		*Parks and reserves*	
	Number	*Percent*	*Number*	*Percent*	*Number*	*Percent*	*Number*	*Percent*
Very easy	82	12.8%	25	4.0%	37	5.6%	117	18.9%
Mostly easy	264	41.2%	79	12.7%	179	27.3%	290	46.8%
Neither easy nor hard	134	20.9%	115	18.5%	191	29.1%	180	29.0%
Mostly hard	129	20.1%	240	38.7%	180	27.4%	27	4.4%
Very hard	32	5.0%	161	26.0%	69	10.5%	6	1.0%
Can't say	24		45		9		45	
Total	**665**	**100%**	**665**	**100%**	**665**	**100%**	**665**	**100%**
Average ease	*5.92*		*3.25*		*4.75*		*6.96*	

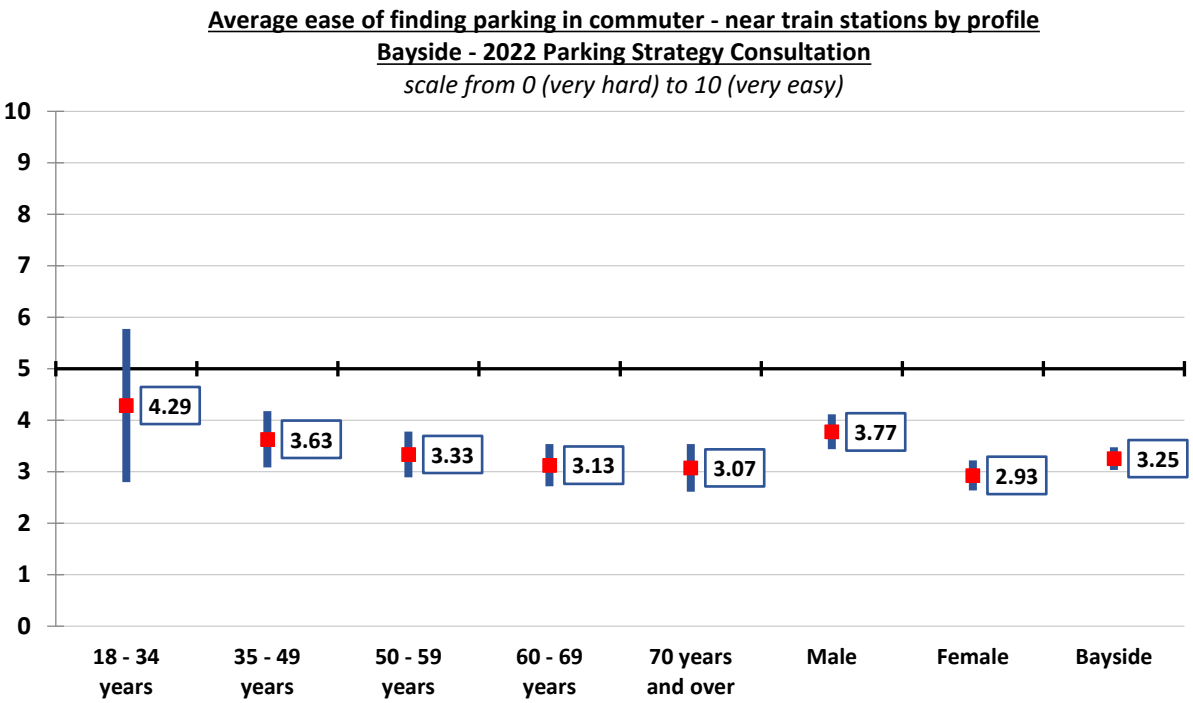
Response	*Schools*		*Residential streets*		*On the street outside*		*Total*	
	Number	*Percent*	*Number*	*Percent*	*Number*	*Percent*	*Number*	*Percent*
Very easy	31	5.5%	55	8.8%	75	11.8%	422	9.7%
Mostly easy	77	13.7%	219	34.9%	191	30.2%	1,299	29.8%
Neither easy nor hard	224	39.8%	199	31.7%	100	15.8%	1,143	26.2%
Mostly hard	170	30.2%	110	17.5%	151	23.9%	1,007	23.1%
Very hard	61	10.8%	45	7.2%	116	18.3%	490	11.2%
Can't say	102		37		32		294	
Total	**665**	**100%**	**665**	**100%**	**665**	**100%**	**4,655**	**100%**
Average ease	*4.32*		*5.51*		*4.83*		*5.08*	

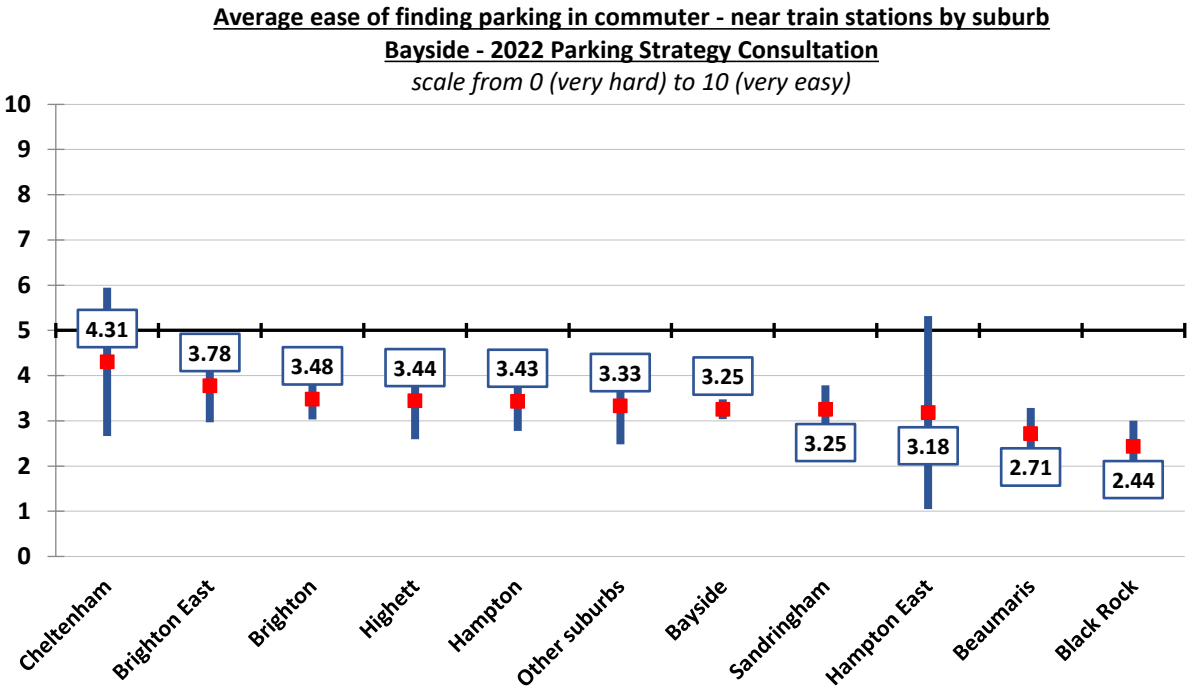
7.1.22 Beach and foreshore



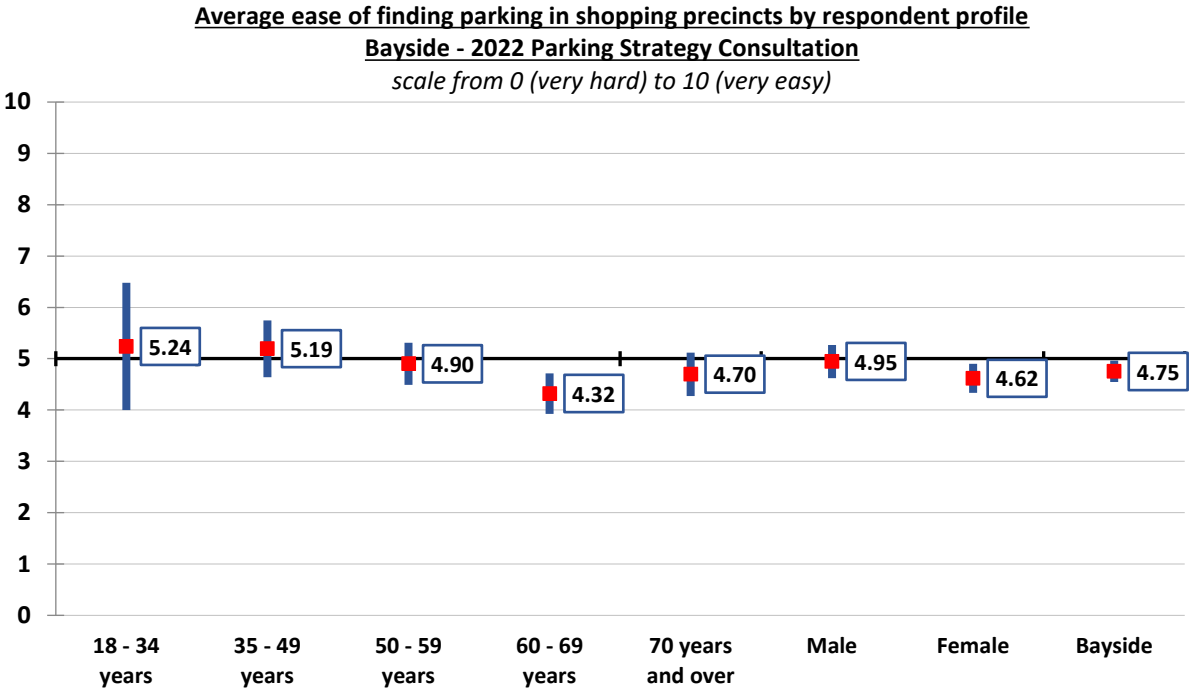


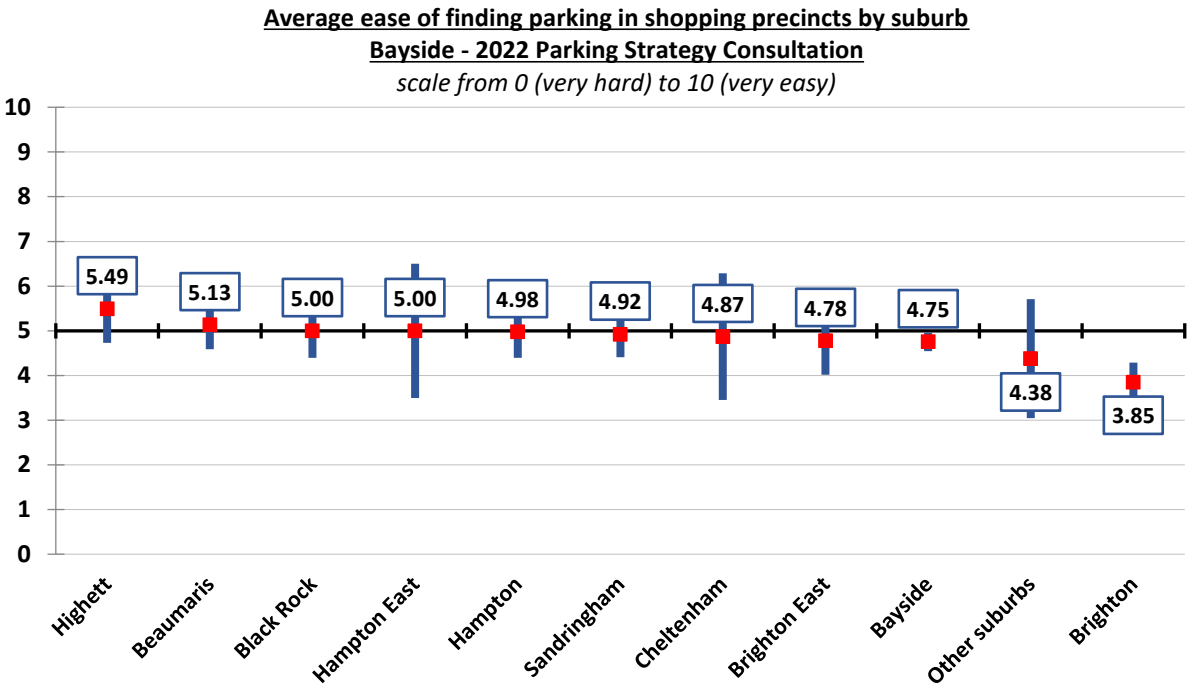
7.1.23 Commuter – near train stations



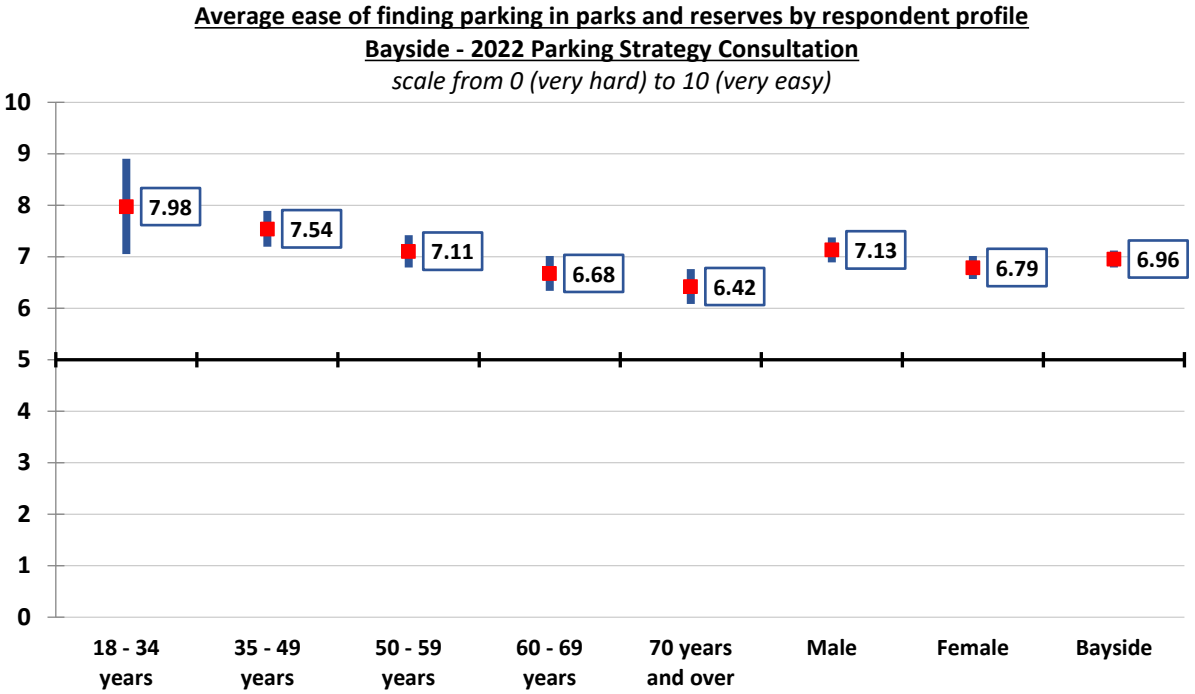


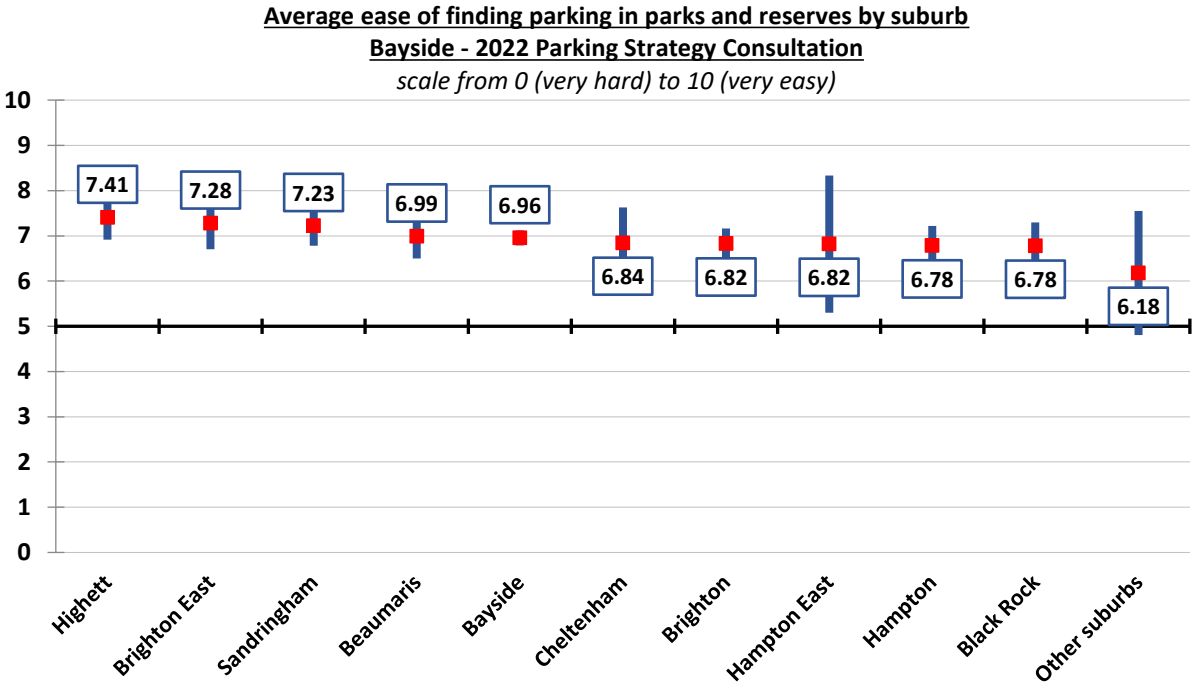
7.1.24 Shopping precincts





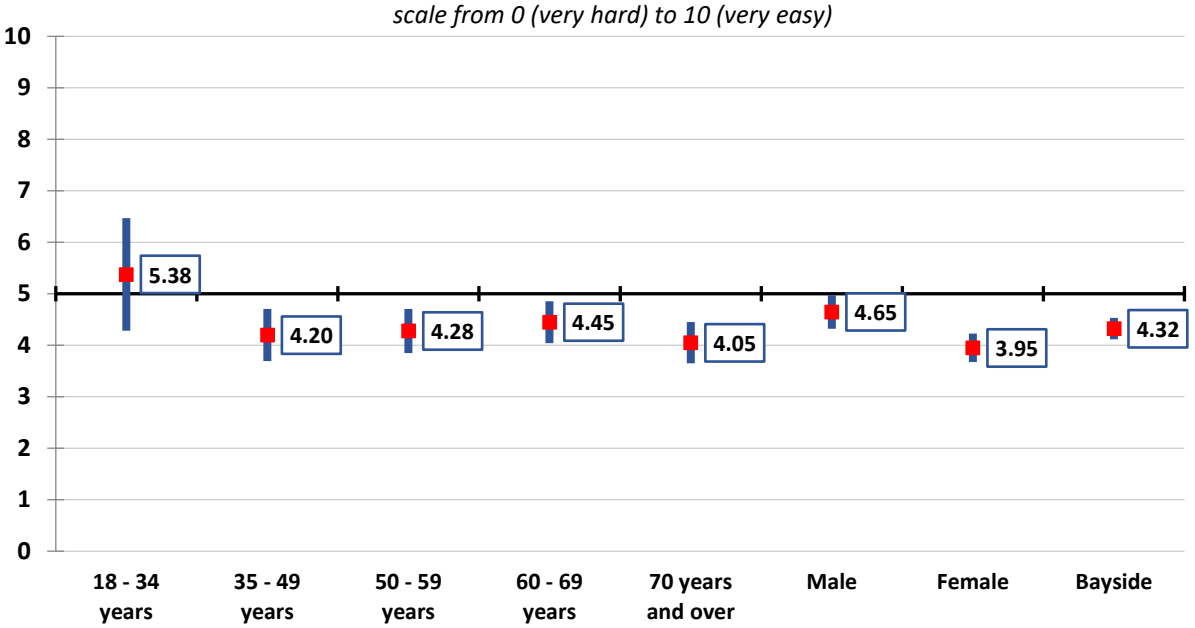
7.1.25 Parks and reserves



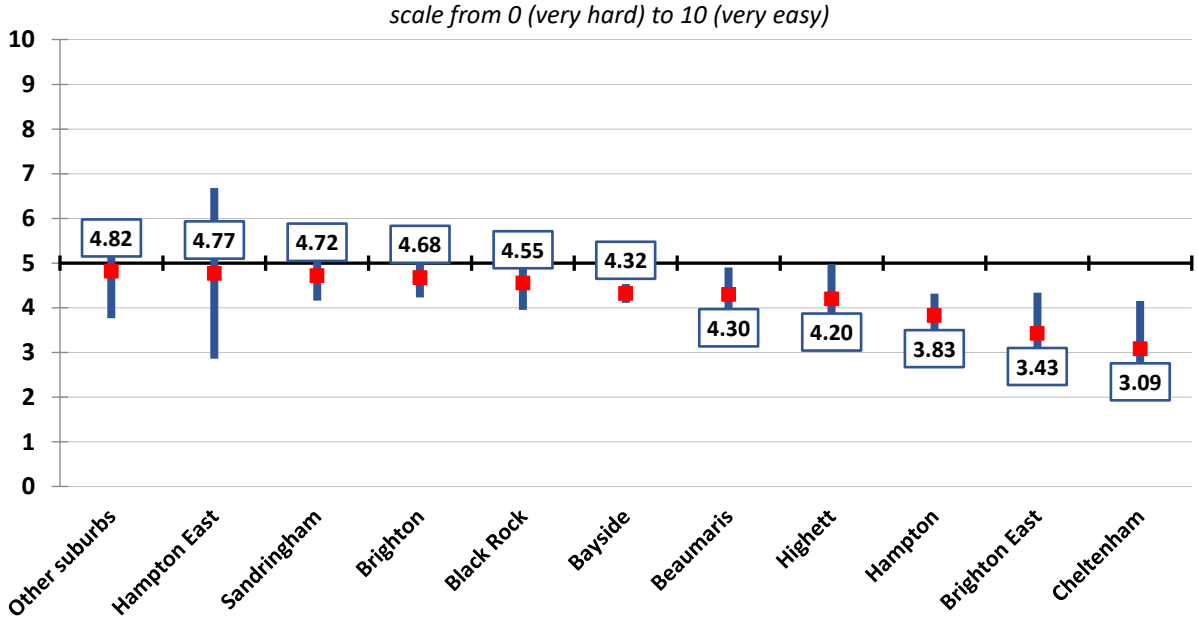


7.1.26 Schools

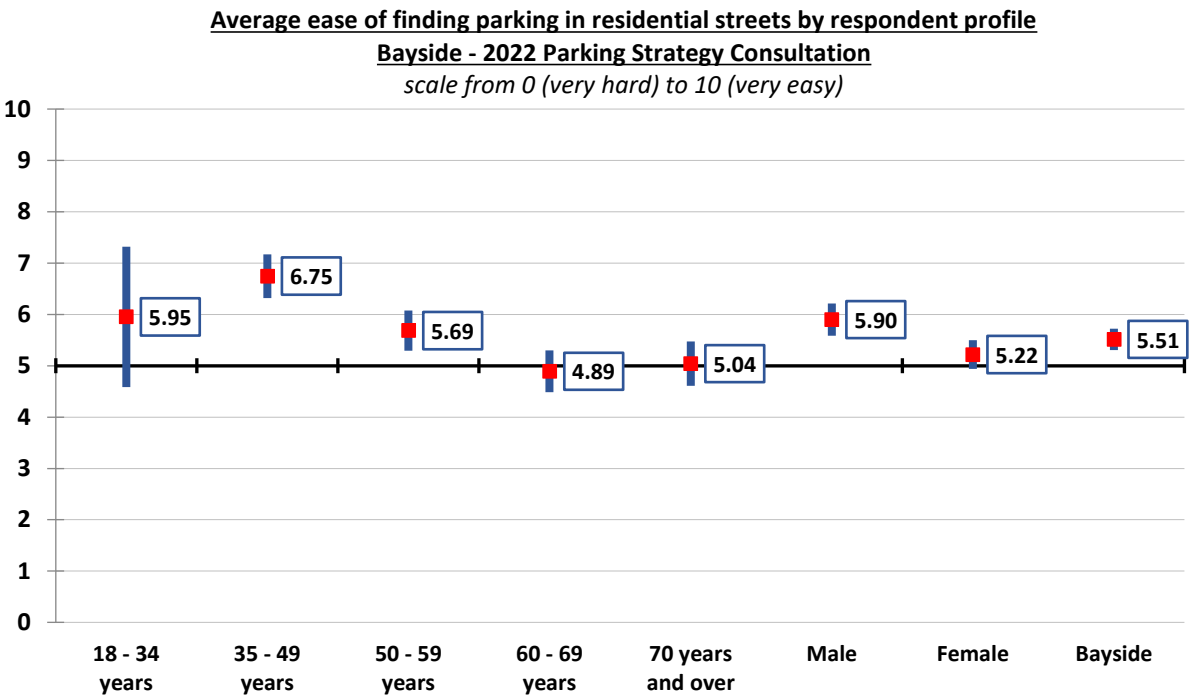
Average ease of finding parking in schools by respondent profile
Bayside - 2022 Parking Strategy Consultation
scale from 0 (very hard) to 10 (very easy)

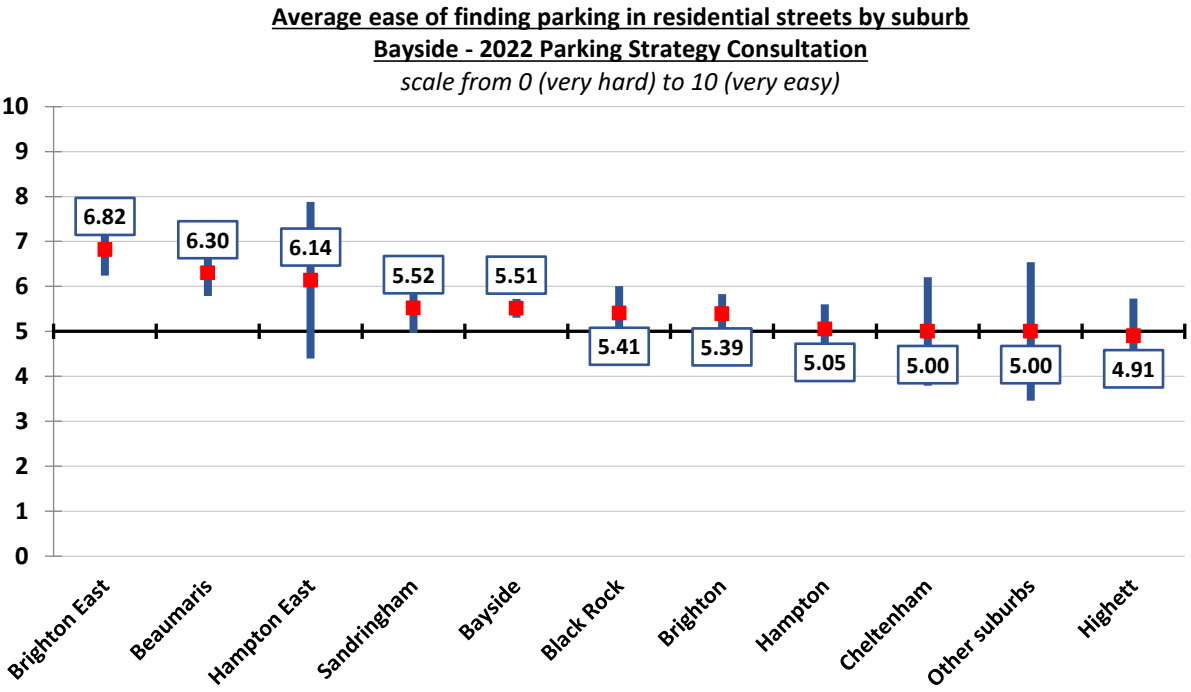


Average ease of finding parking in schools by suburb
Bayside - 2022 Parking Strategy Consultation
scale from 0 (very hard) to 10 (very easy)



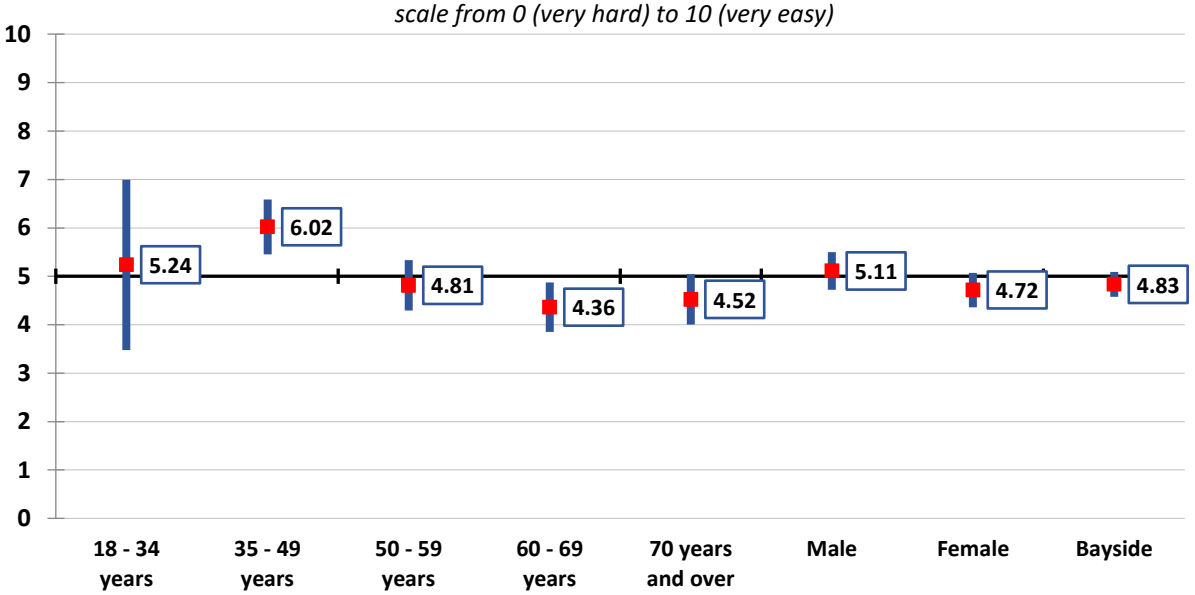
7.1.27 Residential streets



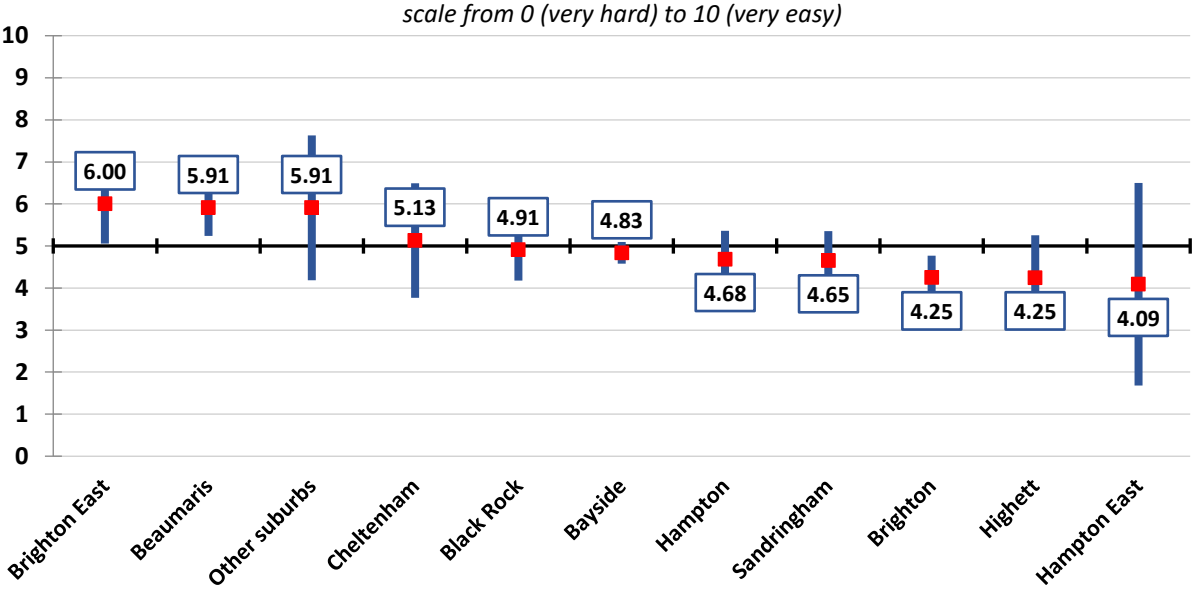


7.1.28 On the street outside my property / residence

Average ease of finding parking on the street outside my property / residence by respondent profile
Bayside - 2022 Parking Strategy Consultation
scale from 0 (very hard) to 10 (very easy)



Average ease of finding parking on the street outside my property / residence by suburb
Bayside - 2022 Parking Strategy Consultation
scale from 0 (very hard) to 10 (very easy)



7.1.29 Actions if parking is unavailable at important locations

Respondents were asked:

"What do you do if you can't find parking in the areas which are most important to you?"

Actions you would do if you can't find parking in the areas that are most important to you
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents)

Response	*2022*	
	Number	*Percent*
Park further away, and walk the distance	270	40.6%
Go to another shopping precinct	93	14.0%
Drive around till I find a parking spot	91	13.7%
Abandon attempt and go home	61	9.2%
Ride my bike / walk	41	6.2%
Don't go / avoid the area	27	4.1%
General negative	19	2.9%
Come back another time	19	2.9%
Park in residential side streets	18	2.7%
Get frustrated, stressed and angry	14	2.1%
Can always find parking	9	1.4%
Catch the bus / public transport	9	1.4%
Go at off-peak hours	7	1.1%
Drive full distance if station parking unavailable	6	0.9%
Wait for availability in a timed parking	6	0.9%
Get someone to drop me	4	0.6%
Park illegally	4	0.6%
Blame / complain to the Council	3	0.5%
Can't have friends over as there is 2 hour parking only	2	0.3%
Go early	1	0.2%
Use commuter parking at station	1	0.2%
Use uber / taxi	1	0.2%
Other	13	2.0%
Total responses	**719**	
Respondents identifying at least one action if you can't find parking in most important areas	*643 (96.7%)*	

Actions you would do if you can't find parking in the areas that are most important to you by profile

Bayside - 2022 Parking Strategy Consultation

(Number and percent of total respondents)

18 - 34 years	
Park further away, and walk the distance	52.4%
Don't go / avoid the area	9.5%
Ride my bike / walk	9.5%
Catch the bus / public transport	9.5%
Go to another shopping precinct	4.8%
All other aspects	28.6%
Respondents identifying an aspect	*21 (100%)*

35 - 49 years	
Park further away, and walk the distance	38.7%
Drive around till I find a parking spot	19.3%
Go to another shopping precinct	14.3%
Ride my bike / walk	6.7%
Don't go / avoid the area	5.9%
All other aspects	26.1%
Respondents identifying an aspect	*116 (97.5%)*

50 - 59 years	
Park further away, and walk the distance	44.8%
Go to another shopping precinct	13.8%
Drive around till I find a parking spot	11.6%
Abandon attempt and go home	8.8%
Don't go / avoid the area	3.9%
All other aspects	25.4%
Respondents identifying an aspect	*179 (98.9%)*

60 - 69 years	
Park further away, and walk the distance	38.5%
Drive around till I find a parking spot	15.5%
Go to another shopping precinct	14.9%
Abandon attempt and go home	13.2%
Ride my bike / walk	5.7%
All other aspects	21.8%
Respondents identifying an aspect	*167 (96.0%)*

70 years and over	
Park further away, and walk the distance	35.3%
Drive around till I find a parking spot	12.0%
Go to another shopping precinct	11.3%
Ride my bike / walk	9.8%
Abandon attempt and go home	9.8%
All other aspects	20.3%
Respondents identifying an aspect	*123 (92.5%)*

Male	
Park further away, and walk the distance	43.1%
Go to another shopping precinct	15.3%
Drive around till I find a parking spot	13.5%
Ride my bike / walk	7.5%
Abandon attempt and go home	6.0%
All other aspects	18.5%
Respondents identifying an aspect	*266 (94.7%)*

Female	
Park further away, and walk the distance	38.4%
Drive around till I find a parking spot	13.0%
Go to another shopping precinct	12.4%
Abandon attempt and go home	11.6%
Don't go / avoid the area	5.6%
All other aspects	29.7%
Respondents identifying an aspect	*347 (98.0%)*

Bayside	
Park further away, and walk the distance	40.6%
Go to another shopping precinct	14.0%
Drive around till I find a parking spot	13.7%
Abandon attempt and go home	9.2%
Ride my bike / walk	6.2%
All other aspects	24.5%
Respondents identifying an aspect	*643 (96.7%)*

Actions you would do if you can't find parking in the areas that are most important to you by suburb

Bayside - 2022 Parking Strategy Consultation

(Number and percent of total respondents)

Beaumaris	
Park further away, and walk the distance	47.4%
Go to another shopping precinct	21.1%
Drive around till I find a parking spot	9.2%
Abandon attempt and go home	6.6%
Come back another time	5.3%
All other aspects	23.7%
Respondents identifying an aspect	*76 (100%)*

Black Rock	
Park further away, and walk the distance	31.3%
Drive around till I find a parking spot	13.3%
Abandon attempt and go home	12.0%
Go to another shopping precinct	12.0%
Ride my bike / walk	7.2%
All other aspects	26.5%
Respondents identifying an aspect	*78 (94.0%)*

Brighton	
Park further away, and walk the distance	38.3%
Drive around till I find a parking spot	14.1%
Go to another shopping precinct	12.1%
Ride my bike / walk	9.4%
Abandon attempt and go home	7.4%
All other aspects	21.5%
Respondents identifying an aspect	*144 (96.6%)*

Brighton East	
Park further away, and walk the distance	40.0%
Drive around till I find a parking spot	22.2%
Go to another shopping precinct	17.8%
Abandon attempt and go home	4.4%
Get frustrated, stressed and angry	4.4%
All other aspects	17.8%
Respondents identifying an aspect	*45 (100%)*

Cheltenham	
Park further away, and walk the distance	52.6%
Drive around till I find a parking spot	15.8%
Go to another shopping precinct	10.5%
Come back another time	10.5%
General negative	5.3%
All other aspects	15.8%
Respondents identifying an aspect	*19 (100%)*

Hampton	
Park further away, and walk the distance	43.5%
Go to another shopping precinct	14.8%
Drive around till I find a parking spot	13.9%
Abandon attempt and go home	11.1%
Don't go / avoid the area	7.4%
All other aspects	23.1%
Respondents identifying an aspect	*105 (97.2%)*

Hampton East	
Park further away, and walk the distance	54.5%
Abandon attempt and go home	27.3%
Go to another shopping precinct	18.2%
General negative	9.1%
Ride my bike / walk	9.1%
All other aspects	9.1%
Respondents identifying an aspect	*11 (100%)*

Highett	
Park further away, and walk the distance	36.8%
Go to another shopping precinct	14.0%
Abandon attempt and go home	12.3%
Don't go / avoid the area	10.5%
Drive around till I find a parking spot	8.8%
All other aspects	24.6%
Respondents identifying an aspect	*54 (94.7%)*

Sandringham	
Park further away, and walk the distance	40.2%
Drive around till I find a parking spot	16.5%
Go to another shopping precinct	12.4%
Ride my bike / walk	8.2%
Abandon attempt and go home	7.2%
All other aspects	25.8%
Respondents identifying an aspect	*91 (93.8%)*

Other suburbs	
Park further away, and walk the distance	50.0%
Abandon attempt and go home	16.7%
Drive around till I find a parking spot	11.1%
General negative	5.6%
Go to another shopping precinct	5.6%
All other aspects	11.1%
Respondents identifying an aspect	*18 (100%)*

7.1.30 Likeliness to consider another mode of transport if parking unavailable

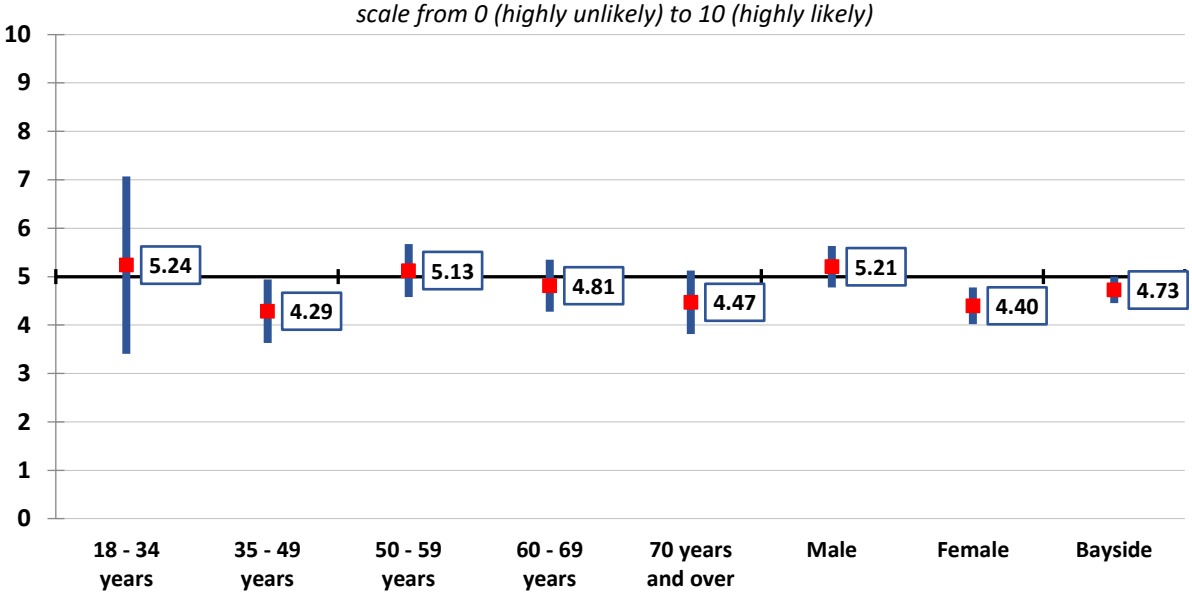
Respondents were asked:

"If parking was unavailable in an area, how likely are you to consider another mode of transport? (Such as walking, cycling, or public transport)"

Likeliness to consider another mode of transport if parking was unavailable in an area
Bayside - 2022 Parking Strategy Consultation
(Number, index score scale 0 - 10 and percent of respondents providing a response)

Response	*2022*	
	Number	*Percent*
Highly likely	136	20.5%
Likely	105	15.9%
Possible	134	20.2%
Unlikely	124	18.7%
Highly unlikely	163	24.6%
Can't say	3	
Total	**665**	**100%**
Average likeliness	*4.73*	

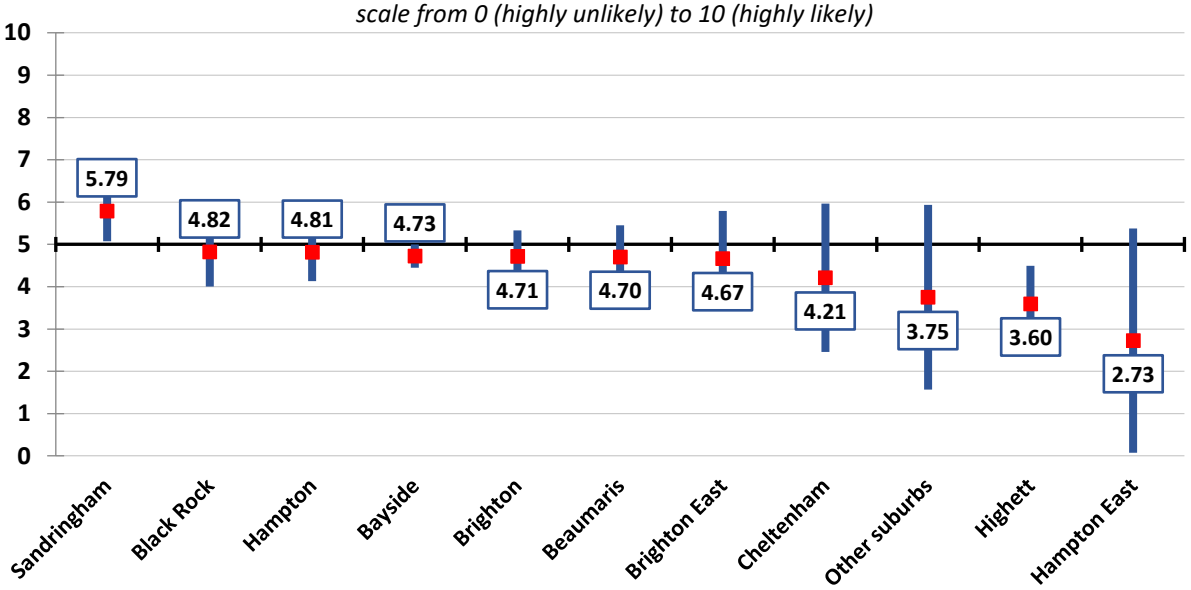
Likeliness to consder another mode of transport if parking was unavailable in an area by respondent profile
Bayside - 2022 Parking Strategy Consultation
scale from 0 (highly unlikely) to 10 (highly likely)



Likeliness to consder another mode of transport if parking was unavailable in an area by suburb

Bayside - 2022 Parking Strategy Consultation

scale from 0 (highly unlikely) to 10 (highly likely)



7.1.31 Actions Council could do to improve satisfaction with parking availability in the most important areas

Respondents were asked:

"How would Council improve your satisfaction with parking availability in the areas which are most important to you?"

Actions Council could do to improve your satisfaction with parking availability in the most important areas
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents)

Response	*2022*	
	Number	*Percent*
More parking spaces / car parks / street parking	126	18.9%
More permits for residents / resident only parking	112	16.8%
More time limited parking	63	9.5%
Build multi-storey car parks / underground	62	9.3%
Parking patrols and enforcement	60	9.0%
Less restrictions / cheaper parking	48	7.2%
Planning to include onsite parking	44	6.6%
Less cars, car parking, more active transport	41	6.2%
More / better access for disabled and elderly	29	4.4%
Less high density housing and development	23	3.5%
More commuter / station parking	20	3.0%
Better parking signage / line markings	16	2.4%
Abolish parking of trucks, caravans, boats and trailers on streets	15	2.3%
Management of construction / commercial workers parking	14	2.1%
Do not allow parking on both sides of road, eps. on bus routes	12	1.8%
Allow parking on nature strips / driveways	11	1.7%
Designated car parks for traders / workers	9	1.4%
Improve beach parking	9	1.4%
More drop-off areas	7	1.1%
Wider parking bays	7	1.1%
More trader parking permits	6	0.9%
Remove parking permits for yacht club	6	0.9%
Improve parking technology like apps, cameras, accessibility	5	0.8%
More angled parking	5	0.8%
More electronic signage for parking availability	5	0.8%
Remove outdoor dining that take up parking	5	0.8%
Do not build multi-storey car park	4	0.6%
Other	83	12.5%
Total responses	**847**	
Respondents identifying at least one action Council could do to improve your satisfaction	*603 (90.7%)*	

Actions Council could do to improve your satisfaction with parking availability in the most important areas

Bayside - 2022 Parking Strategy Consultation

(Number and percent of total respondents)

18 - 34 years	
More parking spaces / street parking	28.6%
Less parking restrictions	19.0%
Build multi-storey car parks	14.3%
Less cars / parking, more active transport	14.3%
Planning to include onsite parking	9.5%
All other aspects	47.6%
Respondents identifying an aspect	*20 (95.2%)*

35 - 49 years	
More parking spaces / street parking	26.9%
More permits for residents	16.0%
More time limited parking	10.9%
Less cars / parking, more active transport	10.1%
Less parking restrictions	8.4%
All other aspects	50.4%
Respondents identifying an aspect	*110 (92.4%)*

50 - 59 years	
More permits for residents	17.1%
More parking spaces / street parking	16.6%
Build multi-storey car parks	12.7%
More time limited parking	12.2%
Less cars / parking, more active transport	8.3%
All other aspects	65.2%
Respondents identifying an aspect	*167 (92.3%)*

60 - 69 years	
More parking spaces / street parking	22.4%
More permits for residents	19.5%
Parking patrols and enforcement	12.6%
Planning to include onsite parking	8.6%
More time limited parking	6.3%
All other aspects	58.6%
Respondents identifying an aspect	*152 (87.4%)*

70 years and over	
Build multi-storey car parks	12.0%
More permits for residents	12.0%
More parking spaces / street parking	10.5%
More time limited parking	9.0%
Parking patrols and enforcement	8.3%
All other aspects	60.9%
Respondents identifying an aspect	*119 (89.5%)*

Male	
More permits for residents	19.6%
More parking spaces / street parking	18.5%
More time limited parking	11.4%
Parking patrols and enforcement	9.3%
Build multi-storey car parks	8.5%
All other aspects	58.4%
Respondents identifying an aspect	*255 (90.7%)*

Female	
More parking spaces / street parking	19.5%
More permits for residents	14.1%
Build multi-storey car parks	9.9%
Parking patrols and enforcement	8.5%
More time limited parking	7.9%
All other aspects	66.9%
Respondents identifying an aspect	*319 (90.1%)*

Bayside	
More parking spaces / street parking	18.9%
More permits for residents	16.8%
More time limited parking	9.5%
Build multi-storey car parks / underground	9.3%
Parking patrols and enforcement	9.0%
All other aspects	63.8%
Respondents identifying an aspect	*603 (90.7%)*

Actions Council could do to improve your satisfaction with parking availability in the most important areas

Bayside - 2022 Parking Strategy Consultation

(Number and percent of total respondents)

Beaumaris	
More parking spaces / street parking	18.4%
Less parking restrictions	10.5%
More time limited parking	10.5%
Build multi-storey car parks	9.2%
Less cars / parking, more active transport	9.2%
All other aspects	65.8%
Respondents identifying an aspect	*69 (90.8%)*

Black Rock	
More permits for residents	22.9%
More parking spaces / street parking	16.9%
Parking patrols and enforcement	16.9%
More time limited parking	12.0%
Planning to include onsite parking	7.2%
All other aspects	61.4%
Respondents identifying an aspect	*79 (95.2%)*

Brighton	
More permits for residents	25.5%
More parking spaces / street parking	21.5%
Build multi-storey car parks	10.1%
Parking patrols and enforcement	8.7%
Planning to include onsite parking	6.7%
All other aspects	55.7%
Respondents identifying an aspect	*135 99.6%)*

Brighton East	
More parking spaces / street parking	20.0%
Build multi-storey car parks	8.9%
Less parking restrictions	8.9%
More time limited parking	8.9%
More permits for residents	8.9%
All other aspects	68.9%
Respondents identifying an aspect	*38 (84.4%)*

Cheltenham	
More parking spaces / street parking	31.6%
Parking patrols and enforcement	10.5%
More time limited parking	10.5%
More permits for residents	10.5%
Better parking signage / line markings	10.5%
All other aspects	47.4%
Respondents identifying an aspect	*18 (94.7%)*

Hampton	
More permits for residents	17.6%
More parking spaces / street parking	15.7%
More time limited parking	13.0%
Planning to include onsite parking	11.1%
Build multi-storey car parks	9.3%
All other aspects	63.9%
Respondents identifying an aspect	*102 (94.4%)*

Hampton East	
Parking patrols and enforcement	27.3%
Planning to include onsite parking	18.2%
Abolish parking of trucks, caravans, boats	18.2%
More permits for residents	18.2%
More parking spaces / street parking	9.1%
All other aspects	45.5%
Respondents identifying an aspect	*9 (81.8%)*

Highett	
More parking spaces / street parking	21.1%
More permits for residents	21.1%
More time limited parking	14.0%
Planning to include onsite parking	8.8%
Parking patrols and enforcement	7.0%
All other aspects	56.1%
Respondents identifying an aspect	*49 (86.0%)*

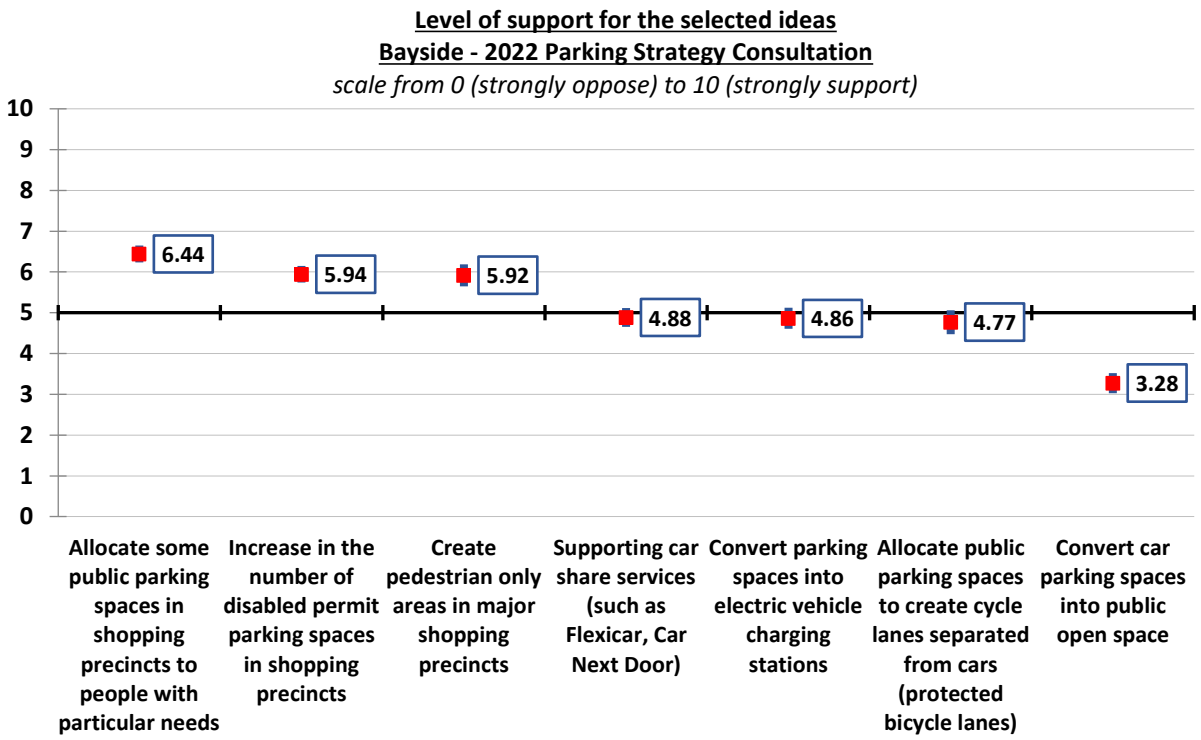
Sandringham	
More parking spaces / street parking	20.6%
Build multi-storey car parks	15.5%
Parking patrols and enforcement	12.4%
More permits for residents	11.3%
More time limited parking	7.2%
All other aspects	53.6%
Respondents identifying an aspect	*88 (90.7%)*

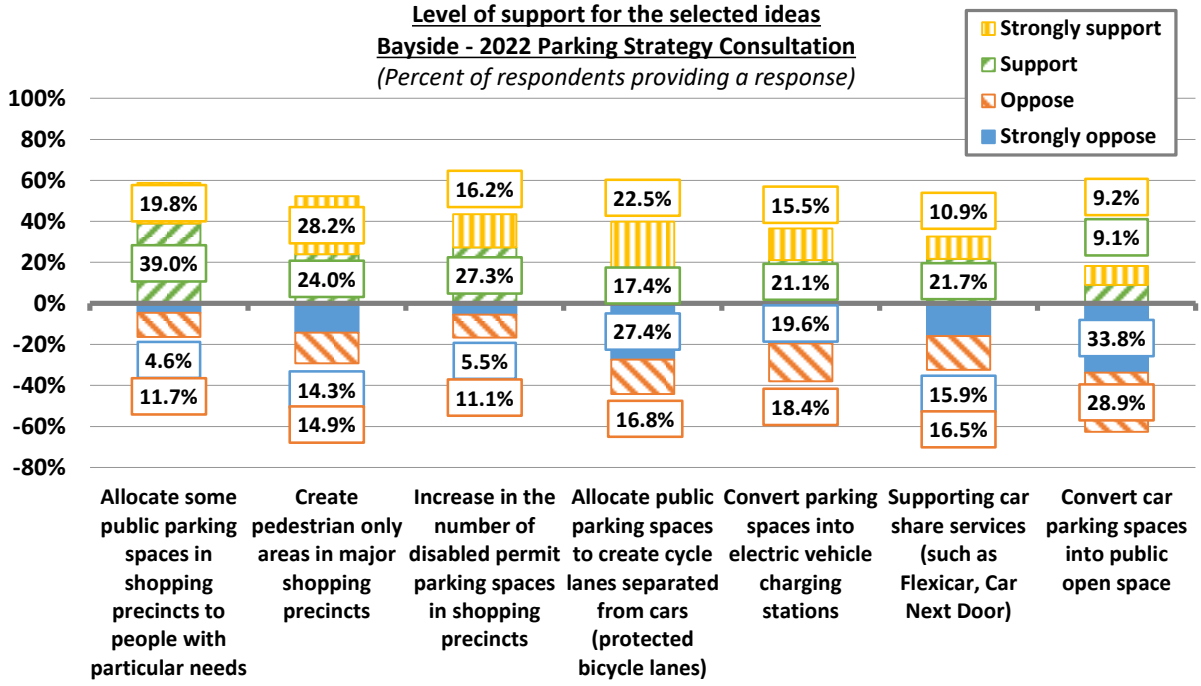
Other suburbs	
More / better access for disabled / elderly	16.7%
Parking patrols and enforcement	16.7%
Improve beach parking	5.6%
More parking spaces / street parking	5.6%
Planning to include onsite parking	5.6%
All other aspects	72.2%
Respondents identifying an aspect	*15 (83.3%)*

7.1.32 Level of support for the selected ideas

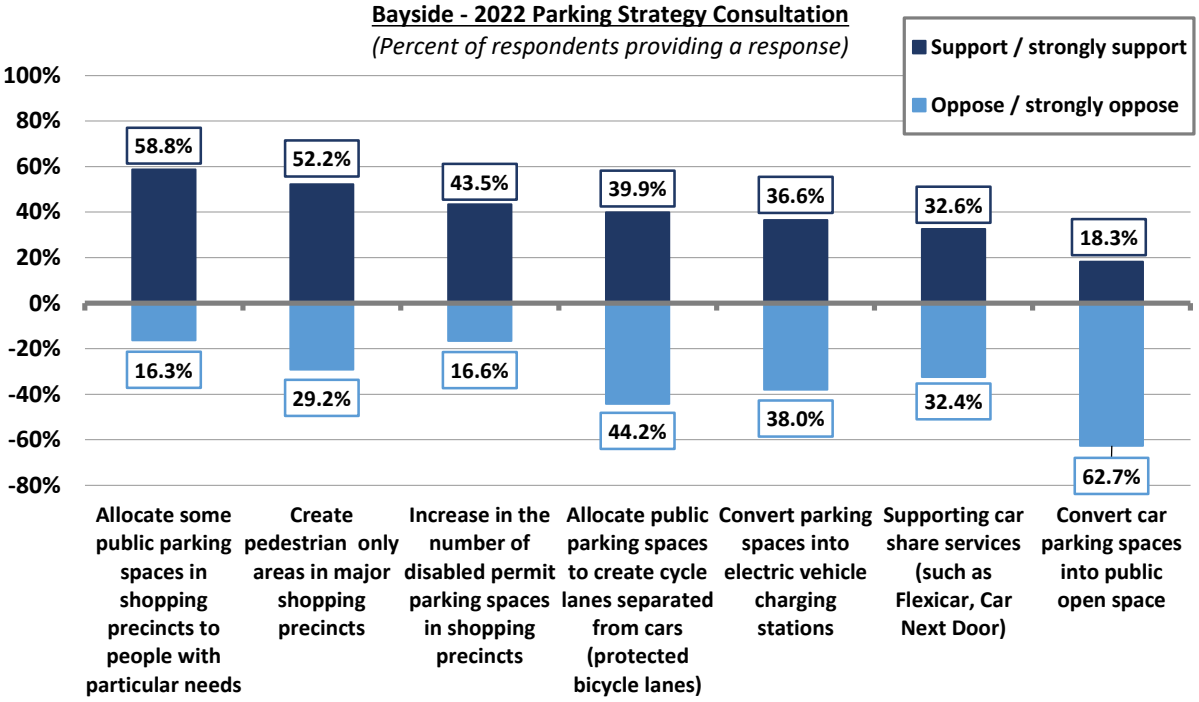
Respondents were asked:

"What is your level of support for the following ideas?"





Level of support for selected ideas
Bayside - 2022 Parking Strategy Consultation
(Percent of respondents providing a response)

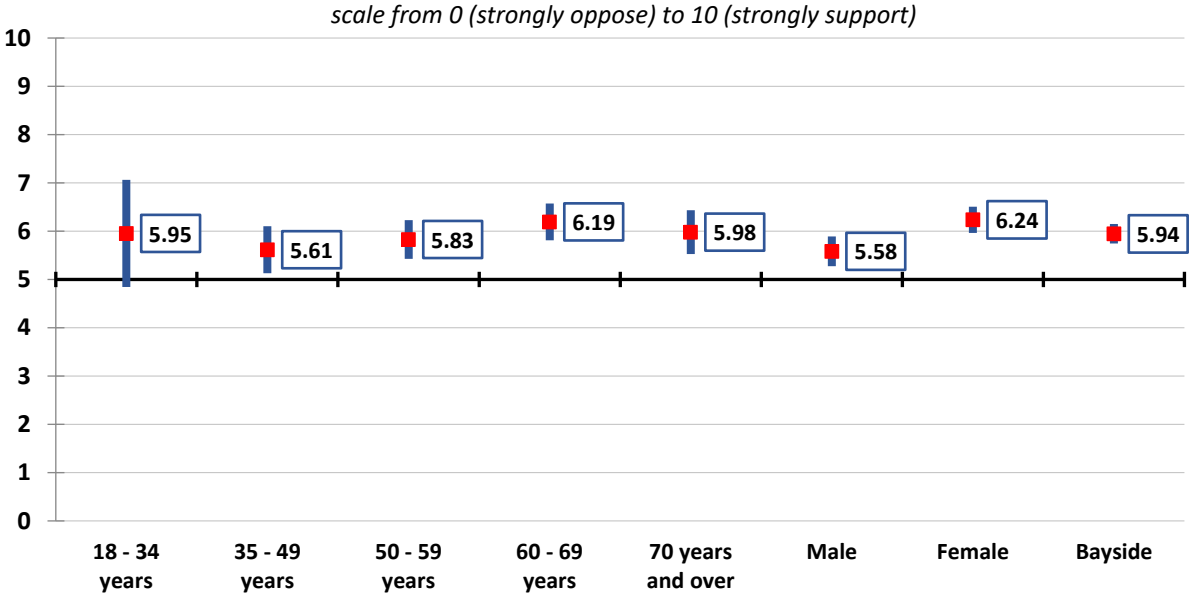


Level of support for the selected ideas
Bayside - 2022 Parking Strategy Consultation
(Number, index score scale 0 - 10 and percent of respondents providing a response)

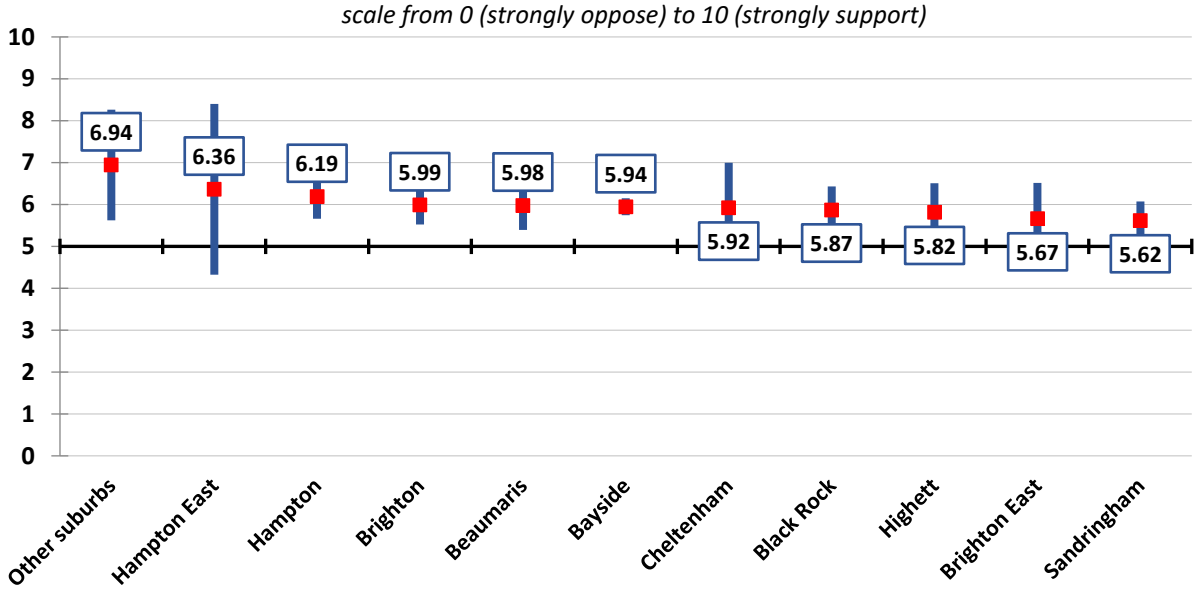
Response	*Number*	*Average mean*	*Strongly support*	*Support*	*Neutral*	*Oppose*	*Strongly oppose*	*Can't say*
Allocate some public parking spaces in shopping precincts to people with particular needs, such as older people and people with prams	657	**6.44**	19.8%	39.0%	25.0%	11.7%	4.6%	8
Increase in the number of disabled permit parking spaces in shopping precincts	659	**5.94**	16.2%	27.3%	39.9%	11.1%	5.5%	6
Create pedestrian only areas in major shopping precincts	649	**5.92**	28.2%	24.0%	18.5%	14.9%	14.3%	16
Supporting car share services *(such as Flexicar, Car Next Door)*	649	**4.88**	10.9%	21.7%	35.0%	16.5%	15.9%	16
Convert parking spaces into electric vehicle charging stations	653	**4.86**	15.5%	21.1%	25.4%	18.4%	19.6%	12
Allocate public parking spaces to create cycle lanes separated from cars *(protected bicycle lanes)*	654	**4.77**	22.5%	17.4%	15.9%	16.8%	27.4%	11
Convert car parking spaces into public open space	651	**3.28**	9.2%	9.1%	19.0%	28.9%	33.8%	14

7.1.33 Increase in the number of disabled permit parking spaces in shopping precincts

Increase in the number of disabled permit parking spaces in shopping precincts by respondent profile
Bayside - 2022 Parking Strategy Consultation
scale from 0 (strongly oppose) to 10 (strongly support)

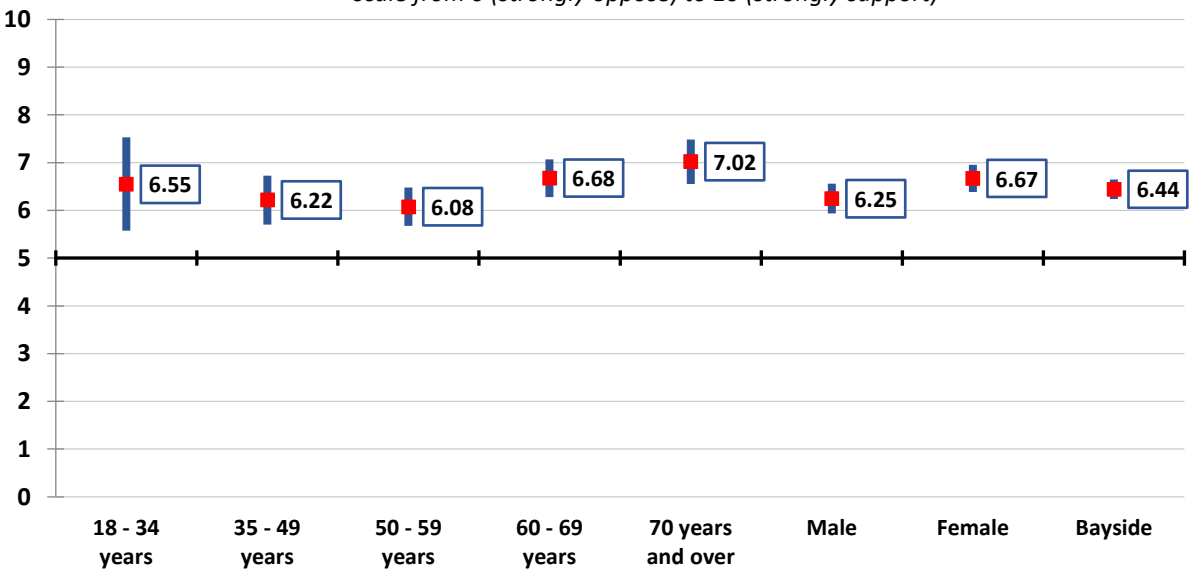


Increase in the number of disabled permit parking spaces in shopping precincts by suburb
Bayside - 2022 Parking Strategy Consultation
scale from 0 (strongly oppose) to 10 (strongly support)

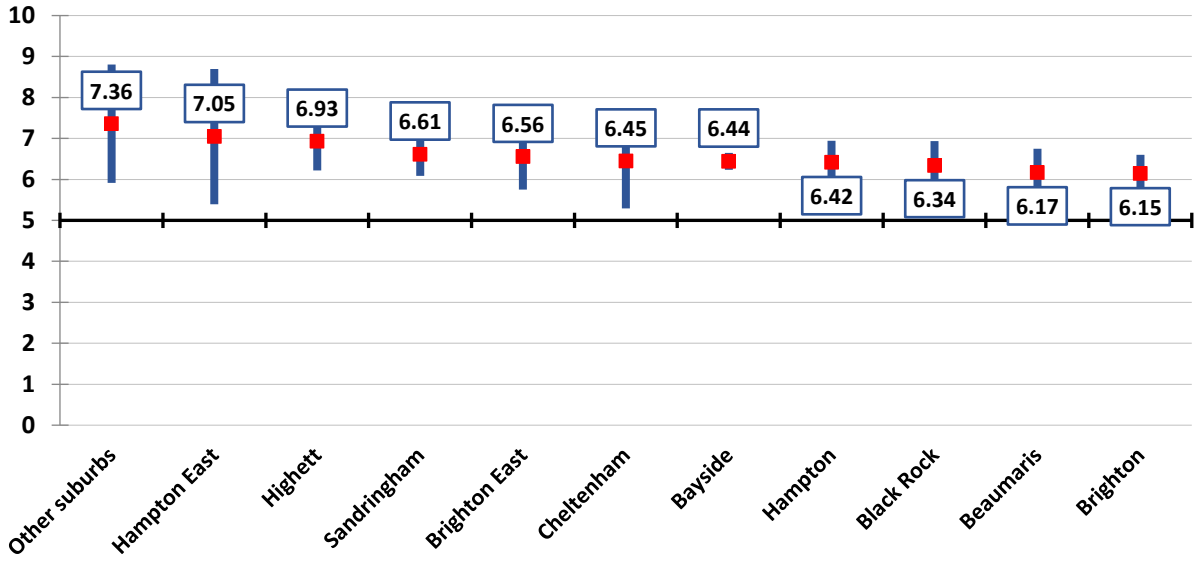


7.1.34 Allocate some public parking spaces in shopping precincts to people with particular needs

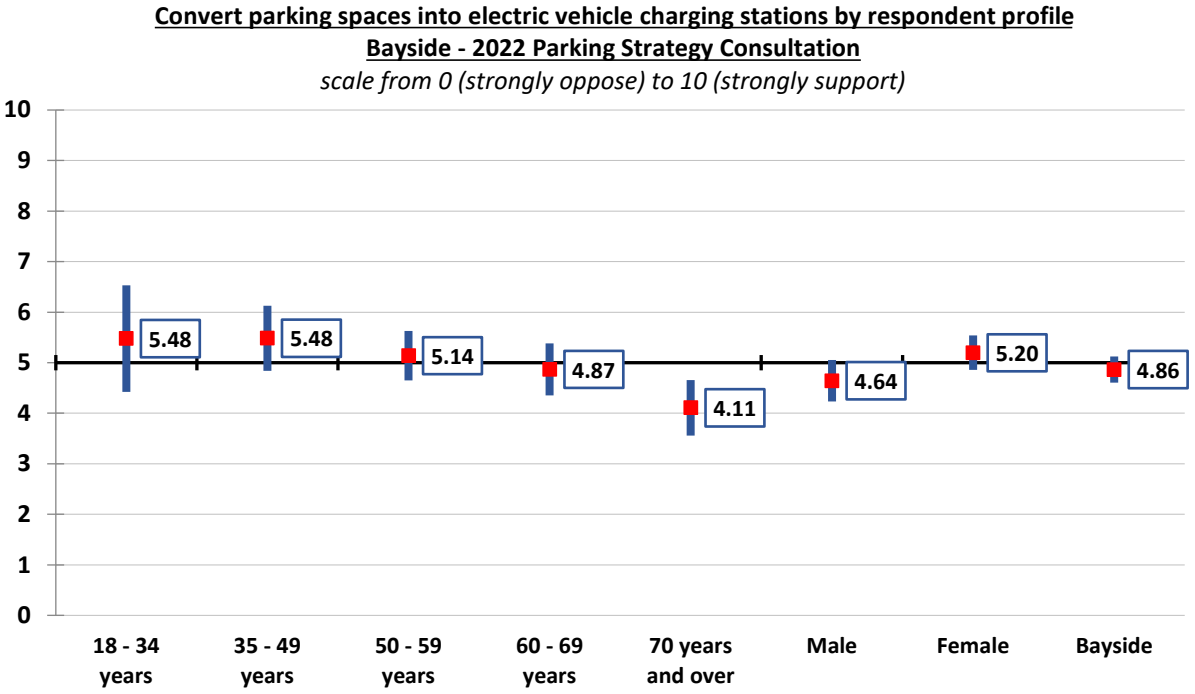
Allocate some public parking spaces in shopping precincts to people with particular needs by profile
Bayside - 2022 Parking Strategy Consultation
scale from 0 (strongly oppose) to 10 (strongly support)

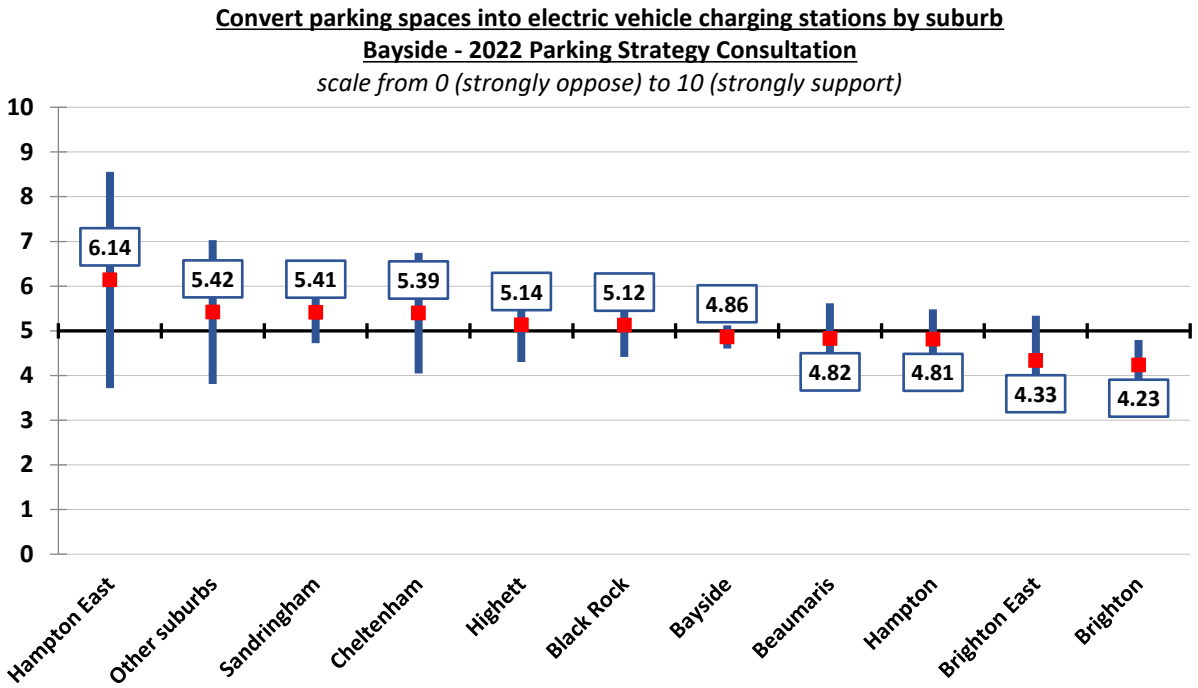


Allocate some public parking spaces in shopping precinctsto people with particular needs by suburb
Bayside - 2022 Parking Strategy Consultation
scale from 0 (strongly oppose) to 10 (strongly support)

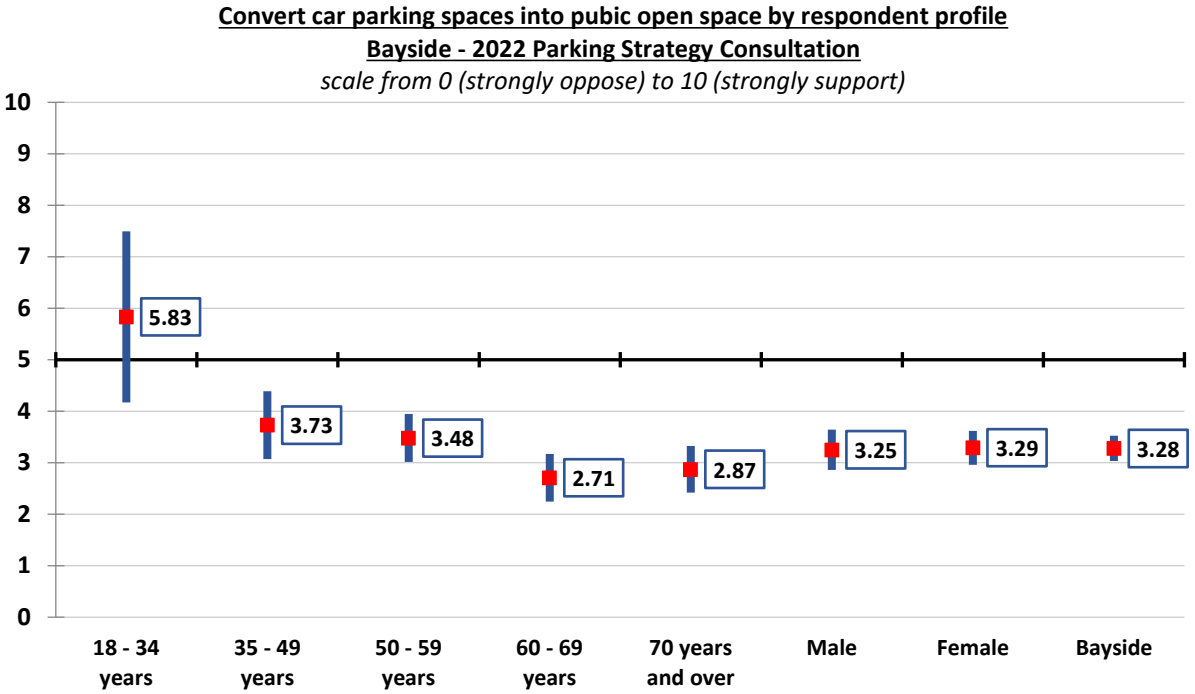


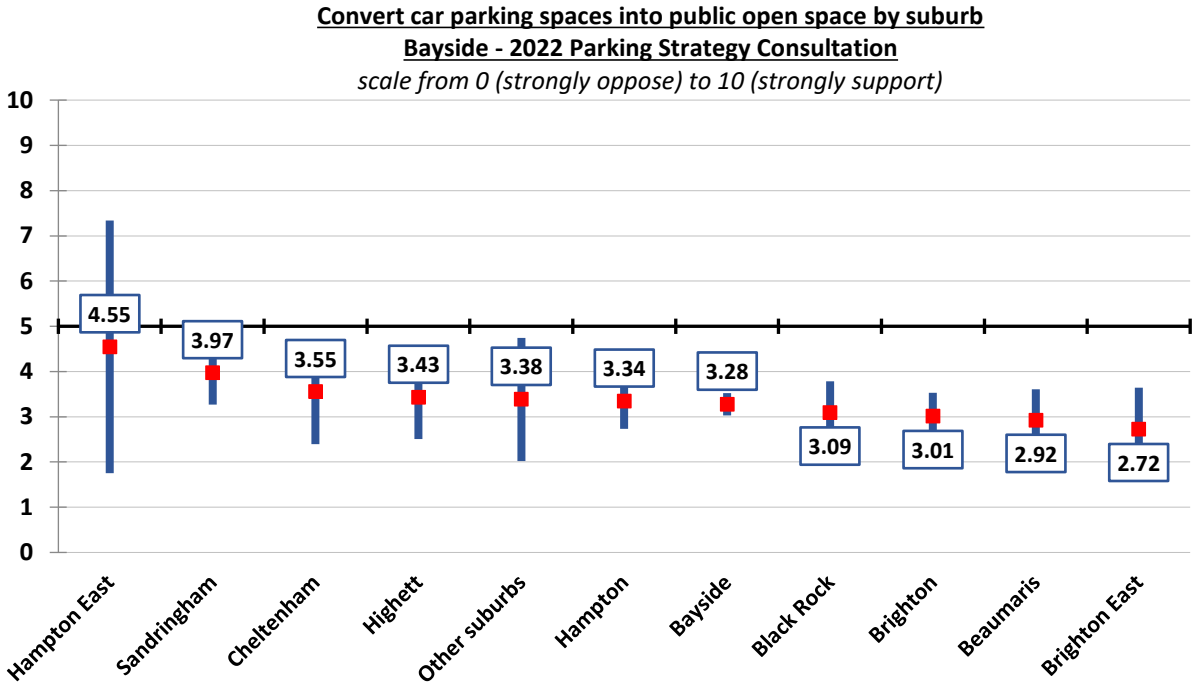
7.1.35 Convert parking spaces into electric vehicle charging stations





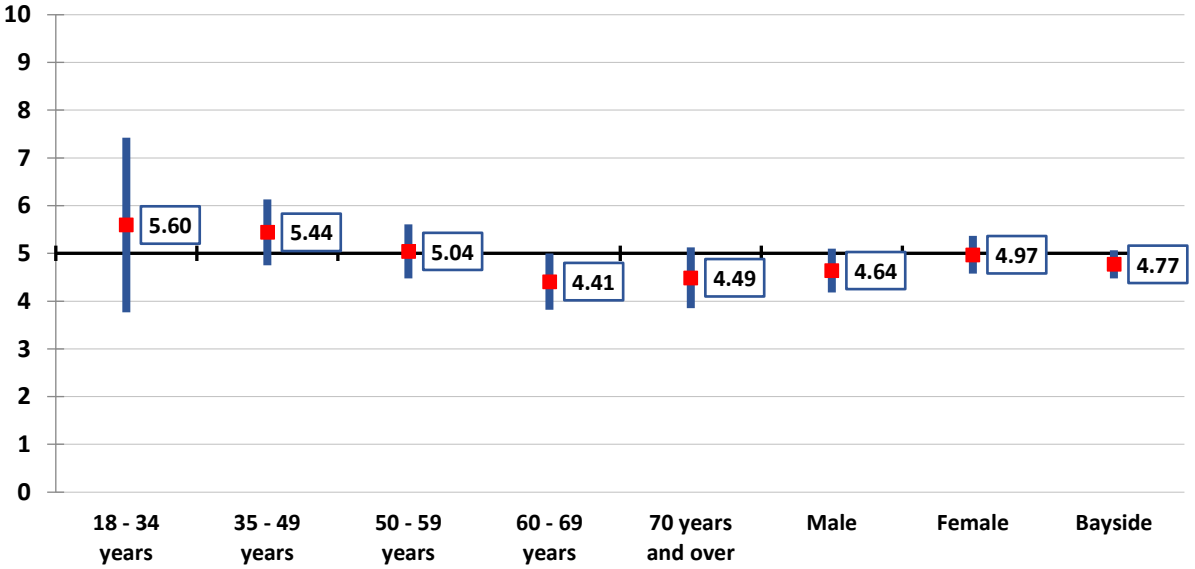
7.1.36 Convert car parking spaces into public open space



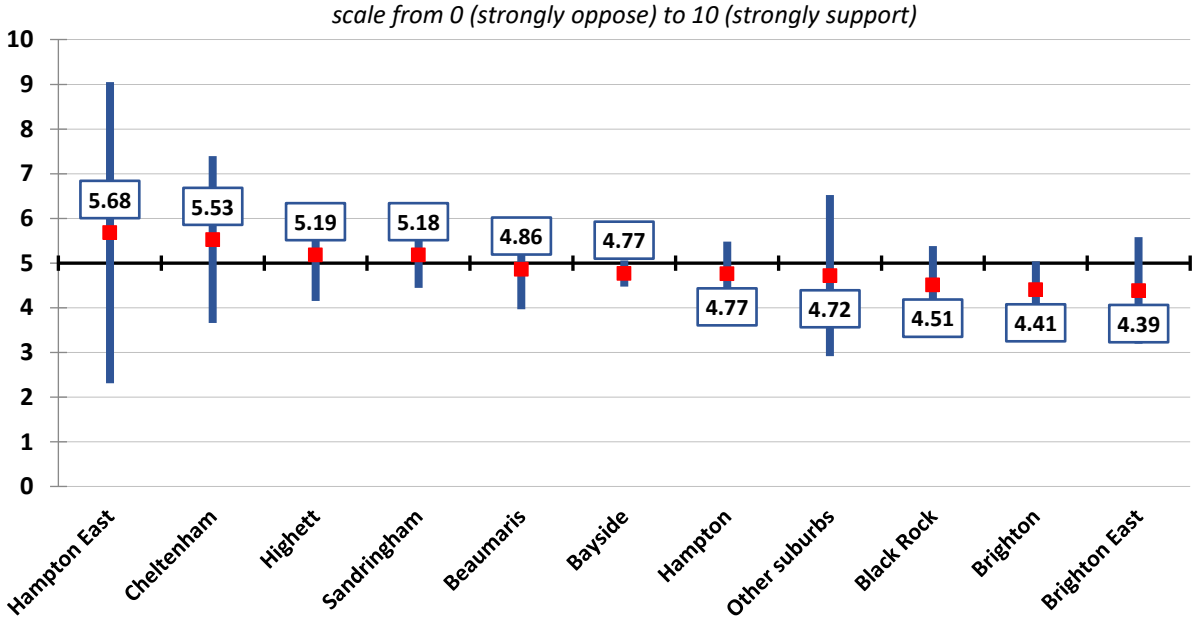


7.1.37 Allocate public parking spaces to create cycle lanes separated from cars

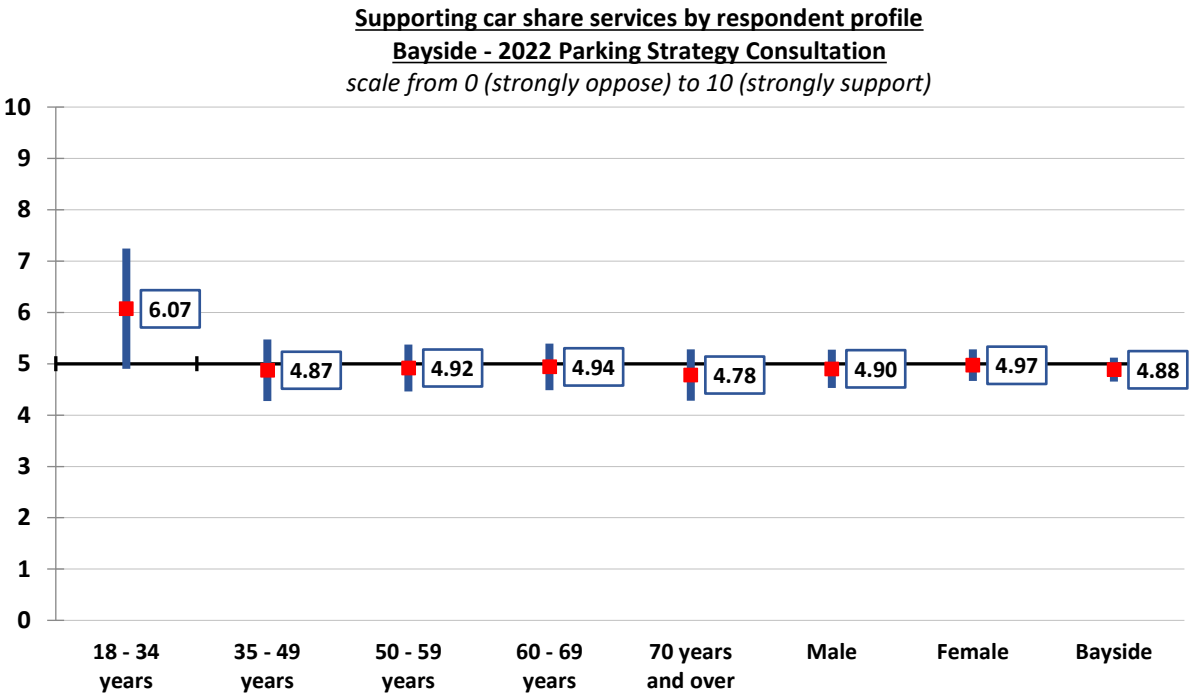
Allocate public parking spaces to create cycle lanes separated from cars by respondent profile
Bayside - 2022 Parking Strategy Consultation
scale from 0 (strongly oppose) to 10 (strongly support)

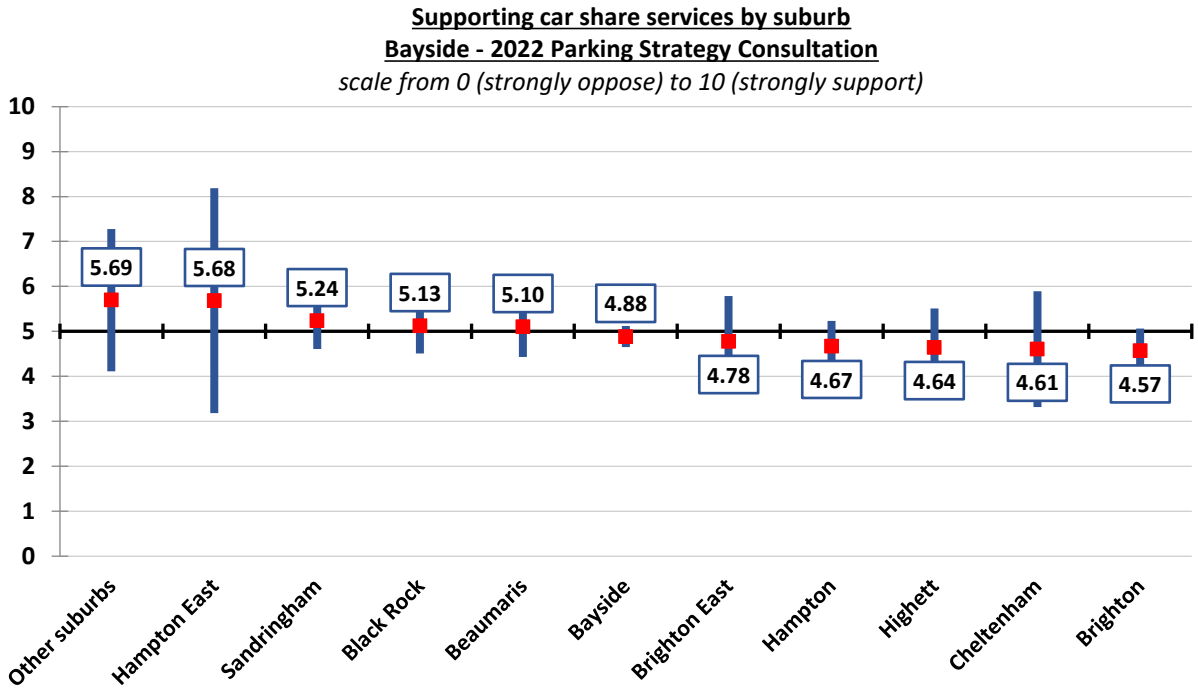


Allocate public parking spaces to create cycle lanes separated from cars by suburb
Bayside - 2022 Parking Strategy Consultation
scale from 0 (strongly oppose) to 10 (strongly support)

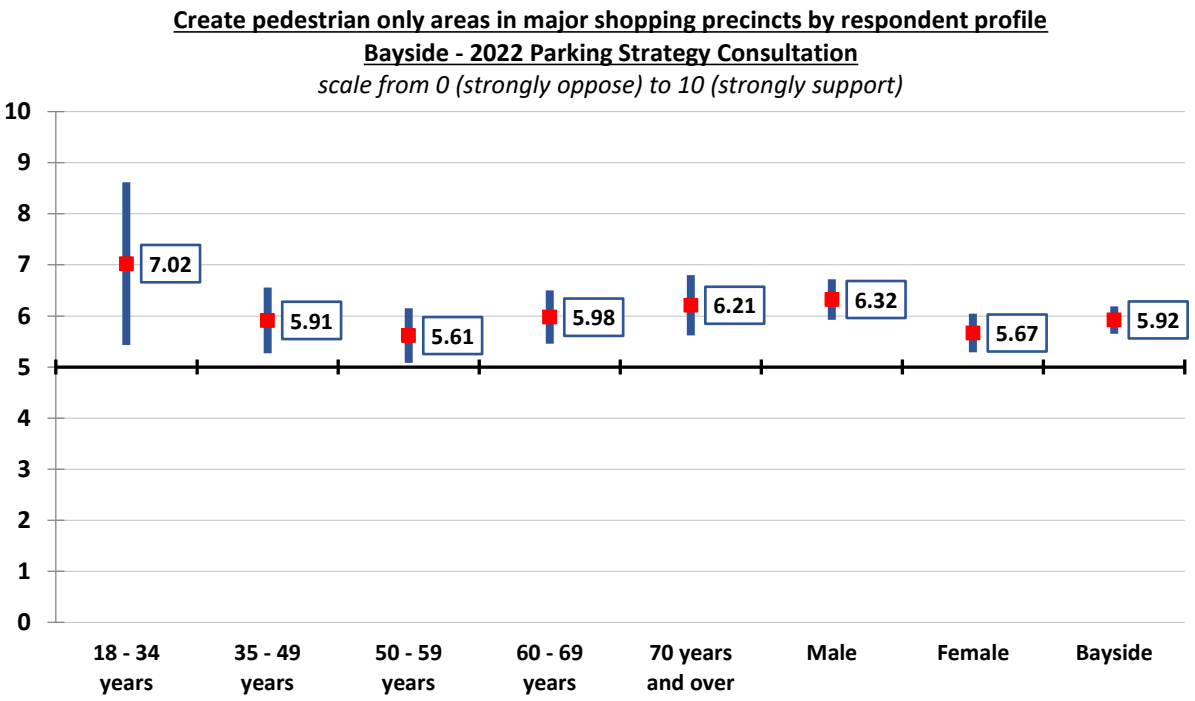


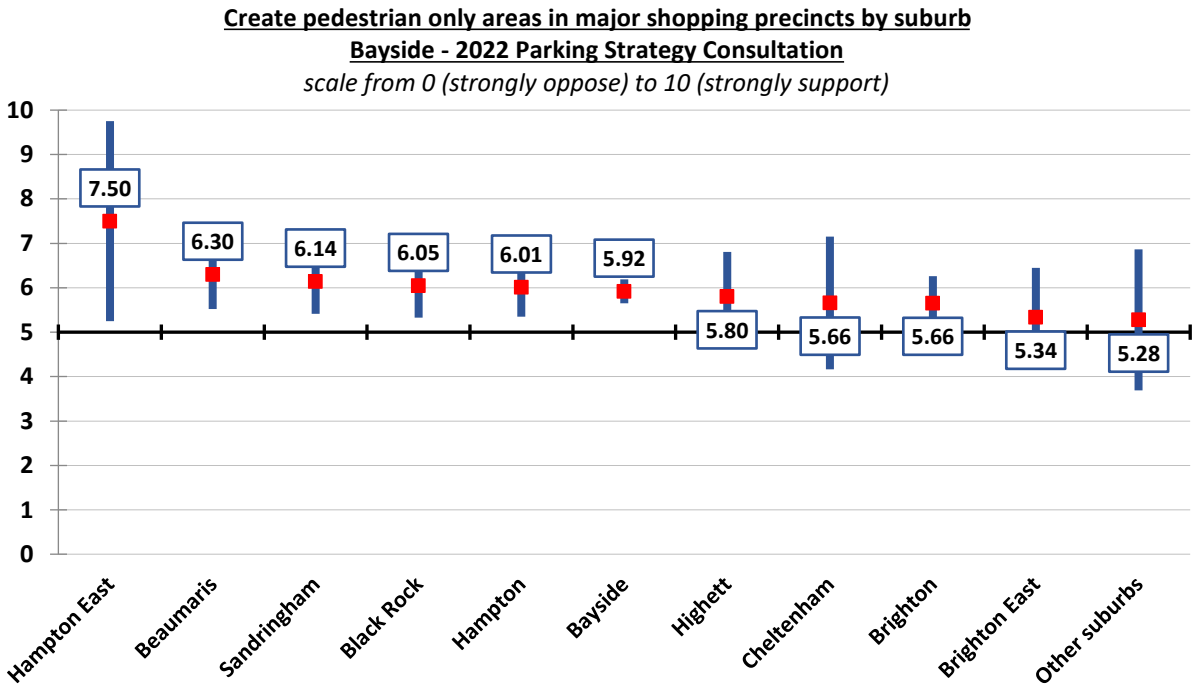
7.1.38 Supporting car share services (such as Flexicar, Car Next Door)





7.1.39 Create pedestrian only areas in major shopping precincts





7.1.40 Other feedback for Council to consider for the Parking Strategy

Respondents were asked:

"Do you have any other feedback you would like Council to consider for the Parking Strategy?"

Other feedback would like Council to consider for the Parking Strategy
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents)

Response	*2022*	
	Number	*Percent*
New developments to include adequate off-street parking	63	9.5%
More off-street parking	61	9.2%
More on-street parking - activity areas	48	7.2%
Reduce the amount of parking / cars	44	6.6%
Disability / elderly / special needs considerations	33	5.0%
Permits	33	5.0%
Parking enforcement	29	4.4%
Change / review parking rules / restrictions	27	4.1%
Charge / reduce on street parking by residents	20	3.0%
Sustainable / public / social transport	18	2.7%
More on-street parking - residential streets	16	2.4%
More beach parking	16	2.4%
Safety	13	2.0%
Longer parking time	11	1.7%
Reduce on-street parking by traders / staff / workers	11	1.7%
Retain existing parking spaces	10	1.5%
Shorter / more timed parking	8	1.2%
Remove / charge visitor or non-resident parking	8	1.2%
No off-street parking	7	1.1%
Better car park, car space design size and markings	7	1.1%
No car parks at the expense of environment / open space	5	0.8%
Retain / create out-door dining	5	0.8%
Cost of parking - too high	4	0.6%
Create drop-off zones	3	0.5%
Other - non-parking related	107	16.1%
Other - parking related	49	7.4%
Total responses	**656**	
Respondents identifying at least one feedback would like Council to consider	*388 (58.3%)*	

7.1.41 Age structure

Age structure

Bayside - 2022 Parking Strategy Consultation

(Number and percent of respondents providing a response)

Age group	*2022*	
	Number	*Percent*
Under 18 years	0	0.0%
18 to 24 years	4	0.6%
25 to 34 years	17	2.7%
35 to 49 years	119	18.9%
50 to 59 years	181	28.8%
60 to 69 years	174	27.7%
70 to 84 years	128	20.4%
85 years and more	5	0.8%
I'd prefer not to say	37	
Total	**665**	**100%**

7.1.42 Gender

Gender

Bayside - 2022 Parking Strategy Consultation

(Number and percent of respondents providing a response)

Gender	*2022*	
	Number	*Percent*
Male	281	44.3%
Female	354	55.7%
Prefer to self describe	0	0.0%
I'd prefer not to say	30	
Total	**665**	**100%**

7.1.43 Number of children

Number of children in your household
Bayside - 2022 Parking Strategy Consultation
(Number and percent of total respondents)

Response	*2022*	
	Number	*Percent*
0 to 5 years	57	8.6%
6 to 11 years	66	9.9%
12 to 17 years	98	14.7%
18 years and over	144	21.7%
I'd prefer not to say	23	3.5%
There are no children inmy household	349	52.5%
Total responses	**365**	
Respondents identifying at least one children in your household	*286 (43.0%)*	

7.1.44 Relationship with City of Bayside

Relationship with City of Bayside
Bayside - 2022 Parking Strategy Consultation
(Number and percent of respondents providing a response)

Response	*2022*	
	Number	*Percent*
Bayside resident	611	91.9%
Bayside resident and owner of a business in Bayside	23	3.5%
Visitor to Bayside	17	2.6%
Commuter to Bayside for work / study	9	1.4%
Owner of a business in Bayside	5	0.8%
Total	**665**	**100%**

7.1.45 Suburb of residence

Suburb of residence

Bayside - 2022 Parking Strategy Consultation

(Number and percent of respondents providing a response)

Suburb	*2022*	
	Number	*Percent*
Beaumaris	76	11.5%
Black Rock	83	12.5%
Brighton	149	22.5%
Brighton East	45	6.8%
Cheltenham	19	2.9%
Hampton	108	16.3%
Hampton East	11	1.7%
Highett	57	8.6%
Sandringham	97	14.6%
Other	18	2.7%
Not stated	2	
Total	**665**	**100%**

7.1.46 Ease of finding or understanding the information

Had the information needed to provide your feedback

Bayside - 2022 Parking Strategy Consultation

(Number, index score scale 0 - 10 and percent of respondents providing a response)

Response	*2022*	
	Number	*Percent*
Information was very easy to find / understand	356	62.2%
Information was mostly easy to find / understand	201	35.1%
Information was mostly hard to find / understand	12	2.1%
Information was very hard to find / understand	3	0.5%
Can't say	93	
Total	**665**	**100%**
Average mean	*6.48*	

7.2 Have Your Say online survey

Which of the following best describes you?

- Bayside resident
- Visitor to Bayside
- Commuter to Bayside for work/study
- Owner of a business in Bayside

Does your household have a car?

How many cars belong to your household?

Where do you typically park your cars overnight?

- On my property
- On my street

How many cars belonging to your household are typically parked on street overnight?

How do you typically travel around Bayside? (please select up to three)

- Car
- Bike
- Walk
- Motorbike
- Train
- Bus

What would encourage you to travel more often by public transport, walking, riding, or car sharing?

Within Bayside, where is parking availability most important to you? (please select up to three)

- Beach and foreshore
- Commuter – near train stations
- Shopping precincts
- Parks and reserves
- Schools
- Residential streets
- On the street outside my property/residence

How easy is it to find parking in the following areas?

- Beach and foreshore
- Commuter – near train stations
- Shopping precincts
- Parks and reserves
- Schools
- Residential streets
- On the street outside my property/residence

What do you do if you can't find parking in the areas which are most important to you?

How could Council improve your satisfaction with parking availability in the areas which are most important to you?

If parking was unavailable in an area, how likely are you to consider another mode of transport? (Such as walking, cycling, or public transport)

Do you hold a disabled parking permit or care for a person who does?

Do you feel the existing disabled parking spaces in Bayside meet the needs of community members with a disability and their carers?

How could we improve the provision of disabled parking in Bayside?

What is your level of support for the following ideas?

- Increase in the number of disabled permit parking spaces in shopping precincts
- Allocate some public parking spaces in shopping precincts to people with particular needs, such as older people and people with prams
- Convert parking spaces into electric vehicle charging stations
- Convert car parking spaces into public open space
- Allocate public parking spaces to create cycle lanes separated from cars (protected bicycle lanes)
- Supporting car share services (such as Flexicar, Car Next Door)
- Create pedestrian only areas in major shopping precincts

Do you currently you hold a Bayside parking permit?

How many Bayside parking permits are held by your household?

Do you have any feedback on the current parking permit system in Bayside?

Have you travelled more or less frequently by the following modes of transport during the COVID-19 pandemic?

If your travel patterns have changed, do you think they will eventually return to what they were before the pandemic?

Why do you think your travel patterns will or will not eventually return to what they were before the pandemic?

Has the pandemic changed your need for parking spaces?

How has the pandemic changed your need for parking spaces?

Do you have any other feedback you would like Council to consider for the Parking Strategy?

Which gender do you identify as?

What is your age group?

Are there any children in your house aged ...? (Please select all that apply)

- 0-5 years
- 6-11 years
- 12-17 years
- 18+ years
- I'd prefer not to say
- There are no children in my household

Where do you live in Bayside? (suburb)

Would you like to receive updates about the Parking Strategy?

Please enter your contact email address

Did you have the information you needed to provide your feedback?