



**Ordinary Council Meeting**

**20 February 2019**

Council Chamber, Town Hall, Sturt Street, Ballarat

**AGENDA**

**Public Copy**

**NOTICE IS HEREBY GIVEN THAT A MEETING OF BALLARAT CITY COUNCIL WILL BE HELD IN THE COUNCIL CHAMBER, TOWN HALL, STURT STREET, BALLARAT ON WEDNESDAY 20 FEBRUARY 2019 AT 7:00PM.**

# AGENDA

**ORDER OF BUSINESS:**

<b>1. Opening Declaration.....</b>	<b>3</b>
<b>2. Apologies For Absence.....</b>	<b>3</b>
<b>3. Disclosure Of Interest .....</b>	<b>3</b>
<b>4. Confirmation Of Minutes.....</b>	<b>3</b>
<b>5. Matters Arising From The Minutes.....</b>	<b>3</b>
<b>6. Public Question Time .....</b>	<b>4</b>
<b>7. Reports From Committees/Councillors.....</b>	<b>5</b>
<b>8. Petitions.....</b>	<b>5</b>
8.1. Off Lead Dog Area in Ballarat East.....	5
<b>9. Assemblies Of Councillors.....</b>	<b>12</b>
9.1. Assemblies of Councillors.....	12
<b>10. Officer Reports.....</b>	<b>18</b>
10.1. Smarter Parking Action Plan.....	18
10.2. Ballarat International Foto Biennale Strategic Partnership Application.....	537
10.3. Quarterly Financial Report.....	646
10.4. S6 Instrument of Delegation - Members of Staff.....	672
10.5. Outstanding Question Time Items .....	787
<b>11. Notice Of Motion .....</b>	<b>790</b>
<b>12. Urgent Business .....</b>	<b>790</b>
<b>13. Section 89 (In Camera).....</b>	<b>790</b>
<b>14. Close .....</b>	<b>790</b>

**The next Ordinary Meeting of the Ballarat City Council will be held on Wednesday 13 March 2019.**

**1. OPENING DECLARATION**

**Councillors:** *"We, the Councillors of the City of Ballarat, declare that we will carry out our duties in the best interests of the community, and through collective leadership will maintain the highest standards of good governance."*

**Mayor:** *"I respectfully acknowledge the Wadawurrung and Dja Dja Wurrung People, the traditional custodians of the land, and I would like to welcome members of the public in the gallery."*

**2. APOLOGIES FOR ABSENCE**

**3. DISCLOSURE OF INTEREST**

**4. CONFIRMATION OF MINUTES**

**5. MATTERS ARISING FROM THE MINUTES**

## 6. PUBLIC QUESTION TIME

Note – all public representations will be heard before each item on the agenda.

### QUESTION TIME

- Question Time will be for a period of 30 minutes;
- Questions submitted must begin with the submitters name and suburb;
- No person may submit more than two questions at any one meeting;
- If two questions are submitted, the second question may be deferred until all other questions have been asked, or may not be asked if the time allotted for public question time has expired.
- A question may be disallowed if the chair determines that it:
  - Relates to a matter outside of Councils responsibility;
  - Is defamatory, indecent, abusive, offensive, irrelevant, trivial or objectionable in language or substance;
  - Deals with a subject matter already answered;
  - Is aimed at embarrassing a Councillor or a member of Council Staff;
  - Relates to personnel matters;
  - Relates to the personal hardship of any resident or rate payer;
  - Relates to industrial matters;
  - Relates to contractual matters;
  - Relates to proposed developments;
  - Relates to legal advice;
  - Relates to matters affecting the security of Council property: and/or
  - Relates to any other matter which Council considers would prejudice Council or any other person.
- A Councillor or the Chief Executive Officer may require a question to be put on notice. If a question is taken on notice, the answer to it must be incorporated in the minutes of Council and a written copy of the answer sent to the person who asked the question: and
- A Councillor or the Chief Executive Officer may advise Council that an answer should be given in a meeting closed to members of the public and why.

### PUBLIC SUBMISSIONS

1. Representatives must register by 4:30pm on the day of a Council meeting by contacting the City of Ballarat on (03) 5320 5875. No unregistered public representative will be allowed to speak.
2. The Representative will be given three to five minutes to address the meeting, with extension of time at the discretion of the Chair.
3. Any Councillor can ask questions of the Representative.
4. The Chair may limit the number of representatives on any particular Agenda item.
5. All representations must relate to items on the Agenda and will be heard prior to each respective Agenda item.

**7. REPORTS FROM COMMITTEES/COUNCILLORS****8. PETITIONS****8.1. OFF LEAD DOG AREA IN BALLARAT EAST**

**Division:** Business Services  
**Director:** Glenn Kallio  
**Author/Position:** Sarah Anstis – Administration Officer Statutory Compliance

**RECOMMENDATION****Council resolves:**

- 1. That the petition be received; and**
- 2. That the petition be referred to the Chief Executive Officer for consideration and response; or**
- 3. That the petition be referred to the Chief Executive Officer for a report to a future Council Meeting.**

**EXECUTIVE SUMMARY**

Council has received a petition signed by 90 residents of the Ballarat area requesting that Council receive this petition as follows:

*“We the undersigned dog owners hereby petition that City of Ballarat address the gross deficiencies facing us and our beloved companions in Ballarat East. We need to have an off-lead area for our dogs on the eastern side of Ballarat.*

*All dogs in order to be happy and socialised need to have the opportunity of running off lead, playing and tumbling with other dogs. It is essential to the creation of a well-adjusted canines.*

*Some of us work late, some do not drive and some of us walk our dogs and infants in pushers. There is nowhere we can legally exercise our dogs off leads without going miles which means driving. The walking tracks do not have waste dispensers or even doggie bags to pick up after them. What are we paying out registration for?*

*The section of Specimen Vale between Chamberlain and Rodier Streets would be ideal as it is already partially fenced. Fencing and gating the rest would provide a perfect spot within walking distance.*

*We also suggest that some days be allocated to/medium dogs and others to large even perhaps even certain time of the day.”*

**ATTACHMENTS**

1. Petition [8.1.1]
-

# Petition for off leash fenced area in Ballarat East

We, the undersigned dog owners hereby petition the City of Ballarat to address the gross deficiencies facing us and our beloved companions in Ballarat East. We need to have an off lead area for our dogs on the eastern side of Ballarat.

All dogs in order to be happy and socialised need to have the opportunity of running off lead, playing and tumbling with other dogs. It is essential to the creation of a well adjusted canines.

Some of us work late, some do not drive and some of us walk our dogs and infants in pushers. There is nowhere we can legally exercise our dogs off lead without going miles and which means driving. The walking tracks do not have waste dispensers or even doggie bags to pick up after them. What are we paying our registration for?

The section of Specimen Vale between Chamberlain and Rodier Streets would be ideal as it is already partially fenced. Fencing and gating the rest would provide a perfect spot within walking distance.

We also suggest that some days be allocated to small/medium dogs and others to large or even perhaps even certain times of the day.

Name	Address	Signature
[Redacted]		

Please contact

[Redacted contact information]

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	J J	/

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[Redacted Content]		





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Name	Address	Signature
[Redacted content]		

Handwritten marks on the left side of the table, including 'fc' and a scribble.

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*Consider bidding for lights also.*

Name	Address	Signature

## 9. ASSEMBLIES OF COUNCILLORS

### 9.1. ASSEMBLIES OF COUNCILLORS

**Division:** Business Services  
**Director:** Glenn Kallio  
**Author/Position:** Sarah Anstis - Administration Officer Statutory Compliance

#### OFFICER RECOMMENDATION

Council resolves to approve the report on Assemblies of Councillors as listed:

- 23 January 2019 Infrastructure and Environment Portfolio Meeting No 189
- 25 January 2019 Community Development Councillor Portfolio Meeting
- 6 February 2019 Council Agenda Review Briefing

#### EXECUTIVE SUMMARY

The purpose of this report is to provide Council with copies of Assembly of Councillor Records as required under section 80A(2) of the *Local Government Act 1989*.

#### RATIONALE

Section 80A(2) of the *Local Government Act 1989* requires the record of an Assembly of Councillors to be reported at an Ordinary Council meeting. Assembly of Councillors Records are attached to this report.

#### LEGISLATION, COUNCIL PLAN, STRATEGIES AND POLICY IMPACTS

- *Charter of Human Rights and Responsibilities Act 2006*;
- *Local Government Act 1989*; and
- City of Ballarat Council Plan 2017-2021.

#### REPORTING AND COMPLIANCE STATEMENTS

Implications	Considered in Report?	Implications Identified?
Human Rights	Yes	No
Social/cultural	Yes	Yes
Environmental/Sustainability	No	No
Economic	No	No
Financial/Resources	No	No
Risk Management	Yes	Yes
Implementation and Marketing	No	No
Evaluation and Review	No	No

**Human Rights** - It is considered that this report does not impact on any human rights identified in the *Charter of Human Rights and Responsibilities Act 2006*.

**Social/Cultural** - The inclusion of the attached Assembly of Councillor Records in the Council Agenda and the availability to the community increase awareness of the activities of Council and could increase community involvement in decision making at Council level.

**Risk Management** - There are implications with regards to Council's compliance with the *Local Government Act 1989* if Assembly of Councillor Records are not reported to Council.

#### **OFFICERS DECLARATIONS OF INTEREST**

Council Officers affirm that no direct or indirect interests need to be declared in relation to the matter of this Report.

#### **REFERENCE DOCUMENTS**

- Nil

#### **ATTACHMENTS**

1. 23 January 2019 Infrastructure and Environment Portfolio Meeting No 189 [9.1.1]
2. 25 January 2019 Community Development Councillor Portfolio Meeting [9.1.2]
3. 6 February 2019 Council Agenda Review Briefing [9.1.3]

## ASSEMBLY OF COUNCILLORS RECORD

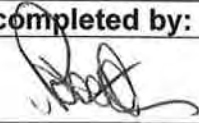
This record must be completed by the attending Council Officer and returned to the Statutory Compliance Unit within 48 hours after the meeting for recording in the register.

<b>Description of meeting:</b>	Infrastructure and Environment Portfolio Meeting No 189
<b>Date of meeting:</b>	Wednesday 23 January 2019
<b>Start time:</b>	7.30am
<b>Finish time</b>	9.15am

<b>Councillors present:</b>	Cr Ben Taylor, Cr Grant Tillett, Cr Mark Harris
<b>Apologies:</b>	Terry Demeo
<b>Council staff present:</b>	Natalie Robertson – Acting Director Infrastructure and Environment, Debra Cartledge (Minute Taker)
<b>Other attendees present:</b>	Luke Ives, Coordinator Roads Maintenance

<b>Conflict of Interests:</b>				
<p>Pursuant to Sections 77, 78 and 79 of the <i>Local Government Act 1989</i> (as amended), if a Councillor has a conflict of interest in a matter which is to be considered or discussed at a meeting, the Councillor must, if he or she is attending the meeting, disclose the conflict of interest.</p> <p>A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken.</p>				
<table border="1" style="width: 100%;"> <tr> <td style="width: 25%;">Nil</td> <td style="width: 25%;"></td> <td style="width: 25%;"></td> <td style="width: 25%;"></td> </tr> </table>	Nil			
Nil				

<b>Matters Considered:</b> <i>*Provide dots points of matters discussed.</i>
<p><b>Updates</b></p> <ul style="list-style-type: none"> <li>• Grass Cutting Contracts Update</li> <li>• The Business Calendar for I&amp;E for 2019</li> <li>• Ballarat West Growth Area Update</li> <li>• Planning Applications - Monthly Statutory Planning Major Project Summary</li> </ul> <p><b>Reports</b></p> <ul style="list-style-type: none"> <li>• Review of Agenda for Council Meeting on 21 November 2018</li> </ul> <p><b>Upcoming Tenders</b></p> <ul style="list-style-type: none"> <li>• Circulated to Councillors prior to meeting</li> </ul> <p><b>Other Business</b></p> <ul style="list-style-type: none"> <li>• McGrath Court</li> <li>• S Clark Land</li> <li>• Mediation Meeting/s – Blind Creek Road area</li> <li>• Building Works – Spencer Street Canadian</li> </ul>

<b>Record completed by:</b>	
<b>Signed:</b> 	<b>Position:</b> Acting Director Infrastructure and Environment
<b>Name:</b> Natalie Robertson	<b>Date:</b> 24 January 2018

BY: *Statutory compliance*

## ASSEMBLY OF COUNCILLORS RECORD

This record must be completed by the attending Council Officer and returned to the Statutory Compliance Unit within 48 hours after the meeting for recording in the register.

<b>Description of meeting:</b>	Community Development Councillor Portfolio Meeting
<b>Date of meeting:</b>	Friday, 25 January 2019
<b>Start time:</b>	7.00am
<b>Finish time:</b>	8.30am

<b>Councillors present:</b> Cr Belinda Coates Cr Amy Johnson
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<b>Apologies:</b> Cr Belinda Coates
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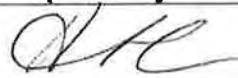
<b>Council staff present:</b> Neville Ivey, Director Community Development Jenny Fink, Executive Manager Learning & Community Hubs Pete Appleton, Executive Manager Engaged Communities Breanna Doody, Coordinator Health & Social Planning
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<b>Other attendees present:</b> Nil
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<b>Conflict of Interests:</b>  Pursuant to Sections 77, 78 and 79 of the <i>Local Government Act 1989</i> (as amended), if a Councillor has a conflict of interest in a matter which is to be considered or discussed at a meeting, the Councillor must, if he or she is attending the meeting, disclose the conflict of interest.  A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken.
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Nil		Left Meeting [No]	[Time left]	[Time returned]
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<b>Matters Considered:</b> <i>*Provide dots points of matters discussed.</i> <ul style="list-style-type: none"> <li>• Minutes of Meeting 20 November 2018</li> <li>• 2019 Overviews – Pete Appleton, Jenny Fink</li> <li>• Preventing Gambling Harm Advocacy</li> <li>• Upcoming Council Reports/Strategic Briefings</li> <li>• Wendouree West Reserve and Victoria Park</li> <li>• Promotion Parent Place</li> <li>• High Heat Days</li> <li>• Ballarat Market</li> <li>• Xavier Golf Club Water Usage</li> <li>• Ainaro Delegation</li> </ul>
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<b>Record completed by:</b> Helen McIntosh	
<b>Signed:</b> 	<b>Position:</b> Executive Assistant Director Community Development
<b>Name:</b> Helen McIntosh	<b>Date:</b> 25 January 2019

## ASSEMBLY OF COUNCILLORS RECORD

This record must be completed by the attending Council Officer and returned to the Statutory Compliance Unit within 48 hours after the meeting for recording in the register.

<b>Description of meeting:</b>	Council Agenda Review Briefing
<b>Date of meeting:</b>	6 February 2019
<b>Start time:</b>	6:48pm
<b>Finish time:</b>	10.55pm

<b>Councillors present:</b> Cr Jim Rinaldi Cr Grant Tillett Cr Ben Taylor Cr Mark Harris (left 9.40pm) Cr Des Hudson Cr Daniel Moloney Cr Amy Johnson (left 9.17pm) Cr Samantha McIntosh
<b>Apologies:</b> Cr Belinda Coates
<b>Council staff present:</b> Justine Linley – Chief Executive Officer Terry Demeo – Director Infrastructure and Environment Angelique Lush – Director Development and Planning Neville Ivey – Director Community Development Glenn Kallio – Director Business Services Cameron Gray – Director Innovation and Organisational Improvement Amy Boyd – Executive Manager Regulatory Services Jeff Johnson – Executive Manager Events and the Arts Vaughn Notting Executive Manager Infrastructure
<b>Other attendees present:</b> Nil

<b>Conflict of Interests:</b>				
Pursuant to Sections 77, 78 and 79 of the <i>Local Government Act 1989</i> (as amended), if a Councillor has a conflict of interest in a matter which is to be considered or discussed at a meeting, the Councillor must, if he or she is attending the meeting, disclose the conflict of interest.				
A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken.				
Name of person(s) declaring the conflict	Type & details declared	Left Meeting Yes/No	Time left	Time returned
Nil				

<b>Matters Considered:</b> <i>*Provide dots points of matters discussed.</i>
<b>External Advocacy Requests</b> <ul style="list-style-type: none"> <li>'Kick Start Newstart' Campaign – The Salvation Army Ballarat</li> </ul>
<b>Portfolio Matters</b>
<b>Updates for Councillors</b> <ul style="list-style-type: none"> <li>Update regarding Waste Charges</li> </ul>



- Waste to Energy
- Review of Draft Council Agenda 20 February 2019**
- Assemblies of Councillors
  - Ballarat International Foto Biennale Strategic Partnership Application
  - Smarter Parking Action Plan
  - Quarterly Financial Report
  - S6 Instrument of Delegation - Members of Staff
  - Outstanding Question Time Items
- Items in Camera- Nil**

<b>Record completed by:</b>	
<b>Signed:</b> 	<b>Position:</b> Director Business Services
<b>Name:</b> Glenn Kallio	<b>Date:</b> 7 February 2019

**RECEIVED**  
 07 FEB 2019  
 BY: Statutory.....  
 Compliance

**10. OFFICER REPORTS****10.1. SMARTER PARKING ACTION PLAN**

**Division:** Infrastructure and Environment  
**Director:** Terry Demeo  
**Author/Position:** Terry Demeo – Director Infrastructure and Environment

**OFFICER RECOMMENDATION**

**Council resolves to:**

- 1. Note the extensive community consultation process associated with the proposed Smarter Parking Plan in its revised form (December 2018).**
- 2. Adopt the Smarter Parking Plan inclusive of:**
  - a. Extension of Paid Parking Network as per the attached plan on specifically nominated streets;**
  - b. 2019/20 Fee Regime of:**
    - On – Street Paid Areas (Zone 1)**
      - First 30mins free,**
      - \$2p/h – 0 to 3 hrs,**
      - \$4.50 p/h – 3 to 6 hrs,**
      - \$6 p/h – 6 + hrs.**
    - Off – Street Paid Areas (Zone 1)**
      - All day parking @ \$6.50 per day**
  - c. The Development of an Extended Time Restricted Network on the following criterion:**
    - All streets are assessed equally under the same criteria when determining the mix of timed and all day car parking.**
    - Where the kerb to kerb width allows for only parallel parking;**
      - Timed car parking (2hr and 3hr) 50% - 100%**
      - All day car parking 0% - 50%**
    - Where the kerb to kerb width provides sufficient room for angled car parking;**
      - Timed car parking (2hr and 3hr) 0% - 50%**
      - All day car parking 50% - 100%**
  - d. A new Residential Parking Permit Scheme on the following criterion:**
    - The initial residential parking permit to be provided as of right and free of charge to a resident within a time restricted area or paid parking area.**
    - The second residential parking permit to be provided free of charge, however be subject to a review against a criterion including off-street parking availability, on-street parking availability, number of residents in the dwelling and any special circumstances applicable to the resident.**
    - A third (maximum number) permit would be considered only in exceptional circumstances having regard to the abovementioned**

**criteria and would be subject to a \$200 annual fee, the quantum of the fee to also be reviewed annually as part of the budget process.**

- e. **Implement a revised enforcement regime with enhanced technology and refer the implementation costs for consideration in the 2019/20 budget for the following:**
  - **New parking meter installation with number plate recognition and credit card technology**
  - **Number plate recognition enforcement vehicles**
3. **Develop an explicit advocacy and direct action plan for enhanced public transport, park and ride options, and sustainable transport initiatives in consultation with stakeholders for consideration of Council in June 2019.**
4. **Authorise the CEO to liaise directly with local State Government Members of Parliament and relevant departments on the delivery, implementation and timeframes for the \$14M election promise for the provision of 1,000 free car parks within the Ballarat CBD, and to report back to Council.**

## **EXECUTIVE SUMMARY**

Council resolved to pursue a major consultation process in relation to a smarter parking plan in mid-2018. Council's position was very clear in relation to the necessity of an extensive consultation process to inform a plan to be adopted by the end of 2018. The message via this extensive consultation process was that there was no appetite or acceptance for any extensive addition to the paid parking network across the Ballarat CBD. Further, it was made very clear through this consultation phase that the amenity of the residential areas on the fringe of the CBD required a policy position to address what was considered an unacceptable existing situation, along with a need for a very effective enforcement system.

The report recommends that Council note the extensive consultation which has been undertaken to date and resolve to adopt the revised plan, along with the development of an advocacy approach across public transport and sustainable transport initiatives. Finally, it is recommended that Council authorise the Chief Executive Officer to liaise directly with local State Government Members of Parliament and relevant departments on the delivery, implementation and timeframes for the \$14M election promise for the provision of 1,000 free car parks within the Ballarat CBD, and to report back to Council.

## **RATIONALE**

This report provides an explanation of what has been a very extensive consultation phase in relation to the smarter parking initiative which Council launched for engagement with broader Ballarat in mid-2018. It includes a brief background and details of the consultation phase, the submissions received, the implications of now State Government's announcement in regard to free parking, along with an explanation of the extensive research that has been undertaken to inform the detailed proposed plan. The report further recommends Council adopt the Smarter Parking Plan in the revised form having been informed and amended following the extensive consultation.

In the CBD Car Parking Update report presented at the Special Ordinary Council Meeting dated 31 May 2018, Council specifically resolved as follows:

**RESOLUTION:**

Council resolves to:

1. Undertake a detailed community engagement program in respect to a changed parking approach to the CBD, Health and Knowledge Precinct, and immediate surrounds. (as shown on the attached map), inclusive of:
  - A paid parking regime for the entire area
  - A residential parking permit scheme to accommodate residents in the area
  - Technology to support the usability and enforcement of paid parking and residential parking permits
2. Require a further report to Council on a date to be determined by the Chief Executive Officer to address:
  - The results of the community engagement program
  - A recommended position on:
    - Paid Parking
    - Residential Parking Scheme
    - Technology to support any implemented program
  - A staged implementation program for the recommended options inclusive of all financial implications
    - An evaluation and review regime for the recommended position.

**The State Government Commitment to Investing \$14M into Free Parking**

The Government during the election period announced that it would inject \$14M into free parking within the Ballarat CBD. Council officers commenced discussions in late December 2018 with State Government Departments as to the steps, extent and details of the commitment. While initial stakeholder consultation has occurred initiated by the regional office of Regional Development Victoria, no firm details are available at the time of writing this report.

**The Consultation Phase**

- Officers have undertaken an extensive consultation phase to ensure that all those that are potentially impacted by a change in the parking regime are informed and have the opportunity to influence the ultimate policy position adopted by Council. This included:
- A pop-up shop in Sturt Street for the first two weeks of the eight week consultation phase and the final two weeks of the consultation process. The attendance through the pop-up shop over this period was 552 Individuals.
- Individual consultation sessions with key stakeholders including hospitals, the university, Commerce Ballarat and the Committee for Ballarat. Further, there were one on one business consultations and additional engagement directly with the Bridge Mall Traders Group. These sessions involved direct discussion with approximately 350 people.
- Ward consultation process with individual councillors chairing sessions across their wards with engaged stakeholders to inform the recommended approach from those that are not necessarily impacted on a daily basis by a changed parking regime in the CBD. These sessions engaged an additional 50 community members.
- Major online survey and consultation with some 1,500 submissions received totalling some 500 pages (complete copy of all submissions provided for councillors' review).
- Significant social media presence throughout the consultation phase and press conference / media releases for all print and electronic media.

**The Nature of Submissions Received Through the Consultation Phase**

In summary, the headlines of the submissions received are as follows:

- Paid parking in all three zones is excessive (overwhelmingly zone 3 is an over reach as there is no current problem in these areas)
- Paid parking within the inner city needs to deter all day parking but encourage turn over.
- Better technology is overall supported
- Park and ride could work if convenient, safe and frequent.
- Residents should take priority in residential areas
- Workers have a right to park close to work and for free
- Infrastructure upgrades (lighting, footpaths, drainage, tree protection) need to occur along with any changes
- There would be less people doing the wrong thing if enforcement was better
- Make parking easier not harder
- Paid parking at this extent looks like a money grab
- Build a multi storey carpark
- Better public transport is the key.

The complete body of submissions received unadulterated which runs to approximately 500 Pages has been provided to Councillors in full for their information.

The consultation phase has been very extensive and has very much informed the now recommended approach with a significant reduction in what was proposed in the initial plan for the paid parking network, and the approach to residential parking permits, the pricing regime, and the enforcement commitment which is recommended as part of this proposed plan.

**Research Undertaken**

To ensure that the position presented to Council following the consultation phase was complete, additional research has been undertaken across other municipalities to review the approach taken in different jurisdictions. The summary of the position for these other municipalities is provided below:

**Geelong**

- Has an extensive paid parking and time restricted area around its CBD and two hospitals.
- All day parking is either at a charge on street (approx. \$8 per day) or in off street carparks.
- Free all day car parking is on the periphery and a 10 -15min walk in most directions.
- Retail car parking is predominately dependent on Westfield and Market Square car parks (both paid).
- Park and ride provided centrally at Eastern Gardens.

Geelong has made some changes to parking in recent years with regard to charges on weekends and continue to explore new technology for greater enforcement and provide options for the 'parker'.

Issues around the hospital are similar to that of Ballarat. Geelong Hospital has in part attempted to address some of these issues by putting on a volunteer driven bus to drive staff to their cars after dark and have leased additional land nearby for staff parking. Parking remains limited for visitors and patients and is almost solely on street.

Parking is currently \$2.70 per hour for on street or otherwise restricted to 1 and 2 hrs in most areas other than those dedicated to all day opportunities.

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**Warrnambool**

- Introduced 'pay-by-plate' technology and overall reduced its number of meters (not number of paid spaces)
- Free all-day parking has been allocated within 400 metres of hospitals with parking closer in being time restricted and some paid.
- Mobile phone app introduced for greater flexibility.

Warrnambool in many ways are leading the way with technology and have embraced pay-by-plate technology and a mobile phone app to provide maximum flexibility and options. Warrnambool currently charge an hourly rate of \$1.60 per hour.

**Maribyrnong**

- Enforcement based regime with strong emphasis on infringements as opposed to paid parking.
- No new meters have been implemented in 4 years.
- Investment into sensor technology and monitoring and reviewing parking availability.

Maribyrnong went through a difficult period when attempting to introduce parking meters into Yarraville. This period of time has led to a stop on increasing the metered network and from utilising sensor technology to its fullest potential. Therefore, enforcement is the primary tool for ensuring turnover within the municipality.

**Brisbane City**

- Pay-by-plate technology including meters and enforcement.
- Time restrictions in the majority of the CBD with limited all day on-street parking.
- Hospitals on fringe of CBD have seen very similar issues to that of Ballarat with an ad-hoc approach to increasing restricted areas and increasing the distance to walk to work.

Having spoken in depth with the parking team at the City of Brisbane it was evident that they have adopted a parking system that whilst on a much larger scale is similar to our existing approach of reactionary changes and layering of parking restrictions. This has led to a complex and confusing system with single spaces often being subject to 4 different restrictions over a 24 hour period. It is not overly user friendly due to the layering of restrictions and changes in charge regime at different times of the day.

**Auckland**

- Pay-by-plate technology including meters and enforcement.
- Stay as long as you like with a pricing demand policy and strategy.
- Paid residential parking permit system.
- Dedicated car share spaces.
- Park and ride.
- Trial of Lime Scooter initiative within CBD.
- Removal of or reduction of car parking in inner city locations where entertainment, retail, hospitality is key destination.

Auckland's parking model is driven by the city's 'design led' approach where a high benchmark is placed on quality development that promotes and enhances the city and makes people and ease of movement priority. The design frameworks and plans for Auckland highlight public transport and walkable cities and town centres to be the dominant transport mode for people with car parking being restricted to outer areas. A paid regime reinforces that public transport and walking/cycling are the preferred methods of transport. Whilst Auckland is a much larger city than Ballarat they have undergone significant transformation and growth in a very

short period of time and provide insight in how to we as a city can embrace growth without compromising on the liveability of our city.

### **Summary of Research Findings**

It is clear from the national and international research undertaken that parking and public transport and active transport initiatives have a key role in delivering a vibrant and attractive central business district and the recommended approach in this instance is intended to do exactly that.

### **The Proposed Plan**

- **The Proposed Paid Parking Network**

The proposed approach for paid parking is to retain the existing paid network with a modest expansion around the hospital precinct and infill gaps within CBD including.

- Drummond Street South (between Sturt and Dana)
- Sturt Street (between Windermere and Ascot)
- Sturt Street (between Ascot and Talbot - South side)
- Mair Street (between Drummond and Ascot)
- Mair Street (between Ascot and Armstrong)
- Market Street
- Ararat Street
- Armstrong Street North (between Mair and Railway)
- Camp Street
- Field Street
- Cattan Street
- Grenville Street
- Curtis Street
- Little Bridge Street
- Peel Street (between Eastwood and Mair)
- Sheppard Street
- Davies Street
- Mair Street (between Grenville and Peel Street North)
- Bridge Mall
- Victoria Street (between Main Road and Humffray Street South)
- Dana Street (between Albert St and Grenville Street South)
- Lt Bridge Street Carpark
- Peel Street South Carpark
- Lewis Street

The expanded paid network is focussed on gaps in the existing network surrounding key CBD activity areas with minimal impact on residential properties. Further, there will be a complete changeover of the technology for the on-street meter network to a more user-friendly approach via number plate recognition meters, credit card options and the option to utilise smart phone app technology, and the ability to park for extended periods of time subject to paying the premium for extended stay. The other initiative will be a free first 30 minutes across the entirety of the paid parking precinct. It is proposed to charge;

**On – Street Paid Areas (Zone 1)**

First 30mins free,  
\$2p/h – 0 to 3 hrs,  
\$8 p/h – 3 to 6 hrs,  
\$12 p/h – 6 + hrs.

**Off – Street Paid Areas (Zone 1)**

All day parking @ \$6.50 per day

- **The Development of an Extended Time Restricted Network**

With a key area of concern raised throughout the consultation phase being the impact of commuter parking on fringe residential areas, extensive work has been undertaken to develop what is the preferred methodology to deliver equity of access in these areas. This will be a combination of time restricted areas, some all-day opportunities supported by a new residential parking permit scheme. This regime is to be implemented via a policy criterion having regard to the proximity of the street to the CBD / hospitals precincts, width of street, accessibility, lighting and intensity of development, driveways, etc. A summary of the proposed policy settings is detailed below.

All streets will be assessed individually generally under the following criteria when determining the mix of timed and all-day car parking. Further, Council Officers will have regard to overall width of the road reservation and density of development:

- Where the kerb to kerb width allows for only parallel parking;  
Timed car parking (2hr and 3hr) **up to 100%**  
All day car parking **up to a maximum of 20%**
- Where the kerb to kerb width provides sufficient room for angled car parking;  
Timed car parking (2hr and 3hr) **0% - 50%**  
All day car parking **50% - 100%**

- **Residential Parking Permit Scheme**

One of the key issues raised during the consultation has been the necessity to provide for resident on-street parking proximate to their home. Combined with the extended time restricted network, the residential updated parking permit schemes would be implemented to ensure that there are appropriate controls to facilitate resident access to on-street parking. The summary is as follows:

- The initial residential parking permit to be provided as of right and free of charge to a resident within a time restricted area or paid parking area.
- The second residential parking permit to be provided free of charge, however be subject to a review against a criterion including off-street parking availability, on-street parking availability, number of residents in the dwelling and any special circumstances applicable to the resident.
- A third (maximum number) permit would be considered only in exceptional circumstances having regard to the abovementioned criteria and would be subject to a \$200 annual fee.

- **Enforcement Regime / Technology Implementation**

Enforcement of parking has long been a contentious matter within the City of Ballarat. Throughout consultation it was reiterated many times that paid parking would not be necessary if stronger enforcement of the restricted areas was in place. Having heard these views and through exploring new technology, Council officers are of the opinion greater enforcement can be achieved with new technology by way of number plate recognition vehicles. It is a 'virtual' chalking model that removes ambiguity and allows for more efficient enforcement covering a



much larger area. The technology is used across a number of municipalities and leading the way in enforcement. It is considered this approach will allow greater turnover of vehicles in and around the CBD and hospital/education precincts which as a result will free up opportunities for residents and visitors to the CBD.

There seems to be little argument that better technology is required for the paid parking network. It is proposed to implement new meters that provide coin and credit card options, be ticketless and transferrable to allow the client to top up at any meter. This technology allows a pay by phone app and allows maximum flexibility for all users and will be a significant improvement to the existing regime.

### **Public Transport / Sustainable Transport**

The consultation phase saw a very strong representation from almost all that engaged in the process around the necessity to review and deliver significant improvement to both the public transport network across the entirety of Ballarat, and in particular the CBD, and sustainable transport initiatives to deliver improved cycling and pedestrian networks. The consultation process provided a very clear message and the research across the other jurisdictions as outlined within this report clearly directs the necessity for significant effort to be committed to deliver on these complimentary elements in order to achieve a vibrant active and attractive CBD.

While Council obviously does not control the specifics of public transport and we are restricted to an advocacy role to a degree it is considered Council can raise its efforts in relation to this advocacy in developing an explicit alternate public transport network such that our advocacy can be targeted with the relevant state agencies and broader government. Further, the initiatives around sustainable transport which Council has commenced will require ongoing resources in order to deliver the required result.

### **Government 1000 Free Car Parks**

With the Government announcement / commitment to the provision of 1,000 new free car parking spaces this is clearly relevant to any CBD car parking solution. The process for the delivery of this commitment is in its infancy with preliminary meetings being undertaken with Officers around options. It is envisaged that it will be a medium term (1-2 years) at best for the delivery of this commitment such that a deferral of the entirety of the plan for this period of time would not be pragmatic. It is recommended that the plan progress in the proposed form, which has an extensive implementation phase, with the Chief Executive Officer authorised to liaise directly with local State MPs and relevant departments in relation to the implementation of this election commitment.

### **Public Transport and Sustainable Transport**

Finally, it is recommended that Council adopt a requirement for a detailed alternate public transport network plan and sustainable transport initiatives to be considered by Council in June 2019.

## **LEGISLATION, COUNCIL PLAN, STRATEGIES AND POLICY IMPACTS**

- *Charter of Human Rights and Responsibilities Act 2006*
- City of Ballarat Council Plan 2017-2021

**REPORTING AND COMPLIANCE STATEMENTS**

<b>Implications</b>	<b>Considered in Report?</b>	<b>Implications Identified?</b>
<b>Human Rights</b>	Yes	Yes
<b>Social/Cultural</b>	Yes	Yes
<b>Environmental/Sustainability</b>	Yes	Yes
<b>Economic</b>	Yes	Yes
<b>Financial/Resources</b>	Yes	Yes
<b>Risk Management</b>	Yes	Yes
<b>Implementation and Marketing</b>	Yes	Yes
<b>Evaluation and Review</b>	Yes	Yes

**Human Rights** – It is considered that this report does not impact on any human rights identified in the *Charter of Human Rights and Responsibilities Act 2006*.

**Social/Cultural** – The Plan has taken into account the social implications car parking has on the livability of our community and the inherent behaviors and expectations around parking. The plan has balanced out these social expectations on the community.

**Environmental/Sustainability** – The proposed technology seeks to use new meters that are ticketless and solar powered. This is a saving of 24,000 non-recyclable pay and display tickets per annum. The intent of the broader recommendations is to further manage our reliance on cars across Ballarat to achieve positive environmental outcomes.

**Economic** – The Ballarat CBD is a major economic driver for Ballarat and for a much broader region. The Smarter Parking Plan is intended to deliver a more sustainable parking outcome providing more user-friendly options for those who access the CBD for employment, business, retail and recreation.

**Financial/Resources** – The Plan implementation will require approximately \$1.6M for the purchase of new meters, number plate recognition enforcement vehicles, line-marking, signage and education. This will be subject to budgetary consideration as part of the preparation of the 2019/20 Council Budget with a detailed business case to be submitted for Council's consideration as part of this process. This business case will include estimates around incomes associated with the broader paid parking network and revised enforcement regime.

**Risk Management** – Parking has been a significant risk to Council with the mitigation identified as the development of a strategic long-term plan for the management of parking moving forward. The recommendations contained within this report and the Smarter Parking Plan are considered to remedy the major risk elements previously identified.

**Implementation and Marketing** – A detailed communications plan will be developed post this report to determine how to engage with the community in delivering the plan in line with the implementation plan as proposed.

**Evaluation and Review** – The proposed parking policy puts in place an ongoing review mechanism for officers at an operational level to ensure compliance and improvement of the plan.

## **OFFICERS DECLARATIONS OF INTEREST**

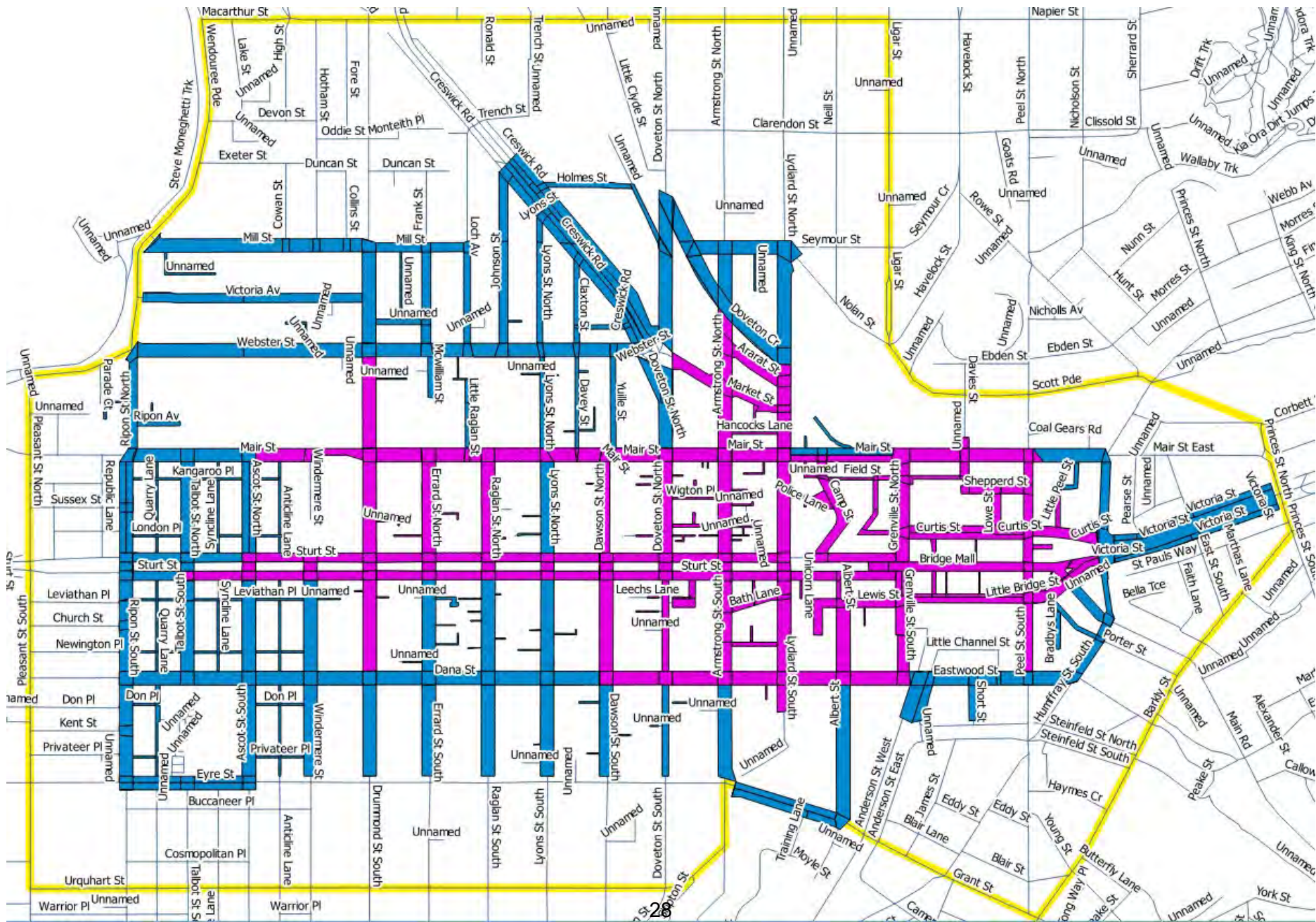
Council Officers affirm that no direct or indirect interests need to be declared in relation to the matter of this Report.

## **REFERENCE DOCUMENTS**

- 2016 CBD Car Parking Action Plan
- Smarter Parking Consultation Summary

## **ATTACHMENTS**

1. Map **[10.1.1]**
2. Parking Management Policy [DRAFT] **[10.1.2]**
3. Car Parking Free Text **[10.1.3]**



**CITY OF  
BALLARAT**



# **Parking Management Policy**

**BS – Compliance – 01**

**BALLARAT CITY COUNCIL  
The Phoenix Building  
25 Armstrong Street  
Ballarat VIC 3350  
Tel. 5320 5500**

## TABLE OF CONTENTS

<b>1</b>	<b>DOCUMENT CONTROL INFORMATION</b> .....	<b>2</b>
<b>2</b>	<b>POLICY STATEMENT</b> .....	<b>3</b>
<b>3</b>	<b>OWNER</b> .....	<b>3</b>
<b>4</b>	<b>APPLICABILITY</b> .....	<b>3</b>
<b>6</b>	<b>RESIDENTIAL AND VISITOR PARKING PERMITS</b> .....	<b>4</b>
6.1	Residential Parking Permits .....	4
6.1.1	Duration of Residential Parking Permits .....	5
6.1.2	Number of Residential Parking Permits available .....	5
6.1.3	Visitor Parking .....	5
6.1.4	Application process .....	5
6.2	Eligibility .....	6
6.3	Resident Permit Fees .....	6
6.4	Shop Top Dwellings .....	6
<b>7</b>	<b>Disabled Parking Bays</b> .....	<b>7</b>
7.1	Provision of Disabled Parking Bays .....	7
<b>8</b>	<b>Work Zones</b> .....	<b>7</b>
8.1	Work zone Fees .....	7
<b>9</b>	<b>Sensors &amp; Fee Parking</b> .....	<b>8</b>
9.1	In-ground Parking Sensors .....	8
<b>10</b>	<b>Parking Management Permit Conditions</b> .....	<b>8</b>
10.1	Permit Lost/Damaged/Stolen .....	8
10.2	Appeals .....	9
10.3	Resident & Visitor Permit Conditions .....	9
<b>11</b>	<b>COMPLIANCE RESPONSIBILITIES</b> .....	<b>10</b>
<b>12</b>	<b>CHARTER OF HUMAN RIGHTS COMPLIANCE</b> .....	<b>10</b>
<b>13</b>	<b>REFERENCES AND RELATED POLICIES</b> .....	<b>11</b>
<b>14</b>	<b>ENQUIRIES OR COMPLAINTS CONCERNING INFORMATION PRIVACY</b> .....	<b>11</b>
<b>Appendix 1 - Parking Management Fee schedule</b> .....		<b>12</b>
Zoned parking Fees .....		12
CBD Residential Permit Fees .....		13
Replacement Permit Fees .....		13
Work Zone Fees .....		13

## 1 DOCUMENT CONTROL INFORMATION

### DOCUMENT CONTROL

<b>Policy Name</b>	<i>Parking Management Policy</i>
<b>Business Unit</b>	Regulatory Services
<b>File Location</b>	
<b>Document status</b>	<i>Review Draft</i>
<b>Version</b>	1.00
<b>Version Date</b>	<i>30/11/2018</i>
<b>Next Review date</b>	30/07//2021

### DOCUMENT HISTORY

	Version	Date	Author
<b>Initial Draft</b>	1.00	30/11/2018	Anthony Schreenan
<b>Final Draft</b>			
<b>Approved</b>			
<b>Review Draft</b>			
<b>Review Final</b>			
<b>Approved</b>			

## **2 POLICY STATEMENT**

### **2.1 INTENT**

The intent of this policy is to state principles and procedures Council will follow in order to approve parking permits and other parking measures. With increasing demand for parking, this document seeks to ensure the maximum utilisation of parking spaces at all times.

### **2.2 OBJECTIVES**

The objectives of the Parking Management Policy are to:

- Provide a transparent mechanism for apportioning on-street kerbside space that benefits residents and/or businesses in areas and times of peak parking demand while minimising adverse impacts on commercial activities, particularly during peak business hours;
- Provide equitable access to on-street or public car parking areas for users, with high flexibility;
- Encourage residents and business operators to utilise other sustainable transportation modes;
- Improve safety,
- Manage traffic flow within the municipality;

## **3 OWNER**

The owner of this policy is the Chief Executive Officer.

All enquiries regarding this policy should be initially directed to Executive Manager Regulatory Services.

## **4 APPLICABILITY**

This Policy applies to all areas identified in the Car Parking Action Plan, 2017 and adopted by Council on February 21, 2018



## 5 CAR PARKING ZONES

The City of Ballarat Central Business District (CBD) and Health & Knowledge Precinct abut one another on the western side of the CBD and the eastern side of the Health & Knowledge Precinct. These areas, inclusive of an element of residential areas have been separated into three (3) separate zones, the zones represent current demand and distance from activity centres and present differential pricing (see appendix 1).

**Zone 1** Considered to be the closest location to high demand areas is inclusive of some areas of the CBD and Health, Knowledge and City Living precinct

**Zone 2** Adjacent to zone 1, and provides a good level of accessibility for high demand areas

### 5.1.1 Dynamic pricing

At times there may be cause to review and adjust pricing within each zone, either individually or collectively, this may be the result of events, festivals or to achieve a satisfactory of movement of vehicles in specific areas. This review will be conducted with recommendations and approval from the CEO

### 5.1.2 Zone parking fees

- See appendix 1

## 6 RESIDENTIAL AND VISITOR PARKING PERMITS

### 6.1 Residential Parking Permits

Residential permits are available to residents of Ballarat. Residential permits exempt the permit holder from parking restrictions in timed parking areas or allow them to park in residential permit zones, exempt from any payments. Permits allow residents greater opportunity to park near their property but do not guarantee a parking space nearby and is only valid within the immediate neighbourhood. Residential parking permits are not transferable between vehicles but are tied to the registration of a vehicle.

### 6.1.1 Duration of Residential Parking Permits

All residential parking permits issued will be valid until July 1<sup>st</sup> each year.

### 6.1.2 Number of Residential Parking Permits available

Each property will be eligible for one (1) permit.

If an off-street parking space is available on the property, then only one (1) residential permit will be issued. Likewise, properties with a driveway crossover may only be eligible for one (1) residential parking permit, regardless of whether there is a driveway.

Premises without the ability to provide off street parking will be eligible for two (2), free of charge, with the second permit being issued on application.

Individual applications should be made if an address is wishing to hold more than two (2) permits

### 6.1.3 Visitor Parking

In residential areas of zones 2, all vehicles will have the first two (2) hours provided free of charge without the need for payment or a permit, all other time restriction are applicable. All other car parking restrictions apply where signed.

### 6.1.4 Application process

All permits beyond the first two shall undergo an application process to determine the eligibility of additional permits.

As part of this process an assessment will include the ability to access off street car parking directly on the subject property, and priority given to residents who do not have the capacity to accommodate vehicles within the boundaries of their property.

**N.B. All permit applications will attract an application fee. This fee is separate from the permit fee and does not indicate approval from approved officers for the issue of a residential car parking permit.**

**All applications will be processed within 10 business days.**

## 6.2 Eligibility

To be *eligible* to receive a residential permit, an applicant must:

- Be a resident of Ballarat and produce evidence of residency in the form of a current Drivers Licence, Utility Bill (not mobile phone), residential lease agreement or rates notice indicating the applicants name and their residential address in Ballarat; and
- Have an applicable vehicle(s), which is not a boat, bus, trailer, truck, caravan or motorcycle; and
- Reside in a property alongside which time-limit parking or permit zone restrictions apply.

## 6.3 Resident Permit Fees

- See Appendix 1

## 6.4 Shop Top Dwellings

Residents who live above shops in shopping precincts are able to apply for 1 permit only in the nearest side street to the premises provided there is available parking space.

## 6.5 CBD Residents

Residents within the Ballarat CBD, including shop top dwellings, shall be eligible for one (1) CBD residential parking permit, which will allow a vehicle to park, free of charge, within a Council owned and controlled off street car park. Locations see appendix 1

**N.B. Time restrictions will not apply**

## 6.6 ePermits

Council will continue to investigate and implement, where appropriate, ePermits for residential permits as a way of continuous improvement in service and productivity

## 6.7 Car parking restriction criteria

All streets are assessed equally under the same criteria when determining the mix of timed and all day car parking.

Where the kerb to kerb width allows for only parallel parking;

Timed car parking (2hr and 3hr)	<b>50% - 100%</b>
All day car parking	<b>0% - 50%</b>

Where the kerb to kerb width provides sufficient room for angled car parking;

Timed car parking (2hr and 3hr)	<b>0% - 50%</b>
All day car parking	<b>50% - 100%</b>

## 7 Disabled Parking Bays

Parking bays for people with disabilities are assessed against the availability of off-street parking and the demand for on-street parking. To access these bays, the relevant disabled parking permit must be displayed at all times.

The allocation of disabled bays in the Municipality is derived from three sources:

- (1) From occupancy data analysis
- (2) At Council's discretion in non-residential areas

### 7.1 Provision of Disabled Parking Bays

Provision of new disabled bays will be supported with signage in accordance with DDA guidelines and Australian Standards. Other appropriate infrastructure such as pram ramps may also be installed in commercial areas, subject to funding availability. Any new approved bays should be 6.7 metres in length, preferably with a flat gradient, and where practicable wider than a normal bay.

## 8 Work Zones

A work zone is a temporary zone outside a building site. It is commonly used when building works are occurring in a congested parking area, and they are commonly placed outside the property being constructed.

### 8.1 Work zone Fees

- See Appendix 1

## 9 Sensors & Fee Parking

### 9.1 In-ground Parking Sensors

The introduction of in-ground parking sensors may be considered when occupancy surveys dictate parking demand is high, or in areas Council wishes to capture data on parking occupancy and the duration of stay.

Parking sensors may be installed in certain on-street time-restricted bays, loading zones, disabled bays and off-street car parks.

In areas of high parking demand, parking sensors will assess the occupancy rates over the course of three to six months. After this time a decision will be made as to the viability of implementing fee parking at the location.

In general, sensors will be installed in:

- Disabled zones
- Loading zones
- Permit zones
- Paid parking zones
- Car share zones

Higher preference will be given to sites where there is:

- A history of high parking occupancy
- Time limit restrictions,
- Off-street car parking.

## 10 Parking Management Permit Conditions

### 10.1 Permit Lost/Damaged/Stolen

- Replacement permits for lost or damaged permits, or any other changes to the details supplied in the original approved application form will be issued at the discretion of the Authorised Officer. This is subjected to a Statutory Declaration being lodged and receipted with Council's Local Law Support Unit and the payment of an administration fee will apply (see fee schedule in Appendix 1).
- In the case where the vehicle containing the permit is stolen and the resident can produce a police report, no replacement fee will be charged.

### 10.2 Appeals

Any person may lodge an appeal against a decision made by an Authorised Officer in writing within 21 days of the decision being made. Appeals must be forwarded to:

Co-ordinator Parking Services  
Ballarat City Council  
PO Box 655  
BALLARAT VIC 3353

### 10.3 Resident Permit Conditions

- Residential parking permits must be displayed on the inside, lower left hand corner of the front windscreen in clear view, unless an ePermit
- A parking permit not displayed as described above or an ePermit is invalid and any Parking Infringement Notices issued will not be withdrawn
- The parking permit will EXEMPT a car from the parking restrictions only (e.g. 1 hour, 2 hour, 1P, 2P, etc.) in the nominated street and permit zones
- The parking permit is not valid in any red-signed areas or other restricted areas described in Road Rules Victoria 1999 (e.g. No Standing, No Stopping, Loading Zone, No Parking.)
- The safe custody of the parking permit is the sole responsibility of the applicant.
- Residential parking permits are not valid in Council operated off-street car parks or metered areas
- The parking permit does not guarantee parking will be available
- An Authorised Officer may refuse the application if the application does not meet the conditions specified or the information is found to be fraudulent, misleading or any details supplied are found to be incorrect
- The use of parking spaces in streets for which parking permits apply may be suspended by members of the Police Force or by Authorised Council Officers

### 10.4 CBD Residential Permit Conditions

- CBD Residential parking permits must be displayed on the inside, lower left hand corner of the front windscreen in clear view, unless an ePermit.
- A parking permit not displayed as described above or and ePermit is invalid and any Parking Infringement Notices issued will not be withdrawn
- The parking permit will EXEMPT a car from the parking payments and time restrictions in a Council owned and operated off street car park
- The parking permit is not valid in any red-signed areas or other restricted areas described in Road Rules Victoria 1999 (e.g. No Standing, No Stopping, Loading Zone, No Parking)
- The safe custody of the parking permit is the sole responsibility of the applicant.
- The parking permit does not guarantee parking will be available
- An Authorised Officer may refuse the application if the application does not meet the conditions specified or the information is found to be fraudulent, misleading or any details supplied are found to be incorrect
- The use of parking spaces in streets for which parking permits apply may be suspended by members of the Police Force or by Authorised Council Officers

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## 11 COMPLIANCE RESPONSIBILITIES

### CEO

Responsible for providing sufficient resources to implement the Policy.

### Manager/Coordinator

The Executive Manager Regulatory Services and the Coordinator Compliance and Parking Enforcement act as Council's parking responsible officers.

The Executive Manager Regulatory Services will review and make any necessary amendments to the policy at their discretion or otherwise in accordance with any changes in the legislation.

The Executive Manager Regulatory Services will report periodically to the Audit Committee on Council's performance pursuant to this policy.

The Executive Manager Regulatory Services or the Coordinator Compliance and Parking Enforcement can take complaints and requests for access and correction.

## 12 CHARTER OF HUMAN RIGHTS COMPLIANCE

It is considered that this policy is compatible with the relevant human rights identified in the *Charter of Human Rights and Responsibilities Act 2006 (Vic)*.

## 13 REFERENCES AND RELATED POLICIES

*Freedom of Information Act 1982*

*Victorian Charter of Human Rights and Responsibilities Act 2006*

*Local Government Act 1989*



## 14 ENQUIRIES OR COMPLAINTS CONCERNING INFORMATION PRIVACY

The Privacy Officer will manage enquiries, complaints and requests for amendments to Personal Information. Written requests for information will be responded to within 10 working days of receipt, unless the request is covered by the Freedom of Information Act 1982. Complaints will be directed to Council's Privacy Officer in the first instance:

Executive Manager Safety, Risk & Compliance Services

City of Ballarat  
PO Box 655  
BALLARAT VIC 3353  
Telephone (03) 5320 5500

E-mail: [ballcity@ballarat.vic.gov.au](mailto:ballcity@ballarat.vic.gov.au)

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## Appendix 1 - Parking Management Fee schedule

The following fees are initial indicative amounts only and subject to review annually, with the exception of zoned fees which can be assessed and adjusted as required.

- Fees will be set from 01/07/2019
- Annual fees and charges are set as part of the budget process
- No reduced pro rata fees apply
- A \$20 application applies for all permits beyond one

### Zoned parking Fees

While zone fees are to be reviewed annually along with all other fees, there is an ability for dynamic pricing across all zones, an increase in pricing will be considered in circumstances such as:

- Festivals and events which place an increased demand on available public car parking spaces
- Significant increase in demand over particular periods of time
- Requirement to encourage additional turnover in vehicle parking to assist the commercial operation of adjacent businesses

These fees may be the short term introduction of an increase per hour OR may be to introduce increased fees beyond a selected time period e.g. \$X per hour for 2 hours, increasing to \$Y per hour beyond.

### Resident Permit Fees

- One permit will be issued free of charge
- A second permit, for eligible applicants, will be issued free of charge
- Second permit for those not eligible for a free permit \$200 per annum (concession \$100)
- Third permit for those eligible for two (2) free permits \$200 per annum (concession \$100)
- Fourth permit \$500 per annum (concession \$250)

### CBD Residential Permit Fees

- Permit \$25
- No concession fees apply

## Replacement Permit Fees

- Permit Replacement - \$20 (For lost, stolen or damaged permits).
- Free replacement permits will be issued if a resident's vehicle has been stolen, and they can provide a copy police report.

## Work Zone Fees

- \$25 per bay, per day

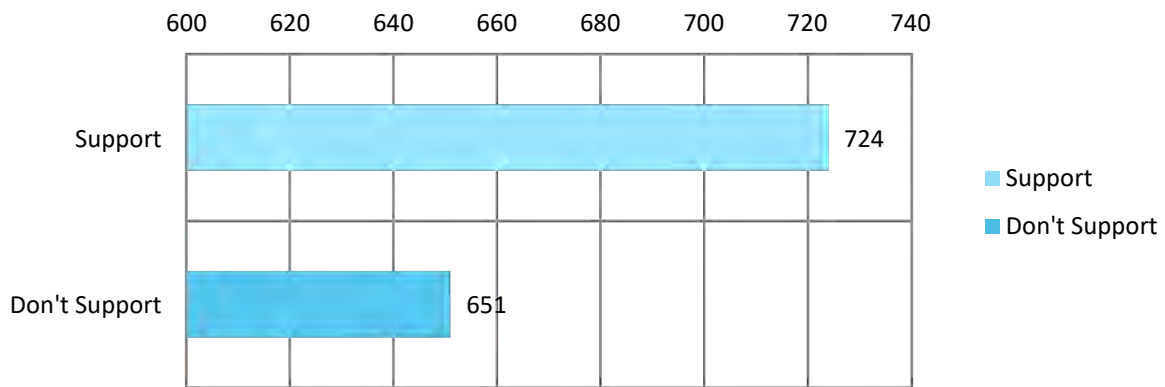
## Council Owned Car Parks

Council owned and controlled car parks can be found at:

- 8-10 Doveton Street
- White Flat Reserve
- 18 Little Bridge Street
- 5 Peel Street South
- 28-32 Peel Street North
- 122 Creswick Road

**NB: These are subject to change, permit holders should check directly with The City of Ballarat**

## Two-hour free parking per day in Zones 2 and 3.



### Why are you supportive of the two-hour free parking per day in Zones 2 and 3?

- Why are you supportive of the two-hour free parking per day in Zones 2 and 3?
- Gives visitors a chance to park
- The majority of zones 2 & 3 are residential and its outrageous to charge. We live in zone 3 and demand 2 permanent permits and 2 visitor permits. We moved from Melbourne and this is what we had there, can't believe you would consider 1 permit is adequate
- I think thats a fair thing to have the first 2 hours free for Zone 2. I think Zone 3 should be free all day, it's already a fair walk from the CBD! I also think there should be 15 -30 min ONLY parking around banks and post offices.
- Allows visitors
- Helps residents
- Give flexibility for tradespeople giving quotes, short visits, visting nurses etc. BUT having to register or get a ticket makes this too onerous.
- Gives flexibility for short term visitors - tradesmen giving quotes, visiting nurses etc - BUT should not need to register or get ticket.
- I think some level of free parking supports shops + you should not have to pay to do your groceries...
- Because not everyone can pay for parking and for quick visits to the hospital etc it is helpful
- Helpful if you have appointments that arent going to be overly long.
- Because it's FREE
- I begrudge paying for parking

- It would be Free!!
- Allows you to walk and do a quick shop or hopefully attend a short appointment.
- Please note that meter is spelled meter, not metre, which is a measure of distance.
- If there is no free parking in these areas people will never stop and shop locally. We are not a capital city our parking costs are ridiculously over priced
- Allows time for short term parking when this is the time required for visiting patients in hospital or Queen Elizabeth Home.
- I mostly don't stay in one place more than 2 hrs.
- That is THE LEAST we need in residential neighbourhoods as well as (1-2) guest parking passes for residents in Zone 2 and 3. We often have out of town family/friends visiting for more than 2 hrs - generally for several days. They need to be accommodated!
- Only supporting 2 hrs free in current paid zones do not support additional paid parking zones at all
- Free parking is what we do need
- Why should I pay to park on a residential street?
- As a student this is helpful.
- Encourages customers to shop in the cbd
- Shouldn't have to pay other than inner cbd
- Because residential properties should be allowed to have people over to visit without having to pay fees.
- It should be
- Any free parking is good parking
- I don't feel parking in those areas should be charged
- Should have not pay around schools
- Because many of these areas are already currently unmetered
- For quick shopping or dropping off
- Helps workers and shoppers
- Get rid of area 3

- Most of these areas are already restricted to two hours free parking, keeping that will be good for those visiting for a short time during Mon-Fri business hours.
- Two hours is better than 10 mins. As a business owner. I have some people stay that long. On the downside. Some business owners will park their car all day and prevent others from shopping there.
- to allow people to go to appointments without paying
- I support two hour free parking anywhere
- For people who may be visiting family or friends not parking for work purposes
- Believe frank st between Webster and mill should be zone 2
- Allows visitors to residential houses time to visit, tradespeople working on residential houses time.
- It is fairer on the elderly and shoppers
- Free
- Ballarat is large and you often need to move your car to get to everywhere you need to go. This means you can be putting money in meters within a two hour time slot numerous times.
- Free Parking is always good
- As i will allow people to visit people in Hospital, which most times be under the 2 hour limit. Only i feel for the workers in any of the zones as it will be an extrra expenes for then. The general workers arent paid excetionally well as it is.
- Convenience
- If it's ALL DAY parking at a cheaper rate, it will crowd out residential areas. I would expect that residents in those areas can be issued permits free of charge!!!
- Permits hospital visitors free parking quite close to the hospital precinct
- Allows shoppers and tourists to access the city. Zone 1 should be a 2 hour limit to 5 pm then unlimited onwards
- Will reduce cost impost, however, I would prefer that there be only two zones, one for the immediate CBD/Hospital precinct (Zone 1) and then everywhere else (zone 2) and then zone 2 be at a reduced cost of 50c per hour capped at \$4 per day.
- Because the only people using these zones are workers. Zone 3 should have zero cost for entire day
- Seems fair and will make people more mindful. I would ask that some of the additional revenue be used for upgrading and maintaining the streets around the Pay stations etc as there likelihood of ticket litter etc is high.

- It lets parents pick up kids from some schools. Let's short trips to work and shops happen. Free three hour parking would be a lot better.
- As long as it is policed everyday, correct parking not obstructing footpath
- I want access to parking outside my house in Zone 3. A limit to 2 hours will keep the all-day parkers away.
- Encourages people to park more widely.
- Parking outside CBDs should not be charged.
- At least visitors can come to my place for some time. This is my home and I do not want my friends to pay to visit.
- Makes it easier to move around the city
- Will help with visitors
- this plan means the city is pro-active in finding traffic/parking management solutions before growth overwhelms us all
- WE ARE A RETAIL SHOP WE NEED MORE THAN 10 MIN PARKING AROUND SHOP
- matches our present 2 hour limit
- I live in Dana Street and cannot exit my drive safely in the mornings due to parking close to or partially over my driveway
- Gives people the opportunity to either pay higher rates and park closer
- This plan will be implemented so may as well get it for 2 hours free at least
- Because of the range and scope of zones. This includes many residential areas
- Helps cbc shops
- It should be free for residents in those zones at all times and 2 hr for everyone else
- Don't believe there should be any restriction and should be free at all times for those zones
- I think it's okay. Not sure about the correct pricing
- Because I live rural and work in the CBD. I would normally park here for free to reduce high petrol costs. This additional cost will be very expensive. Also when visiting friends who live in this area
- seems unfair to pay to park in front of their house

- More than 2 hrs free parking is needed. I live out of town and need somewhere to park close by when I take the train to Melb. I need affordable street parking within walkable distance from the station. \$6 more per day makes public transport unaffordable!
- i think its a great idea
- The blue area around hospital should be bigger
- To encourage people to still shop at smaller shops outside the CBD without paying a fee. To reduce the cost of parking to workers who have no choice but to drive.
- Because these zones affect a lot of workers and rate payers who work and live in these zones
- Free parking for 2 hours would give people time to complete errands.
- 2 hours is a reasonable time limit, and is better than paying for parking for every minute used.
- I am a volunteer at the art gallery. I don't feel I should have to pay for all the hours I spend as a volunteer.
- handy for shopping
- I support this because I feel it will ease congestion
- Because paying for parking at all so far from the city is ridiculous but you given me the option to choose that
- Benefits shoppers
- The distance to walk from some of the location of parking to the destination if your elderly or with children for example would need time, so these groups don't have to turn around as soon as they get to where they are
- it is very difficult to manage parking in ballarat, not only are there limited spaces but always having coins available is so hard. as a mum with young children free parking when out is one less thing to worry about.
- I think free 2 hour parking is great for visitors and residents, however paid parking after the 2 hour is not considered to be a win for long term (all day) parking.
- It's better than paying right from the get-go.
- however, 3 hours free parking would be better in conjunction with more available parking
- Allows visitors for residents, students time, shopping in areas, medical appointments
- any bonus welcome
- Because there is not enough free parking in the town now.
- There is no way to tell how long a medical appointment will take .. cant leave while waiting to top up and definitely cant leave to top up during consultation



- Support 2-hr free parking in zone 2 but do not support the boundaries of Zone 3 - especially all the way to MacArthur Street is outright greedy - Zone 3 should not extend beyond Webster Street
- I think that parking should be free in these areas. Example- if I visit my mother in Ascot Street Sth, under this plan I will need to pay every time I drop in. So wrong The designer of this plan has not thought this through.
- It gives people a chance to visit a couple of places for picking up goods or brief appointments without having to worry about paying.
- I support 2 hours free parking but why does it date only the first 10mins in the key showing the zones??? I need to pick up a child from school and usually have a baby sleeping in the car so need to be able to park near the school. And can't pay to do so
- The further out you go, the less likely you should have to pay
- i believe that those areas have limited to no coin operated options, so 2 hours free for all is better. you need to acknowledge that staff will park closer to the door of their work when the unlimited zones, they will pay for the colsest available space
- clients use these zones
- Parking should be free all over Ballarat say with a 2 or 3 Hr limit to keep traffic moving and people to bother coming into Ballarat I was fines in Central Sq 7 years ago and have not returned to Central Sq since
- Allows time for volunteers to do their thing
- It allows visitors and tradesmen to park nearby to where they want to visit. At the moment, workers are taking up many of these spaces and although there will be charges if they stay longer, this cost is minimal. It's better than not having a car space.
- Need to encourage tourists
- By limiting parking to 2 hours in these zones, there will be turn over of carparks to allow for both visitors to the CBD and residents to find parking throughout the day
- May help with costly parking
- Shift workers
- Because if you charge people to go shopping businesses will suffer. You should also include Zone 1 to be 2 hours free!!
- this will be convenient for those with appointments and visitors
- Please leave parking the way it is now. 2hour and all day sectors suits workers and general public.

- because otherwise no one would ever visit me again (in my residential street). I oppose timed and/or pay parking in clearly residential areas. timed parking properly enforced creates compliance and turnover. pay parking is revenue raising.
- Short term parking is not a problem. However 50 Cent per hour is far too cheap in zone 3 and will not be a disincentive for all day parking with all the resultant problems for residents
- It should all be free parking. 2 hours is better than nothing, Three hours would be better. Look at all the empty 2hr parks on Webster St. Cannot do much in 2 hours.
- Makes sense for those short trips to businesses
- Parking should be free, not revenue for the council
- This will enable short errands and pre and post work meetings to occur and provides good flexibility
- Only thing that you get free from the council
- I don't think people that need to visit the hospital should be paying for parking or people that aren't taking up the space for the whole day.
- A Free parking permit should be offered to all employees of business within the Zone 3 of Ballarat Parking zone. The proposed zone 3 forces staff to park at least 1-2 klm from place of work and during the winter this means walking in torrential rain.
- If we are paying to park in these areas for the first time ever. Anything for free is a bonus. This would help residents and their visitors.
- people to have a chance to get a park without getting a fine
- Zone 3 should have no fee, zone 2 is close enough to warrant a 2 hour limit and encourage people to come into the city. You cannot expect people to park almost 2 km from the CBD and expect them to pay or have a 2 hour limit.
- Allows people to park a little further away without having to run back to feed the meters.
- Too encourage people too shop down around mall and support small business
- would seem unfair to charge in these areas
- Because there are times when all you need to do is run in quickly somewhere. Also there is not much we get for free from the Council!
- It should not always cost-a short visit shouldn't have to be paid for
- Parking should be free
- This is good for shoppers, but absolutely useless for anyone working in or around the CBD
- will bring people into the city

- Don't believe that much of these zones should be paid parking at all but happy to have some for free given that I'll now have to pay min of \$30/week parking
- Because we pay enough to attend uni
- Due to limited parking in the uni car park it makes sense to park out the front for a quick 1-2 hour lecture.
- Because I'm a university student who can't afford that.
- I go to uni 5 days a week, if I have to pay for parking it is so much money that will add up that isn't going towards my education
- more appealing to park in those places, easier for uni students that have short classes or only want to come in to study for a short time
- I go to ACU and don't want to pay for my parking around the school. Yes we do have a car park, but it does not have enough for the number of students.
- I understand there needs to be a limit on parking time, and it is free to public
- Because it's free
- Need to accommodate short term business requirements
- Why should we pay to park at uni? What uni student has that extra money a week/ fortnight/ year?
- I go to uni at ACU and don't think I should have to pay to park just for 2 hours of uni
- I am a uni student and cannot afford to pay the \$2 an hour for parking
- Because it prevents my street being filled with cars from dawn to dusk. At least two of whom partially blocking my driveway at least three times a week.
- As a university student at ACU, free parking is desirable however, 2 hours is not enough as I'm usually at uni longer and the car park is full
- I am supportive of free parking continuing in this area
- It allows people to use local businesses for short amounts of time
- Allow short residential visits, medical appointments. Decrease high cost of all day parking
- It is free
- Would prefer more hours but would rather 2 hours free parking compared to nothing
- I am a university student and travel to and from university 4 days a week. To have to spend money on parking is absolutely ridiculous, and will just cause more haste than good. The free parking helps to limit costs associated with a small budget for me.

- encourages people into town to spend at shops and cafes without worrying about the meter
- zones 2 & 3 do not affect me.
- Because on top of people paying bills, rent, petrol, groceries, school fees, naturally things to get by, having to pay for parking instead of free 2 hours, adds more money IN THE LONG TERM
- I think this is fair and reasonable
- easier for some hospital patients
- Much easier rather than spending all of my pay on parking.
- I live around the corner from the hospital so parking isn't an issue for me. What is, is the fact that I can't even park out the front of my own house because people from the hospital / uni always park there. Please provide designated and longer areas
- Support visitors to hospital
- Encourage business without affecting residents
- This would be great because if your short in money you could park in here for 2 hours and do your stuff quickly.
- It encourages people to park and walk, however residents need a fair go too. Need to ensure people continue to access the CBD rather than other areas with free parking. Don't want businesses failing
- Residents and visitors especially have a right to park in their own residential areas. Having non residents park in residential streets for unlimited time would be disastrous.
- It would be beneficial to be able to attend medical appointments which are typically well under two hours without having to pay. Visiting friends who live in these zones should not involve a parking fee.
- All parking in areas in Ballarat should be free as rates are exorbitant despite the provision of adequate services
- Any where free parking is available is a positive move
- So tradesman can attend my home
- Because we shouldn't have to pay at all, so I would be happy to save a couple of dollars a day
- I'd also like Zone 1 2 hrs free,- allows people to get things done where possible without having to continue to move car, pay metre if held up under this time frame
- The zones are not critical so should not be timed areas, it's a fundamentally aggressive negative decision, but if you absolutely have to charge people then two hours is better than nothing

- You shouldn't have to pay for parking in those zones at all but two hours being free will make it a bit easier to get in and out.
- 2hrs only assist those who need it, does not assist all day workers and shift workers
- The more free parking the better, I cannot afford parking...the extra dollars will add up for me throughout the year as I constantly use parking in Ballarat.
- You're already reducing the area of 2 hour free parking currently in Zone 1. The predominate use is residential. Visitors should not have to pay to visit people in their homes.
- People should be able to access healthcare easily without distraction of paying for parking
- yes for appointments etc
- These areas are generally outside the busy central business district, and should still have free parking available for a period of time to visitors of houses in that area.
- there needs to be a mix of all day and 2 hr parking in these zones. The residents dont require all this space. we are putting people at risk making them walk blocks after dark to find parking at reasonsble costs.
- It should be free all day
- to ensure turn over there needs to be time limits on these parks also- maybe an additional hour only (paid hour) to encourage turnover for new people to have a chance of visiting the area and spending their money too
- There is a large population of elderly people who may become more socially isolated if forced to pay for parking that they cannot afford. Also paid parking will affect people in low socioeconomic groups..therefore I am supportive of any unpaid parking.
- Residents supported with the permit
- Introducing paid parking across so many streets must be offset by having SOME free parking or business will suffer enormously. Paid parking also discriminates against those visiting residents.
- if its going to happen i would prefer for there to be some sort of saving for hospital staff, this being said the zone 2 and 3 are still a significant distance to walk from the hospital.
- It allows people to attend medical appts in the hospital precinct without an additional cost barrier from parking.
- Zone 3 is primarily residential, this allows for quick visits from friends and family and trades personal
- My house is just outside zone 3 area and we are surrounded by residential streets. It would be unfair for visitors to have to pay for parking when visiting. I'd also support free residents' visitor permits for longer stays ie. overnight or weekend.

- Allow households to be able to get Tradesman who will not wish to pay parking. Encourage friends to visit. Elderly people will become isolated, friends being unwilling to visit if they are unable to easily access their friends homes
- These zones especially zone 3 are mostly free at the moment and should remain so.
- This is about the only question I do support
- Allows residents and visitors to access the CBD without the hassle of trying to figure out the parking restrictions.
- It is appropriate to have free short stay car parking in residential and small business areas, for visitors and customers. It needs to be monitored by parking inspectors though. The fees beyond 2 hours should be higher to prevent people parking all day
- I support 2 hr parking in zone 3 but not in zone 2. Parking around the hospital should be free,
- Will be easier
- affordability for low income earners
- Consumers, especially workers, shouldn't have to pay extra to council for the privilege of going to work, for example.
- It allows people to go into shops and browse around, hence increasing local business profits. If I had to pay every time just to browse around then I wouldn't even bother. Also it is helpful to those visiting their families at the QE Centre.
- I don't like the parking plan at all so of course I would support any and all free parking
- Hospital patients and staff - most on limited income. Unfair to charge, will lose good staff
- Support anything that is free. You don't talk or mention re disability parking and its effects on them
- Patients around the QEC need free parking to attend appointments. Cost of parking is a barrier to attendance for many patients
- Would be better if it was 2hr free in zone 1 as well
- Should not have to pay to park that far away from CBD and pay to park in mud??
- At least 2 hours
- If you're going to force people to pay out the front of their house, at least give them free time
- Would make the city more liveable if you could park free for 2 hours. People could stop to pick up someone/something and not worry about getting booked if it took longer than 10 minutes

- Visitors and workers should not be penalised to park their car. Rates are already high in the ballarat region- so this extra revenue raising that ballarat residents do not need and cant afford.
- Its a must because Ballart living cost going high except wages
- Im a worker
- My preference
- Because many of those places are currently free parking and also includea residential areas
- I believe there should be free parking so to answer this question i do support it but not for only 2 hours!
- These areas are further away from CBD these areas are residential. If you want to visit friends in these areas you have to pay for the privilege to visit them. First 2 hours free reduces the cost of visiting or appointments in these areas
- Most times need less than 3 hours to do things
- Good for visitors,shopping,medical appointments
- IF YOU DON'T HAVE THIS YOU WILL KILL BUSINESS IN THE CBD
- A service that needs to remain
- These zones are quite some distance from the CBD or hospital precinct and you would need extra time to get to your intended destination, if in fact you are able bodied enough to walk the required distance. The Zones start too far from anywhere most would
- Should be free all day!
- Good for visitors
- It should all be free in those zones but at least 2 hours should be free
- Flexibility
- Free Parking
- These are generally not parking spaces in front of businesses so there should be 2 hour free parking in these areas
- THIS IS GOOD FOR SHORT TERM SHOPPERS
- Because I live in Zone 3, close to the station and don't want all the all day traffic migrating up to our street
- Because it keeps fleixibility for visiting without people having to pay

- If we need to pay for parking in these areas which I think we SHOULD NOT at least first hours should be free
- Gives time to shop or eat.
- free parking
- I think the whole plan is poorly thought out & I support any option that limits this cash grab by council.
- I can park away from cbd and walk
- I work in that area, and my clients, mental health clients, don't need any more pressure in life.
- A lot of working rate payers will be parking their cars in these areas
- Often that is all that is required for me as a shopper in Ballarat
- Clever trick question. I actually don't support zone 2 or 3. Good way to use stats/data to confuse people
- Workers need somewhere to park and visiting friends do as well
- I think zone 3 should be free all day parking I work in the CBD and I currently park in zone 3 and it takes me 1/2 an hour to walk to and from work. I don't have time to park further out to get free parking.
- Seems ample time to get jobs done and not pay for parking
- Short term parking needs to be free to encourage shoppers and tourists to visit our CBD businesses.
- I see no reason to pay for parking at all in the CBD - people don't pay at other shopping centres
- 2 hrs seems ok, just not so keen on the zones.
- The shopping in Ballarat isn't that great so you need to encourage shoppers to support local businesses
- So I can park my car out front of my home and able to put my garbage bin out and it being collected hard to do when cars are parked in front of your house all the time.
- It will encourage people to want to park there and this makes for help businesses
- Should be free all day - there is still enough parking around.
- I support this, but wish that Zone 2 and 3 were free all of the time, charging here is unnecessary.
- Because it allows time to shop etc without having to worry about paying just to visit the city



- if there is going to be paid parking in zone 2 & 3 I agree but living in Macarthur Street, I don't want paid parking at all
- This is attractive to residents, workers, patients and shoppers in Ballarat and people who come to Ballarat. However I don't believe it can be a blanket time limit or a blanket 'free zone' as you want parking to be available for high turnover places
- Promotes people being able to do something in the CBD or outside CBD if they are happy to walk a small distance.
- Two-Hour free parking is good but having to pay for parking everyday because I work on Sturt St isn't good enough. At the moment I park two blocks away from work for the free parking but I'm not happy to pay for that same park everyday due to this plan.
- It should encourage people to come and shop knowing they have the time to browse and take their time rather than rushing back to an expiring metre.
- Because it is ridiculous to pay for parking in areas outside the CBD.
- Because usually you aren't in those zones for longer than that time period anyway
- It allows for easy turnover of car parks
- The area is an area for tourists, clients, patients residents and students As such a two hour limit would be a fair allocation for everyone
- I think it should be AT LEAST 2 or 3 hours - it is so difficult to find parking in and around the CBD. This has an impact on businesses and staff working at the hospital and staff/students at ACU!!!!
- This will allow for quick visits into the zone without having to pay.
- Not sure where zones 2 & 3 are, but free sounds good
- So the retailers and staff have at least 2 hours of free parking a day
- It supports continued access to retail outlets and promotes economic growth.
- It's mostly residential and if people are visiting a residential address, they shouldn't have to pay.
- Allows for short term visits for people such as tradesmen.
- The City of Ballarat needs to support the retail and other businesses in our city and provide parking so that customers support these businesses. Over the past 10 years many Ballarat businesses have closed, they employ locals and need support.
- Better than Paying ALL DAY!
- Because it is already so hard to get a part let alone a free park when you're just running into the main area of town for a quick stop

- as they have been their for ages so no point changing them
- This shouldn't change I also think zone 1 should have longer free parking as a chemo patient I need to park near the hospital for up to 4 hours at a time.
- Some of these areas are so far from the CBD that i can only think this is a grab for cash, at least have a 2hrs free parking time in Zone 2 &3 to allow children to be picked up from school or visitors to the QE & many other situations without fees
- retailers, cafes & hospitals customers should not have to pay to use these busineses, you are forcing customers and operators out of the CBD as is
- There needs to be affordable parking close by to the hospital for their staff.
- If you are going to give shoppers a choice in 2 or 3 you would hope it does not impinge on events that are in & around the city at weekends & you have people visiting & staying all day. It will never work for the workers who are overextended financially
- I'm supportive of free parking for short trips.
- Encourage more turn around
- support a limited number of free two hour parks
- Not really sure what zones 2 and 3 mean but it sounds good.
- Free
- Many shopping, medical appointment and general meeting / appointment visits woul be under thwo hour threshold. This would keep visitors and consumers very happy.
- Its important to keep accessibility for those who may not be able to afford paying for parking.
- as a uni student i don't think it is fair for students to have to pay for parking as well
- More Flexibility and convenient for shopping
- If we are having to go to Uni for a couple of hours, or have a quick meeting, unpredictable on how long they will be. Otherwise we are paying for time we are not using the park
- I support parking being free for all users within this area as it is high traffic for students of ACU university
- Should be free at all times
- Uni student.
- Should be free
- If you charge everyone to do errands I can see people not going into Ballarat all the time

- why would you charge?
- As a uni studying within zone 3 having 2 hour free parking is a good start but would still be a struggle for students needing to find parking if they have to attend all day classes without breaks.
- I'd prefer all day free parking as I go to the university and this is the best access to parking we have available
- I park in these areas for university. I refuse to pay money for bloody parking when I'm at uni all DAY!
- Soooo lets just say it would be a ridiculously stupid idea to make uni students pay for parking when they already struggle enough with money!!!!!!
- Cost will still remain at
- To bring people to the City
- Its currently all day free parking and it should remain so.
- It will assist with the struggle of having to afford to pay for parking when parked there all day.
- This is a good bridging strategy moving forward with the CHANGE across the city area. give some scope for people to adjust and to get used to time limits in those zones. it allows space to grow the strategy once limits are reached in the future.
- There needs to be some free parking and those who choose to park there have to manage it.
- shouldn't have to pay to park for university
- Personally I'm a uni student and can't afford to pay for parking the more free parking available near the uni the better
- It should be 3/4 hours free parking
- because some people have 2 hour lectures then an immediate class after and don't have time to move their car
- Good for business
- As long as not just for 1 hour
- Its incredibly difficult to find car parks for short periods of time and frustrating when you have to pay everywhere especially if you have no coins
- Perfect for short trips
- because this is a very busy parking area and people are often not here for expetended periods and therefore shouldnt have to fork or rediculous amounts of money to just access the CBD of ballarat.

- those who just want to visit a specific place or go out for lunch in sturt street wont be put off by parking fees
- Should be free in zone 3 all day but 2 hours is better than nothing.
- because we need some free parking available for people just stopping into town to grab a few things or go to an appointment without having to worry about payed parking
- It makes shopping easier
- Encourage people to shop and eat in the city center
- You are planning on charging people who are often in a financially vulnerable position (ie. sick patients and their families and students). You need to make this fair to some degree.
- Uni students should not have to pay for parking!! Most of us are scraping by financially as it is, and we're studying to give back to our community- being hit with extra parking costs is inconsiderate.
- We are already struggling to support ourselves as it is- we don't need the extra stress of paying for parking. Plus, there isn't really a parking issue- I am at uni 4 days a week and have never not been able to find a park!
- free
- Because Zones 2 & 3 will be where the CBD workers will park and they need to have cheaper parking
- because free is good, however as a student at acu I feel that it should be longer as parking issues often interrupt student's learning.
- zone 2 and 3 being so close to the uni, students attending uni will have to pay to park their cars to attend classes. Students generally are already struggling to support themselves while studying, paying for parking puts more of a strain on them.
- These areas are currently free and are utilised accordingly
- We should not have to pay for parking anywhere in Ballarat
- Retains existing 2 hrs. Free,But in zones 2&3 will be of little benefit to shop owners or customers as they are too far away from CBD .
- I do not support the changes in general, but if they do go ahead i support these
- It would advantage workers and short term shoppers.
- Life is expensive as it is so paying for parking added up
- As a uni student at acu, free parking around the uni is great
- Most of these parks used to be all day free parking. Increasing of Zoned parking appears to be a purely financial decision by the City of Ballarat.

- You shouldn't have to pay in those zones anyway
- You shouldn't charge University students and People utilising health care to park
- i am aACU university student and frequently have classes that run for 2 hours. 2.5 - 3 hrs would be even better
- Encourage people to park further out if they can. And, free parking. :-)
- Free parking is an excellent idea
- That far away from the CBD should definitely be free. If you have to walk that far to the shops you want it to be free.
- It is still in walking distance to shops
- because they should be free all the time
- Already free 2 or 3 hour free parking in much of the area. Where no current meters too far to new parking stations especially people with mobility problems or children
- Should be free all day parking not just 2 hours
- So that the visitors can still visit residential properties without paying
- There is no service supplied with on street parking so there should be limited free parking available and 2 hours should be enough time for (eg) doctor appointments
- Attracts people to outer areas of the cbd, helps small businesses
- support business'
- It gives equal opportunity to everyone to find a spot
- Any free parking is good parking
- Provides flexibility for those doing shopping and chores
- People will not shop in central business if they can't get free parking
- Parking in these zones is usually occupied by workers and residents. Really, there shouldn't be any fee in place, especially for zone 3, but if there has to be a fee, then 2 hours free is better than nothing
- because all parking shpuld be free
- I always look out for the two hour free parking. I think it should be implemented
- it is sufficient time for visiting people within that zone.

- This needs to extend into zone 1 as well. The intent of paid parking should be to encourage shoppers into the cbd to spend money but discourage long term parking. In this I believe you have failed
- Should be enough time to conduct business in this area
- It is always a good idea to have as much free parking as possible to support CBD businesses.
- good for residents and businesses
- It allows people who are visiting residents, or people going to appointments to stay for a short period of time
- I live in Zone 1 and want friends and family to be able to visit at no cost so I would like 2 free parking in all zones.
- for those that can park further away they need more time to shop and get back to their vehicle
- Many shoppers or visitors have short visits / stops planned
- Bullshit question, there shouldn't even be a zone 2 or 3
- I am a home carer I work in some of these zones as part of my work I drive from home to home to help elderly clients I will greatly oppose having to pay for parking I don't carry money and cards while working for security reasons and my safety
- Should all be free, you are just a bunch of money grubbing a-holes
- I move around the hospitals area a lot during the day, for short periods of time and often with a load. This takes some of the frustration away for me
- Happy to support the free parking in these zones but the time restriction is not sufficient and needs to be increased Also there needs to be more allocations in more areas
- I'm a bit in two minds. Certainly there should be some amount of free parking, like in Zone 1. But 2hrs may be too much. Seems like it might incentivise people too much to use residential areas for commercial parking
- Two hours would cover most people's needs.
- Looking at the map, most of zones 2 & 3 didn't have parking time limits, so would need to be free at least for a little while.
- Everyone needs to attend to errands and appointments
- Its ridiculous to have to pay at all to be parking 5 blocks or more away from your destination. It angers me to have to walk 5 or more blocks in the dark as a female and pay to do it. Just plain money grabbing.
- keeps long term parking to a minimum
- We dont get enough money to continually have to pay for parking

- 2 hours gives time to do quick shopping etc. Allows turnover. Stops all day
- Zone 3 should have unpaid 2 hour parking that is enforced
- Seems appropriate
- If you are prepared to walk to the city and park there then it should be free.
- Need to have at least 2 hours free parking. Encourage people to visit shops, places and people in Ballarat, not just shopping centres
- Other than the central CBD, there should be a buffer zone allowing people to park for at least 2 hours without having to pay.
- Keep the current system
- I think this is fairer for residents and their visitors. Also, two hour parking means cars cannot be left there all day.
- This would encourage more people to shop in the CBD which hopefully would help prevent more businesses closing and maybe encourage others to open.
- because it's fair
- I assume that most business can be done in two hours and to support local businesses, it would be good for parking to be free for the first two hours. Anyone wanting to park for longer would have to pay for the privilege.
- Allows residents and residents visitors to park but does not allow vehicle to park all day for work purposes
- Easier access to shops
- I am supportive of the free two hour parking as if you are only ducking in and out of town it gives you the opportunity to park in most places in town.
- Workers need free parking
- Seems a reasonable amount of time to do what is required in these areas outside the CBD
- As if you wouldn't support 2 hrs free
- Obviously in favour of 2 hr free parking, zone 3 should not have to pay at all
- You should be able to park in these areas for a short amount of time without charge.
- Free parking is good for everyone
- It's the recent thing to do for tourists, visitors to hospitals & schools. Otherwise businesses will be harmed in Ballarat

- Sort of a trick question. Free Parking in zones 2 & # should be free as it is residential NOT CBD Parking should be mostly for residents not CBD workers but dont want to fill the parks with workers cars
- Ok for me. I am able to park and walk. But 2 hrs does not seem long enough. 3 hrs would be better
- its fair
- I come and go with my business, so it allows me to come to and from work without worrying about time limits
- Residents need to access services in the city
- Visitors should not have to pay to park
- 2 hours is a reasonable time to allow people to carry out activities without being penalized. There has to be something to make visiting the CBD attractive.
- Parking should always be free in fringe areas as the demand is not always on turning over carparks.
- Free
- Common Sense
- Visitors to the CBD may be willing to park further away and walk in and should be rewarded with free parking for doing so.
- Sensible compromise
- This plan sucks. I want my residential street back, I've had enough if it being used as a carpark. Make all residential streets residential parking only. I cant even get a car park in my own street!
- Time restrict every parking bay to 2 hours in residential streets. Allocate residential parking permits to all residents. Lets get our residential streets back!!
- All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD, make parking free!! Force longer term parking to designated areas, or public transport.
- I have a business in creswick rd and customers WONT stop unexpectedly tidily if they have to pay - this will kill my small business!
- to encourage people to the cbd
- I do not want people visiting me to have to pay for parking I have off street parking for guests
- we share a party drive. Two hr should allow visitors adequate time.



- I support the 2hr free parking in these areas as Zone 3 especially is more residential and i don't see why residents should have to pay to park at their own house.
- It should be like this in all zones.
- You mean the parking that is ALREADY THERE AND AVAILABLE???
- Encourages short term parking thus supporting local retailers
- It means my street (Sussex Street) will have the same parking conditions as all surrounding streets, so will cease to be the only unrestricted street in the area and thus not the de facto parking lot for all the surrounding businesses.
- Reduces costs for workers
- Outside of the cbd
- Parking should be free
- I think it should actually be longer...especially in zone 3.
- Because it's reasonable
- Allows me to go to medical appointments, cafe with a walk. Inconvenient distance and not acceptable for people with mobility issues
- All parks should be free from 5pm 7pm is crazy. Many of the parks are close to specialist doctors and the hospital we need to keep these available for there proximity ans ease to these areas with 2 hr limits people move on quickly one they have finished
- Currently mostly free parking at the moment all day. This will partially limit the councils blatant gab for cash to park.
- these are all private controlled areas, so council cannot say much there and should leave that out of equation
- its just annoying to have to pay somehow
- Because it should be free for all people to park not just workers
- Well I actually want parking to be free out side of the CBD area completely, but this is all your survey is offering. The cost of living is already too high, no need to burden people with more costs. Unless you over better and cheaper alternatives.
- Parking should be free everywhere
- Who doesn't like free parking. However the after free time payment should not be exorbitant
- Gives people options
- To allow visitors to park without paying and to free up spaces.

- It will allow shoppers enough time to do what they need in the CBD and return to their cars
- Because people who are prepared to walk some distance should be given incentive and also need at least that much free time.
- Suit the needs of shoppers or attending appointments
- This proposed parking area is huge the residents of Ballarat need a little reprieve with the first 2 hrs free, especially workers who will pay for allday parking.
- I support free parking so that central businesses can compete with satellite shopping centres which have free parking
- Useful for shopping.
- Enough for quick visits and drop offs
- for short visits
- These zones support medical and other businesses that can be difficult to estimate parking usage
- I support 2 hour free parking in Zone 2 only to free up spaces for short term visits to doctors, dentists
- Parking should be free
- Lower immediate demand areas
- This will allow reasonable access to the city, while still providing turnover of carparks to enable residents to still find parking in their street
- I live in the country and come into the cbd only once a week to do my business. I have to pay wherever I go be it p.o., bank, chemist hospital, dr etc. It ends up costing me a fortune to do all my bits and pieces.
- convenient
- May people can get to the doctor's appointment or whatever and get out in 2 hours
- Does the 2hr free include the 9-5 times
- We support zone 2&3 being totally free parking with restricted times
- People need to be able to conduct their business or be treated at hospital
- I don't think there should be paid parking in the yellow zone just time limited. In the blue zone as long as there is a 2-3 hour free period then paid parking is reasonable as long as residents are excluded
- Should be longer

- I am a volunteer at parent place and parking for me is a nightmare.
- Timed parking allows higher turnover so residents can find parks. Very important for Lyons St South
- Should not impact anyone in my location, as it is free parking now in any case
- I believe parking in this area should be free all day and not just 2hrs
- Because I think it should be free all the time
- It seems fair given it's further out
- I work at the the Steele Haughton unit 2 hour free zone would reduce my daily cost. Although I don't think I should have to pay to park at work at all!
- Because it would be nice to receive something free in life when we pay so much else
- Because often I have to pay for parking for a 5min in and out trip. Often I don't have small amounts of change and results in \$1 for a short amount of time
- Because I am a resident in one of those zones
- If they have to walk that far for parking it should be free dor the first two hours
- Good for residences
- Because I'm a pensioner & can't afford extra burdens
- Encourages shopping
- People should have the option to park short term for free
- This is a standard practice in other similar cities
- I am local to Ballarat and busy worker, parent etc and finding coin or getting a ticket to place on window, please just let me in and out!
- more parking needs to be free
- So that most can access free parking as they can now
- reasonable balance in completing necessary business and allowing for turnover in parking spots
- It makes more sense not to charge people for a two hour park!
- 2 hours free parking allows shoppers/dinners enough time
- This will encourage people to come and shop/socialise in these areas
- It would allow a smoother transition to the new system.

- Residents in the area then have the opportunity to park near their property for free.
- Obvious areas for free parking
- IT MAKES IT EASIER IF YOU ARE ONLY GOING TO BE A FEW MINUTES AND GET HELD UP IN THE QUEUE AND WORRY ABOUT GETTING A TICKET
- At a minimum
- We need to get more people into the city - it is dying - look at all the empty shops
- You have to allow flexibility but get motorists to use their cars less.
- Lots of hospital visitors and patients need a free parking option.
- It will encourage people to park further out from the CBD (Zone 1)
- Because there needs to be free parking for low income drivers that is within a short walk to the CBD
- Makes it more of a community friendly place, having to pay just feels like the place is not trusted by fair users. With continuous monitoring to stamp out those abusing the system, everyone would do the right thing.
- Because I live in Zone 3 in the middle of a residential area and it would be ridiculous to charge visitors (friends and family) to our house for parking as no one would come and visit us.
- Because I don't think we should be charged to park our vehicles in and around Lake Wendouree. I don't think we should have to pay money if we need to do something that might take 30 minutes and be expected to pay for it.
- Gives shoppers the same benefit as they would get at a shopping centre so as not to disadvantage retailers in the zones.
- Because it is reasonable
- These areas affect residents and their visitors. You can be too greedy. I question the need to make some of these streets pay for parking at all. WE need additional parking options rather than charge for the street spaces we do have.
- Will encourage more residents to shop in the CBD
- It would allow cafes and businesses in those zones that may have less foot traffic to avoid what amounts to a (small) surcharge for customers parking nearby
- Often only need to park for a short time
- Parking out of CBD should be free
- These areas are fringe and offer the chance to park free for the poor.
- same as now

- This will allow customers to support small business... many shoppers will opt to go to Stockland rather than pay, and also will not stop to run into a shop for 30 minutes if they need to pay
- We should not have to pay for parking, I don't go into the business that are in parking meter areas I stick to DTC and Stockland Wendouree for easy cheap parking
- That's all I need to make my usual visits to businesses.
- I am particularly conscious of the hospital and also don't feel visitors should have to pay for less than 2 hours.
- to encourage, NOT discourage visitors
- If people are prepared to park further away from the city centre and walk, they should be rewarded for reducing congestion and being active.
- The time is limited
- encourages people to visit more often (spend more money in stores) without forcing people (especially those who can't walk so far) far away from the shopping precinct
- Shouldn't have to pay for parking in some of those areas. Also people visiting in hospital don't need to pay for the two hours. Need to encourage people to get out and about.
- It seems fair
- Residential areas should be free. I don't like the concept of paying for parking when you are visiting friends, relatives or even residents in nursing homes.
- I live in Eyre Street and I don't want the parks out the front of
- would encourage people to park further out, freeing up inner cbd parking spaces.
- As long as the city does not strategically plan for 'zone creep' and invests in free all day parking in areas close to Zone 3, and in a free, regular shuttle bus to the CBD and hospital precincts, it is supported.
- Most shopping can be done within a two hour time-frame so parking would be free for those prepared to park a little further away
- I don't
- 2 hours for zone 2 & 4 hours for zone 3 without the cbd shops will starve and probably fold or not renew their leases
- This would give free parking for people to shop in the city area. Area 2- 2 hours free areas 3-4hrs free parking
- Some free short-term parking should be available.

- These areas are widely used by workers currently and choose to park further away from the main amenities freeing up parking closer to the main CBD and health precincts.
- If the Ballarat CBD is to be the principle activity centre then limited free parking like that that is available at Delacombe Lucas and Wendouree must be provided.
- Zone 2 in particular is still within easy walking distance to the CBD if I don't want to pay for parking and two hours is sufficient time for me to do any errands.
- Parking should be free for the first two hours to stimulate shopping and high car space turn over in the CBD,
- this means that on days when I have to go from one place to another either shopping or appointments I will not need to feed a metre each time
- Most of the areas are residential and this will make it fairer for visitors.
- Can
- Only if there are short term spots - eg beer shops and schools for an hour or two
- I need only that amount of time
- Allows for longer shopping trips within easy reach of CBD without clogging up parks in town
- Hospital patients and family require longer stays and multi level carpark is often full leaving on street parking as only option
- allows you to go to a shop easily
- Fair
- there has to be some area where it is free to park
- I hate having to stop for a short time and paying, then moving on to another area and paying again for just a couple of minutes.
- Don't want to harm current businesses in these zones
- Good amount of free time, although not good for workers.
- Elderly people struggling
- Gives more than ample time in these zones
- Needs to be free parking some where in town, don't forget about the tourist and workers
- Because Big W own the car park there not the Council and restricted parking means loss of retail income for these stores
- need some free parking somewhere

- It encourages people to shop in town ,even if they have to walk a couple of blocks.
- Because I rarely spend more than 2 hours and if I intended to be longer I would happily pay for the convenience
- Free parking for 2 hours
- Will allow time for shopping but free up from being taken by shop owners and their staff.
- Because I live and work in these zones and resent having to pay rates and parking fees
- Save money
- Should suit many users of CBD and adjacent areas
- Not much choice really. Something needs to be done about parking
- Any free parking is good parking - I'm happy to walk a bit
- Allows for short visits, school drops etc
- offers flexibility
- Great incentive to park out further
- Gives people options to do quick visits and jobs
- good idea
- Helps bring the cost down
- You could walk or catch bus into CBD & return
- As it gives people who wont be down the street for the full time allotment a area to not pay for parking
- Most of these hareas are residential and would have visitors
- Good for aged care workers and visitors
- Aged care warikers and visitors
- It will free up parking in residential streets so that all day parking is klimited
- It may limit the prospect of congestion outside zones 2 & 3. Support is conditional on pay sratations. Plan still implies that there is no register and that it is app based
- This comment relates to all the questions. Leave things as they are they. As the workers residential home owners, shoppers will be out of pocket and disadvantaged

- I think park and ride would be the best way forward
- Allows visitors to residents. Students time for lectures, shopping at pleasant park, medical, dental appointments, time to unload etc your car in front of your house
- For medical, shopping
- OK will keep space freed up more regularly
- As you should have opportunities for free parking
- There should be free 2 hour parking everywhere
- Need customers
- This is a revenue raiser, without providing more spaces – wont change the need. Workers can't fly, shoppers would use it if its made to appeal. We're not welcome
- Residential ONLY parking is essential and obvious. Parking is a tax deduction



## Why don't you support the two-hour free parking per day in Zones 2 and 3?

- For those commuting to Melbourne via train, 2 hours is a dramatic reduction from the all day free parking currently available in Zone 2. The station car park is far too small for all commuters and there are no other options available
- doesn't address parking needs of people working all day in CBD area
- I am an aged disabled pensioner living in [REDACTED]. My wife (carer) and I must visit Ballarat CBD for various reasons, such as specialist doctor appointments, hospital appointments, shopping and business. I can't walk from Z2 & my wife doesn't drive.
- Not fair for workers
- Zones 2 and 3 should be free parking for workers. It is not surprising that people prefer Stockland, Lucas and Delacombe to shop. The CBD will become a ghost town
- This will drive workers, retail out of CBD and business will DIE, as you look around CBD every week a business has Closed its doors
- Doesn't help people working in the area
- Free parking will continue to attract cars to park out the front of my property. After 2 hours they leave and another car takes its place. Payment may force them elsewhere. My visitors, tradespeople and myself may then find a park out the front.
- I don't believe it's necessary to charge at all in Zone 3, especially as far as Urquhart St and the equivalent. The proposed zones are far in excess of what is required to manage parking congestion around two CBD hotspots.
- Because it's in residential areas. We already pay huge rates in Ballarat and our visitors and family shouldn't have to pay more to come and park outside our homes. 2 hours free is not long enough for our friends and family to visit.
- This year
- There is 2hr parking limit in front of my property. This is not ideal but at least this is a better way of managing the parking, than what is being suggested because cars will be parked all day. This will
- limit visitors and friends from visiting me.
- Workers in zones won't/ can't afford to pay to be at work
- Zone 3 is downright ridiculous. I can't afford to pay \$2 an hour for a working week. I can't park that far from work. I will have to shorten my hours so I can drop my kids and pick them up from school as
- it will now add an hour of walking a day.

- Please note that meter is pelled meter, not metre, which is a measure of distance... I believe parking in zones 2 and 3 should be 4 hour so that people can move their vehicle during a scheduled lunch break, not every 2 hours, but exempting residents.
- Because being a worker of the CBD who parks in the limited free parking. I simply can't afford to be paying for parking. I'm a single parent struggling as it is. Also being female I don't feel safe parking miles away to go to work
- I don't support the whole idea of zone 2 and 3
- I dont think anyone in a residential street should have to pay at all for parking as so many Ballarat housing blocks have no offstreet parking. Lots of houses hae multiple cars especially share houses and families with grown children
- Unfair to other zone parking
- It is not long enough, it should be 4 hours
- all day parking should be free in these areas
- Residential parking only GET PUBLIC TRANSPORT
- Thes are residential streets. I should not have to pay for parking to visit a friend or stay for school assembly.
- Ballarat Health Services is not supported enough with this proposal
- Family occasions require street parking out side our house at all times in zone 3. No to paid parking.
- I do not believe there should be paid parking in these areas at all
- This plan is purely a money grab by a council that cannot manage there budget. Stop pouring so much money into eureka stadium and her maj's made ect ect or all the current councillors will be thrown out next election
- This further encourages working people to park all day in residential streets as it means people only need to pay 6 hours per day rather than 8. it is too cheap - residential streets will be full of cars all day.
- it should not have a time limit patients need to visit the hospitals etc as this can take longer than 2 hours very unfair the the elderly in our community they don't like to use the multi story car park at the hospital
- Parking should be free in these zones ALL day
- Don't support the whole idea of zones. There should still be free all day parking around Ballarat precinct. I do not believe it right to expect residents to pay for parking outside their home

- Most of these car spaces are dirt. And the gutters pool water after rain and fill with leaves over autumn and winter. I would support paid parking in zones 2 and 3 if these basic concerns were addressed.
- Free parking should be available to some extent in a much broader area than zone 2 & 3 only
- We need to pay for the upkeep of the disgusting muddy or dry parking spaces that aren't sealed
- I don't agree with the concept of Zones 2 and 3. The residents in Zone 2 and 3 are bearing the brunt of the parking problem, with their streets being turned into a commercial car park with no benefits to residents whatsoever.
- workers ,pensioners, students, and volunteers should not be charged for parking
- Zones 2 and 3 should not be paid parking at all. Timed parking of 3 hours between 8.30 and 5.30 is feasible but should be free. This gives private residences the respect of having visitors without those visitors having to pay.
- Because it should be 4 hours
- I think I'd never get a park
- I work to survive not pay parking
- at [redacted] Lyons Street South it's free and I am often blocked inside my driveway with people cramming 2 cars outside my house which does not give me enough room to enter/exit my cross over - making
- it dangerous and unacceptable as an owner of a \$1.1 million house
- The boundaries are too wide. People do not park as far away as Macarthur Street to shop or work in CBD. Why should local residents, their visitors and businesses outside CBD pay for parking in these areas? there is no congestion here.
- No balance between residents workers and business
- It should be free parking as it currently is
- Parking should be free at all times
- Revenue raising. Not solving parking problems. Just moving problems to create more issues.
- because it will interfere with one's normal right to have visitors parking - we are home
- I don't see why CBD workers should be allowed to park in our residential zones. The hospital and other businesses should be supplying cheaper parking within their establishments.
- Support the two hour parking for the visitors makes it hard for staff
- Zone 3 should be free

- Some Zone 2 & 3 areas are residential and should not require payment at all
- Do not need it
- You will restrict parking for workers and house holds
- because Im right on the edge of zone 3 and it should be free parking
- because its paid parking after that
- Should be all day free parking.
- Well i work 8 hours a day , start work quite early it is dark enough now where i park
- Workers are
- I do not support paid parking in Zones 2 and 3 under any circumstances.
- Zone 2 and 3 are majority residential parking ,charging people to park outside the front of their own homes is ridiculous
- I live in a peaceful, quiet, residential street, not the CBD. I purchased this house because of these reasons. My friends and family should not have to pay a parking fee to visit me. It should be free all day.
- The 50c per hour zone ( yellow ) will affect Exeter Street where I am a resident. There is no parking issue at present from hospital precinct workers. This will create a problem where none exists.
- Alternative suggestion- restricted parking, say 3-4 hours.
- There should be more free parking in the CBD, not less!
- two hours is often insufficient; eg the cinema, the art gallery
- Because there will be no free parking zones within walking distance from where I work. I will be forced to pay for parking full day each day.
- Should be free all day for residential areas such as 309 Creswick Road
- Should be free all day
- No thought about Melbourne train commuters
- People who work in the area SHOULD NOT have to pay for parking it's a fucking joke, the people in charge of this stupid idea are just money hungry and don't think of how it effects workers/companies. Absolute idiots.
- The overall proposal is revenue raising to counter rate capping

- Soldiers Hill area street are currently empty during the day. Why should my friends and family have to pay to visit? The website is deceptive. At the top it says "Keep in mind Zones 2 and 3 will have two hours of free parking before you will need to pa
- It will mean more people park around st Patrick's primary school so it will be hard to get a park for pick up and drop off particularly as people can then choose to stay all day after their 2 hours is up.
- The proposal will reduce the value of our property
- Because it still restricts people that need to park all day.
- my residence is in Little Clyde St and the issues are; Street is narrow and would not support additional parking. If vehicles are parked either side can restrict vehicle flow to zero. This would affect emergency services access.
- I dont believe residents should have paid parking outside their homes. Each house has only one parking permit and is for a single number plate. If you have no offstreet parking and several vehicles you have to buy extra permits. Visitors also
- Unless comes with two permanent and two visitor permits. Also how pay if don't have a smart phone in northern part of Ligar st?
- Rate paying residents will have to jockey for parking spaces outside their own properties (permit parking means liitle once residents car is removed as after 2 x hours workers will simply drive around looking for the next vacant spot.
- Why does the map not include the current vline parking areas along Ararat St, Doveton Crescent and Doveton St North? How does the Council intend to deal with the increased patronage on Vline services given that the availalbe parking will be reduced?
- Because we live there and there is no off-street parking for our house At ALL and visitors and overnight guests would have nowhere to park.
- Zone 2 & 3 should be free
- This proposal will cost low income earners thousands of dollars in parking fees per year. Without free daily parking workers in the area will be forced to pay unecerssary fees.
- most of the area in these zones were free parking for workers and now it will be gone
- It's adding another layer of complication and confusion, especially for 'out of Ballarat' visitors. The more 'exemptions', the more the complications for enforcement.
- Increase 2 hour parking everywhere
- Depends on the majority and what council decides. I'm not completely against it. User should pay.
- Meetings / appointments with many professionals are of uncertain length and the reason for a 2 hour is unclear.

- Home owners, renters and their visitors will have to pay to park out the front of their homes. Less places to park for free for people who work in CBD. Expensive for people with low incomes.
- This is a step backwards for workers who currently have free parking. Any additional parking costs is a penalty for city workers and could result in significant costs over a year. Money spent on parking means less take home pay and less to spend in city.
- I support street parking in these zones but NOT when that parking impedes residents being able to exit and enter their own properties. This and having caused Lyons St North to become a single lane is a safety issue still being ignored by Council. Wake U
- I like the idea of continuing the current 2 hour free parking in the CBD (this is not new) however many places where you were able to park for longer in the CBD would appear to be going to be reduced.
- You are taking away and not giving anything in return
- Residents should have permanent parking in front of their residences
- Shouldn't have to pay for parking, full stop
- This is a scheme of CoB to pick most of the money from people, it is not people friendly at all.
- I park on the street as BHS does not have enough staff parking. I work 10 hr shifts so the parking on the street would be more expensive than the hospital car park.
- I don't support having to pay in Zones 2 and 3 at all.
- Should be free all day parking
- I think the overall plan is absolute garbage and cannot see an actual benefit to anyone parking in Zones 2 and 3 for two hours fee. Those parking in these zones are predominantly employees who generally require a park all day.
- This doesn't fix any parking problems for Ballarat all it does is fix the Ballarat city council budget. It's a big scam shame on you Ballarat city council
- No all day free parking available for CBD workers Extending the parking zones beyond the current 'paid' zones is money grabbing This will force people away from the CBD In these tough days paying for parking on an already stretched budget is ludicrous
- Leave things alone
- build more multi story car parks
- My street is too narrow for cars to be parked on both sides of the road, residents need this space to park their cars
- People park and leave their car there all day, which means our customers can't park near our business.

- I live there
- I for see 2hr free parking giving advantage to workers parking all day, particularly in the proposed yellow zone. As a resident in the yellow zone I have experienced al day parking. Once you move your car it is very soon replaced.
- Do not support having any parking time restrictions in Zone 3, but would support having free 2 hour parking in Zone 2
- I am a resident in Victoria Ave - this is a residential street - I pay approx \$4,000 per year in rates for the luxury of that - BBH has made an effort to increase avail parking - now St Johns needs to as well, and build high rise carpark on their parks
- I do not want to pay for parking if I'm popping into the shops for half an hour, which I do
- This is such a short sighted response. What consideration is given to city workers . This will greatly increase the cost of going to work. I might as well walk from creswick. Ballarat council you are hitting the pople that run your CBD - SHAME!!!
- Time Limit restrictions have already been imposed on previously free all day parking
- This will further impact negatively on residential areas as it will be more attractive for workers to park in those Zones
- I am a student that is not financially well off. I attend ACU and work in the surrounds of the central square shopping centre. Paying for parking whilst attending work and university would be of a significant financial burden.
- Because uni students and family members of sick patients shouldn't be maid to pay
- Please allow for free parking all day
- As a uni student I cannot afford to take time out of my studies to keep movie my car. I do 4hr back to back classes with no breaks.
- 2 hours is hardly even one class at uni. If you have even two classes a day this isn't feasible
- Because putting extra financial pressures on students is going to make it more restrictive for people to access a higher education especially the amount of out of town students at Ballarat campus ACU puts even more pressure on them
- 2hrs of free parking a day isn't enough for battling uni students at ACU. As a CFA volunteer snd uni student at ACU I need to park near the campus throughout the day to respond to emergancies. The new parking plan makes it impossible for me to respond.
- Because my uni classes go for more than 2 hours, I'll have to come out of class just to move my car
- I go to ACU, I cant walk 10 min for free parking as I have a chronic knee injury, and I cant afford to pay \$1-2 an hour, \$20-30 a week because after rent I have \$60 left for food which I barely get by on as it is.

- I don't agree with Zone three being charged ANY parking fee. I believe the City Council make enough money without charging parking fees in areas which are further away from the city centre!!
- I'm a uni student who's paying for uni, rent and my life I don't need this extra expense in my life. Parking should be free all of the time
- I cant afford to pay for parking
- Need longer for university classes. Some go for 3 hours
- Not enough time
- Because I'm in zone 1
- Should be able to park for longer than 2 hours
- Zones too widespread, only make life more difficult and expensive for both local residents and workers as well as tradesmen trying to attend to residents maintenance needs.
- Restricts parking for local residents
- I am currently living in zone 3 and have a family of four. I pay my rates and should not have to park at my own house just because there is no off street parking.
- I think uni students should get free parking
- No charge for this parking and no time limits or at the least 4hr free parking for people who work or study in these proposed zone 2 & 3 areas.
- Please leave the current parking situation as is. That is around my home area all day parking one side of road and 2hr parking on the opposite of road.
- 2 hours of free parking is of no use for train commuters at all. The areas around the station that are already used by commuters should remain free
- Workers need longer than 2hoysrs
- this should be free or keep as hour limits
- Because not every student lives locally. i live in Melton and the only way here by train is at 6:30 am which is not only unreasonable but unsafe and very expensive as it is. Driving is my only option unless i quit my job and move, with no assistance
- As Zones 2 & 3 particularly near Rippon St/ACU is usually prime parking space for students that spend at least 6 hrs a day at uni. Two hours is not realistic for many people = financial implication over long periods of time. 3-4yrs normal course duration
- This is because in this area (Zones 2 & 3) are places where students including myself need spaces to park for more than 2 hours. Otherwise it disrupts our time and learning by having to go out and move our car to another location multiple times a day.



- Free parking should be all day. It all just seems like a money grab.
- Should be free for longer
- Cost of enforcing would be better off not having or reducing the hourly rate
- As a residential rate payer I feel that I have the right to park outside the front of my property without restriction
- As a residential rate payer I feel that I have the right to park outside the front of my property without restriction
- Parking in these zones should be free regardless of how long you are parking in these zones. Realistically the commuter has a distance to walk if parking in these zones
- I think it is the biggest rip off not good for Ballarat
- Completely inadequate for hospital workers
- Not fair for commuters
- Train commuters
- You have stated that there are 10000 people who work in the CBD. Why should they have to pay to go to work. Presently there are free all day parks within a reasonable distance to most large workplaces - this should continue
- Has to be free to allow rail commuters to have access to free parking. The car park can't fit us all in now!
- I support free parking but you haven't catered for Ballarat Train commuters. Other commuter towns cater for many users, yet we are being penalised in Ballarat. I also think this strategy needs to talk to a more user friendly public transport network
- There should be no charge at all
- It disadvantages the elderly and people with disabilities/health issues, especially visitors who may not have access to smart phones
- I don't support changing any existing free parking into metered paid parking Ballarat council you are already making enough from our parking - Please leave the good folk who work in your city alone
- I don't see how paying for parking helps in any way to decrease the number of people who use the parking now.
- I need parking for a full day of work - 8 hours. I don't have the ability to move my car every 2 hours.
- Not long enough

- because i work in the hospital precinct , you built a car park that is full by 8am and therefore patients and staff are pushed out into surrounding streets , alot of patients are pensioners , have major health issues and are poor
- You shouldn't have to pay at all in zone 3. There is not enough street lighting, it is unsafe to make people walk to their car in the dark. There is no bitumen it is already too muddy. Trade services will have to pay when working in residential areas.
- because it is ridiculous to think that we have to pay after the 2 hours in zone 2 and 3. this survey is designed to get the results you want, not the actual wishes of the commuters. absolute joke, will not ever vote for Sam Mc.
- Residents and guests of residents should have free 24-hour parking
- It's a money grab off battlers. Do this and the current councillor will lose their ward & Linley will finally resign. Urquhart St is a RESIDENTIAL area of young families and older folk. It's almost Redan! Leave them alone with your foolish bad planning.
- No good for parking at the railway station for people going to Melbourne
- The areas that are already all day parking should stay that way and be free.
- I think it's important to still have access to all day free parking. Not everyone can afford to pay for all day parking and our public transport doesn't support park and ride options currently (or getting around town in general).
- The zone includes Macarthur Street Primary School, where teachers & volunteers at the school do not have off street parking. Asking teachers and school volunteers to pay for parking is an unreasonable cost with no other parking options available.
- We should have all day free parking these areas -particularly zone 3
- For staff working at the hospital a 2 hour zone is not suitable, as our shifts last for 8 hours and when the hospital carpark is full we have no where else to park.
- There should be NO parking meters in this residential area. It impacts on Family & friends visiting.
- Why should the council dictate people's visiting times & rights? It also has a negative visual impact in the heritage area.
- Because a number of these zones are free parking all day currently, this is an increase to the current where you are stating you are trying to reduce the pressure on hospital workers.
- i don't support any of this! you idiots are more concerned about \$\$\$ than sense!! you are charging a population of people that generally don't have enough money to get by in life. LEAVE THE HOSPITAL PRECINCT OUT OF THIS!
- Zone 3 incorporates 5 blocks of parking surrounding my current workplace. 5 blocks is excessive in an area where the only main employer is the hospital.

- Should be free
- No fees should apply
- These areas shouldn't have any paid parking.
- Not needed
- Plan does not support alternatives
- I do not support any part of the proposal as I am a shift worker and I will have to park blocks away from work and walk to my car alone at anytime between 8pm - 11pm. This puts me in danger everyday.
- I do not support any part of the proposal of the free parking because my wife is a shift worker at the hospital and at night time she will have to walk at least five blocks to get to her car which puts my wife's safety at risk
- It should be free parking in these areas all the time
- [REDACTED] hospital staff parking all the time. No parking for residents outside our own houses or their families visiting & you want us to pay.
- Do not like visitors having to pay at all.
- 2hr parking would be sufficient in zone 3 but not zone 2.
- I don't believe there should be any cost to park in zone 2 or 3.
- Should not have to pay anything to park outside my own house.
- There needs to be longer free parking zones within the city. This allows people to have appointments and do shopping with ease.
- Zone 2 and 3 should be free all day parking
- I think Zones 2 and 3 should be free all day not just two hours
- I don't support paid parking
- I don't support the zoning for paid parking proposed by the council.
- Zone 3 should be free parking with no limit.
- I work at the hospital' I don't feel I should have to pay to park two blocks away so that others can park close. I'm disadvantaged already,
- Free parking is all well and good, but the work day is longer than 2 hours, where are the workers going to park!

- It needs to be clear what the impact would be to workers and residents in this area. This is not clear at the moment and is placing shift workers at very real risk.
- need all day parking within walking distance to hospital
- ridiculous that we should have to pay to park in those areas, making Ballarat unaffordable and with public transport inadequate
- Should be free parking all day on the Dana Street Ripon Street Eyre Street Section (direct perimeter of QE building)
- I shouldn't have to pay a permit to park outside my own house. Due to work if I tried to park outside of paid zone it would be unsafe. I think this parking plan is developed for a metro area, it's unsafe in Ballarat for females to walk to their cars.
- i support it in Zone 2 but not 3. I do not understand why it is necessary for zone 2 to be only 2 hour. Yes i have read and listened to council reasons, but do not agree. People are being pedantic and unreasonable
- doesn't take into account the workers or residents
- Zones 2 & 3 in the hospital precinct are still very close to the hospitals and impact on residents, People expect to pay in other large regional metropolitan cities. 50c per hour encourages all day staff parking which is the biggest issue for residents.
- Unfortunately another cash grab by the council that hurts residents
- low income workers can't afford to be paying for parking every 2 hrs 5 days a week
- I work in the CBD but also have children at school to find cheap parking i have to park further from my workplace and then because of my hours i will be late picking my children up from school because i will have to walk further to park.
- They should be free all day.
- because it should be free all day, this is just a money grab
- Zone 1 should also have 2 hour free parking. Zones 2 and 3 are too far away to move our cars during the day
- As a nurse at BHS Base Hospital, I would be paying up to \$80 per week that I have not had to pay previously if this plan is implemented. This works out to be \$4000 per year. This is not OK
- The zone 2 and 3 are too far away as I come in there daily so would stop me now from coming in as not affordable. I would now drive to Wendouree complex just because of the parking which is ridiculous and not good for small businesses
- Because us employees will park there and have to move our cars every 2-3 hours and the spaces won't be available for anyone else.

- All parking should be free and time-limited. Tickets shouldn't cost but staying for longer than allowed should result in fines.
- I support unlimited free parking- regardless of how many hours.
- there should be some all day parking (free) in zones
- i believe there should be free parking in all zones 2 3 not just 2hr
- Very costly whilst working in hospital precinct.
- Should be free all day
- Keep existing arrangements
- Some of those areas are currently just residential streets and are free, visitors to homes shouldn't have to pay to park at homes they're visiting in an already shitty city.
- You shouldn't have to pay for parking in zone 2 and 3 at all, this is just revenue raising.
- Should only pay in zone 1
- I am a resident in zone 3 and because of the cheaper rate it will encourage more parking out the front of my home
- 2hr parking is better than none, although i dont approve of changing at all in these areas, residents cars 2 x home should enquire any charges
- Just Fix up Public Transport,,, better Times
- The cbd is dying, just look at Wendouree, no parking fees and it is expanding . The only good thing I can see with the proposed plan is that you can move to another area and use the same parking ticket. I
- You will limit parking availability and as such restrict people coming into the CBD
- Zone 2 and 3 should remain as free parking and the Parking solution should be limited to the current parking limits in the city. This solution is just a money making venture for the council which will turn off visitors to the city.
- Extra expense for workers in the CBD
- 2hr free parking is not longer enough & not fair to users especially to the many hospital patient requiring treatments, attending for procedures etc and for the hospital staff. It is adding to their costs and inability to move if they need to stay longer
- If I understand correctly, you can park ALL day in any of the zones providing you are happy to pay the price - this will completely congest the CBD with all day parkers, prohibiting one hour shoppers to come and go using the CBD in any way - FAIL
- Should not be charged at all!

- I don't think these should be a zone 3. None of that area is paid at the moment and not in that high of a demand to warrant it.
- I don't agree with charging for parking in Zones 2 or 3 at all.
- Cause they shouldn't be parking zones for a start
- Workers in those areas need free ALL Day parking not time limited
- 2 hrs is not enough time who visit for appointments and work in certain areas
- Zone 2 and 3 should not exist for numerous reasons it being a large residential area for one
- I don't support any of this proposed plan and I believe this would make parking worse
- Workers will have to park somewhere
- I do not support any part of this new plan. It will result in reduced customer traffic to shops increasing empty shops.
- Should be free all day
- Do not support any paid parking in zone 3. Zone 3 is an excessive extension of paid parking for a regional city and appears to be nothing more than a money grab by Council
- Discriminating against 2 car families without off street parking
- My visitors have to park then walk 700m to get a ticket yet across the road is free all day every day
- Don't believe you should have to pay for parking in these primary residential zones
- People will stay longer, as restrictions are rarely enforced
- 3 or 4 hours would be better
- We will always have cars parked in front of our residence.
- I work in the city and want all day free parking
- Clearly have not thought of the residents of Ballarat, making us pay for more parking? when we already pay huge amounts in our rates
- I don't support the proposal because it does not protect the amenity of residential areas
- zone 2 and 3 should not exist! Parking should be free outside the CBD
- By the time you actually get where you want to your time is up, just a money grab
- I don't support restricted parking further out than the CBD area. Council needs to be encouraging shoppers/visitors to the CBD not making it time restrictive and costly.

- Anyone who works in CBD will need to pay up to \$50 per week. Businesses are already moving away from this area, this will just empty the CBD further.
- It's extremely difficult to get a car park on my street (Doveton Crescent) at the moment. I believe with a paid parking, we would have less cars on the street.
- Zones 2 and 3 should remain free all day
- Charging a parking fee irrespective of 2 hours free zone is simply a money grab by the council. Nothing being gained by businesses or residences in charging parking fees as \$\$ goes to Council and not to the people using the carparks
- As these areas are unnecessarily becoming areas with parking fees, I don't support any free parking here less than 2
- No parking restrictions at all
- There are not many options for people who work in the CBD to do anything but drive to work. I live 8 min drive from work but the bus takes 43min to get me there only on the hour plus walking time.
- There are no decent safe bike paths to ride on to work.
- Zones 2 & 3 should continue to be free parking
- I feel this is inadequate. Making people pay those prices for all day parking in residential streets as far back as the proposed zones goes is outrageous in my opinion and I can not see it as anything but revenue raising for the council.
- Our workers have to do kids drop off and get to work by 9am and the further away they have to park the later they will be to work
- Being a worker in the CBD to only allow two hour free parking per day in Zones 2 and 3 is ridiculous. Any employment award requires you to work a minimum of 2 hours so to only allow workers 2 hours free parking and then expect them to walk crazy
- 2 hours free parking is completely irrelevant as it still doesn't provide any real financial relief for full time workers.
- People should be able to park for free or minimal cost
- I have a shop next door to a nail shop and hairdressers. Their customers park for a min of 1.5 - 3 hours. This leaves no parking for my shop where people are parking for a max of 10 minutes.
- It needs to be all day to allow staff to park near their work.
- You are asking people who are working in hospitals and health care facilities and also attending university to pay. They are either providing an essential service to the community or training to do so. We don't have the wages to afford these costs.

- Because it should be free all day for people. We don't live in Melbourne so don't apply metropolitan policies to regional centres
- It is not fair on workers
- Should be unlimited in zone 3.
- I think parking in zone 3 shouldn't be restricted to two hours per day, as workers, shoppers, hospital staff and visitors may need to be in those areas more than once a day in certain circumstances
- It should be free all day
- Money grab
- I don't think there should be any paid parking in these areas
- As a bhs worker whom works all hours of the day and night, that already has to walk blocks in the dark to get to work and fight for all day parks, I don't work 2hr shifts and don't have time to walk back to my car to move it. I disgusted with bc council
- If I'm disable I'm unsure if I would be able to be finished within the time frame.
- You will only park in the CBD to shop, those in zone 2/3 will be on other business that requires longer parking.
- i do support the 2 hour free parking in zone 2. i do however beleive that paid parking in zone 3 is not acceptable. zone 3 is a predomianrly residential area where there is curently no parking issue. this is unreasonable for existing residents
- Most people in those zones are residents. They would need free all day parking
- Zones 2 and 3 are large areas, almost too large to be charged for parking at all
- As a resident of Lyons Street North, over the past year- parking in the street has become a nightmare and is making living in the street unpleasant. Parking and driving in the street is unfairly placing undue stress on residents, visitors, tradespeople.
- Limits access to residential properties
- No zones 2 and 3 at all. CBD isnt big enough nor has that much to offer for it to have these zones.
- Even zone 1 in some areas is to far out of CBD and shops.
- We need free all day parking in these areas. If I pay for parking, that's less money I have available for things like sporting activities for my kids. We don't earn Melbourne salaries so shouldn't be expected to pay Melbourne prices
- It's an absolute joke for people who work in these areas.



- When I volunteer in Ballarat the shifts are three hours. I don't pay to volunteer
- There needs to be free 2 hour parking in zone one too. I work at BHS and in the afternoons there is not always car parking in the car park, therefore I would be forced to park a significant distance away which is unsafe at nighttime.
- strongly disagree that you plan to direct commercial and transit parking into residential areas
- We don't think that Zone 1 should extend along Dana to Drummond St. If this was the case, we would support 2 hour free parking outside zone 1
- The area is excessive. There is no need for such a huge area to be regulated at all.
- Zone 3 is residential and should not have paid parking at all. It should be free the entire time.
- Needs to be longer for hospital staff who can't get out to move cars or top up meters. Streets in these areas are dark for staff walking alone several blocks to obtain reasonable parking for an 8 hour shift. Currently dangerous enough.
- 1 hr free parking should be
- Should be all day parking. No one parks out there except residents & workers. there are enough short parking spaces
- 4 hour minimum.
- There should only be 1 zone as there is now. Charging for parking in outer areas is unreasonable and costly for employees and university students and will only force people away from CBD. This will sadly result in loss of business for locals & much more
- NOT REQUIRED
- Zone 3 is too big and only expands current payment zones for the users to pay for and for council to regulate
- I have no issue with Zone 2. Zone 3 is far, far too large.
- Leave the parking system as it is, all day free parking
- There should not be a fee to park all the way out in this area to begin with.
- I would prefer a staggered and longer free parking period eg 2hr for zone 2 and 3 for zone 3
- Prefer all day parking. Alternatives like local buses is impractical as they are hourly & only around the CBD & Station & west along Sturt St.
- Not sufficient. Needs to be three hours.
- Why should people have to pay for zone 3 parking???? You are forcing workers to park further out of the CBD and therefore making it unsafe for people to walk to their vehicles from dusk to dawn.

- There should be more all parking close to Mair street as it clogs up the little side streets
- I am a public servant who works on Mair St. Currently finding a free park after 8.30 am is difficult. Going to a paid structure will cost me to park. My issue is that we are not Melbourne we are a regional city and shouldn't need to pay for parking
- Zone 3 should be free all day. Zone 2 I support the 2 hr free parking.
- Because it is part of a plan which creates disadvantage for people who work in CBD who under this new system have to pay so much more for parking or walk for miles - which does not suit disabled or valuable people at night.
- It should be free parking in all zones, for 3 hours. Ballarat City Council will be the death of shopping and entertainment in the city centre. Why would I come to the city centre when I can park for free at Stockland or Delacombe Town Centre?
- There needs to be more all day parks for uni students
- Parking in those areas should be 4P zones
- There should be no charge for parking
- Expecting university students to pay for parking whilst also paying for uni and living out of home which is already a struggle is disgraceful
- Being a student at acu this pushes where I can park further back and it makes it unsafe for me to walk to my car when classes finish at 7pm
- I believe the free parking per days needs to be longer in those zones.
- More than two hours would be great for students who attend Australian Catholic University so that we don't have to move our cars in between classes.
- Parking should be free in zone 2 and 3. I am an ACU uni student and this will affect me greatly. I cannot afford to start paying for a carpark that I already use for free!
- What's wrong with how the parking is set up now?
- Just trying to make money out of people working at the hospitals, visitors of the hospital & uni students
- As a uni student studying at ACU with days that can consist of 6 hours, 2 hour free parking is not enough to ensure we don't receive a ticket. I believe the current parking arrangements are perfect around this area as they are.
- It would be lovely for people to not have to pay to park out the front of their house and it also makes people journeys to work easier and less stressful
- Parking should be free in these areas. Some of the parking in these zones is a long way from CBD and shouldn't need fees paid. Also, there's a lot of currently 2 hour free parking spaces not far from CBD heavily underutilised, why pay to park further out.

- Because I currently study at ACU and my classes go over the duration of the day and if the parking time is reduced then it will be very inconvenient for my to leave lectures half way though to move my car because I cannot afford a parking fine.
- Majority of Ballarat CBD workers will be affected by this. People should have access to free all day parking. Including students and people who can not access work parking. Its a disgrace
- THIS IS NOT LONG ENOUGH FOR ALOT OF HOSPITAL OUTPATIENT VISITS & STAFF
- How do people working in these areas going to pay this amount daily - I often work late and in winter it is dark and cold - I want to be near my work place for safety reasons - I don't want to walk streets at night
- Because I park there for university and I never only need two hours of parking, right now there are 4 hours free parking outside the university and that is how it should stay.. we are university students, we should not be expected to pay for parking
- university students and healthcare staff working at the hospitals park in these zones, fighting for what little extended parking remains during the day. myself and these people are'nt able to leave and constantly change parks every 2 hours! DONT DO IT!
- Increase of fees to all day workers
- These areas cover too many residential houses, you should be able to visit friends and family without such a restriction in a regional city
- Needs to be longer.
- As a uni student I find that i struggle to find time to move my car if I have back to back classes
- this is terrible for University student that have classes for longer than 2 hours!!
- Where I work. Need more time for parking.
- Free all day parking required
- Why does is the parking area especially for zone 3 so large? A lot of parking where you could park all day for free will now cost. The areas I park don't seem to have a space problem!
- Uni students... need more hours, ridiculous!!!!
- Parking around my University should be free for University students. I often have classes that run for longer than 2 hours, and would need to pay parking. I am already on government support just so that i can eat, asking me to pay more is asking too much
- Already hard enough to find zones long enough for my uses
- It would make more sense for all day parking, due to majority of students being at university for more than 2 hours at a time. Moving the cares time consuming and should not be necessary.
- I don't believe i should have to pay to park out the front of my house.

- Within these zones, I park 4 days a week for uni in Ripon/Mair St, and everyday at my partner's house in Ronald St and my own house in Webster St. I am parked on these streets for over 2hours everyday for legitimate reasons & need more time without \$\$\$
- Make parking free for up to 4 hours around the hospitals and ACU university
- can not afford to park every day
- Want free parking around the university
- By making these zones 2 hourly where do you suppose hospital staff park where they don't have ton pay a ridiculous amount a Day or walk 4+ blocks in the pitch black to get to their cars. It's completely reckless.
- Doesn't provide safe and cost effective parking solution to people working in the cbd
- I am a university student and everyday I'm at uni for well over the two hour time. i cannot afford to get a fine and with the amount of people at uni there isn't enough time and space to be able to move my car to another spot.
- I attend ACU and I can currently park on ripon street for 4 hours for free. This proposal would halve that. Same with Talbot street as this is 3 hour free parking already
- Adding to the financial hardship most people are experiencing already
- Free parking outside of the CBD is not beneficial for local businesses. See Geelong City as an example. Businesses suffer under payed street parking in towns.
- 3 hour parking is where I tend to always try to park, as it means that I don't have to rush out of class to move my car. I've already had to pay a few parking fines for 2 hour parking because of not being able to get out of class yet.
- CBD workers will finacially be pushed out to these areas where they will have to move their vehicle every 2 hours. If you work in the CBD where do you park without it costing a days wage each week?
- Should be longer
- Should be all day
- Too short of time and should be free. university students have 5 hours consecutive classes some days so cannot move car or fill up meter
- It's too hard to find a park as it is with hospital clients and university students. Making the parking for two hours means that people would have to move their cars to avoid fines and then it will be even harder to park around the area.
- Free car parks will be replaced with paid parks, so that more uni students will now have to pay to study for the day. I don't think that congestion is sufficiently bad to justify spending 500,000 on what seems to be a worse system.

- 2 hours is not long enough. Uni students have classes that run longer than 2 hours, are they expected to skip class and move their cars? What about hospital and nursing staff? Will they stop in the middle of patient care to move their car? Not realistic
- revenue raising
- Have no view but can't leave it blank
- Around the university our classes are usually min 2hrs and hence parking, walking, attending and then back to move do not provide enough time.
- I think these zones should allow all day free parking
- As a student of ACU i attend uni for at least 3 hours per day, and therefore will either have to move my car or pay for parking which as a student is not always accessible.
- Parking needs to have longer limits than 2 hours, potentially having a various amounts of time in different streets/areas would be beneficial.
- A number of these areas used to be free parking all day, then some areas have been changed to 2 - 3 hour free parking. This is a blatant grab for more money for city council.
- I work at Peace and Quiet and will have to take gaps out of our days to move our cars. making the business lose money due to appointment spaces being taken up. Therapists will have to walk to their cars at 6 or 8pm at night!! this is dangerous!!!
- Too difficult for employees to be expected to manage their parking during work hours
- As an acu student, 2 hours free is not enough, as even my shortest days are 3 hours. We have a small uni carpark and are all poor students.
- University students and working adults cannot afford to be moving their car every 2 hours.
- The boundary expands too far. While initial free time zones are good, the footprint of these zones are ridiculous
- Because it's ridiculous that you would change it from 4 hourly, when it's hard enough to find somewhere to park all day
- i currently park in zone 2&3, depending on the shift I am working at the hospital. Poor lighting, poor security, what will the money go towards?
- I'm a University student within the area and am uni all day, 4 days a week. Paying for parking after 2 hours is absolutely ridiculous.
- Should be 4 hours free
- As a worker in the city, im not at all in favour of this plan!
- Residence should not have to pay to park cars outside own residences, nor should their visitors (and yearly parking permits for residences is just added expense).

- How far do the workers have to walk each day to return to their cars, how safe will they be, are the footpaths smooth and well lite
- Everywhere should be free
- I support the 2 hour free parking, but not being charged for the rest of the day! This is a substantial amount to pay for full time workers over the week, month and year and very easily appears to be a revenue raiser for the council
- 2 hours is NOT enough, keep the 4 hours or more
- Theses areas should have FREE parking for extended times beyond 2hr, not fully utilised now.
- Dont think changes are needed to current arrangements - making it impossible for workers in the CBD to park anywhere without cost.
- It should be free
- Most classes at ACU go for a minimum of 3 hours so I always have to go move my car
- Not all CBD workers can afford the money is costs to pay for parking regardless of two hours free.
- I do not think there should be paid parking in these zones at all.
- You say making Ballarat smarter? It's making it harder, if you want the CBD, then do the fucking cbd not the whole of Ballarat
- Leave our parking as it is, workers would have to rush out and move their vehicle all the time. Plus why fix something that is NOT broken ? .
- Inadequate options for all day parking workers. Workers safety. I wouldn't like to be walking that far from work to my car at night esp in winter when it's dark early
- Zones 2 and 3 will make it almost impossible for people like me who work in Sturt St to get a park. To me this is a safety issue having to walk this huge distance down back streets to me car often at night in the dark
- This use to be untime parking, which means people working in the CBD, will have to park blocks away, and with working late, we end up walking block to our cars ar night, this is very unsafe
- Parking should be free all the time
- Need longer times
- this will force workers to park in unsafe areas
- Workers should be able to park without paying, we work for businesses to attract people to Ballarat,

- perhaps in Z2 but not Z3 - many co-workers (office in Z1) commute some distance (up to 80 km) from rural communities to work and whilst happy to park and walk 100s of m, would find the walk from beyond Z3 as prohibitive as the \$1k in parking fees/yr
- You say 2 hours free parking but increase the pm time finish ie to 7pm!!!!
- I work in the CBD and these are these areas where I park all day for free, I can not afford as a single parent to pay for parking after the 2 hours or have time to go to move my car every 2 hours.
- This is the only area that ACU University students can park! Is the city of Ballarat against people attending university. I don't want to have the added cost of paying for parking whilst studying. We don't need the added cost of parking while attending.
- This will cause all employees that currently work on Sturt st that already have to park far away for free all day parking that will now have to park even further away. It will be very unsafe to walk to our cars after 8pm.
- Longer parking is needed near the hospital.
- How do visitors know what zone they are in and how it works? How do they pay for any parking charges incurred? Why should visitors whether local or out of town have to pay when visiting residents.
- Parking in these areas should be free. Where I lived in Bentleigh East, before moving to Ballarat, all parking was free and it worked very well even though there was a much higher density of people .
- There was always somewhere to park for shopping .
- It should be free in the evenings, not just first 2 hours of any time of day.
- Because my parents live in zone 3. I want free parking all day. I'm not paying when there ( or moving my car every 2 hours)
- Don't support any of your parking ideas outside the CBD
- I support the 2hour free parking generally but due to the fact that I live within those vicinity i'd rather not have to move my car every 2hours so I can park for free near my own home
- Don't like zone system
- i live in zone 3. Often have friend / relatives stay overnight and will only have one residents permit
- as I work in central ballarat the cost per day per week for 52 weeks of the years is getting unaffordable would have to consider work elsewhere which would mean that I would not be spending my money in the CBD
- because I already pay a fortune to commute to and from work in Melbourne, and there isn't adequate safe parking for me as a woman walking to and from my car alone as is. Unless my VLine pass serves for free parking on my rego, this is insanity.

- It should be free for longer in particular for zone 3 which is in residential areas and includes a fire station so it will allow for volunteer fire fighters to not have to pay for parking when they are attending a house fire, bush fire or car accident
- 4 hour parking would be better than 2 hours as that is an average time that a Uni student is at Uni
- there should be no charge at all for a residents car/s and their visitors car/s
- Some university students have back-to-back classes upwards of two hours so they may not get the opportunity to top up their meter in time.
- I do not support any parking charges in zone 3. Zone 2 we support the two hours free parking
- Needs to extend to zone 1 residential areas as well
- As an employee for BHS who works shift work - dangerous late at night , cost etc
- I have free parking currently and work 8 hours per day I do not wish to have to pay anything to do my job which is in the education (non-profit) sector.
- Zone 3 is private residential area.
- Don't support this model of zoned parking!!!!
- Ballarat needs free parking for workers in central business centre, if you have no workers, that means no businesses. Ballarat centre will die
- The areas are too big, no one will bother shopping in central Ballarat
- Parking limits are purely a revenue raising project otherwise restricting parking freedom.
- Because there is a presumption payment for fees after the initial 2 hr period will be made using a smart phone app. I refuse to use any app or CR card to pay for on street parking
- 2 hours free in zone 3 where your walking in the dark after work or from train station is dangerous.
- Get lighting and footpaths fixed before even thinking about charging for parking
- Employees who work in the affected areas should not have to pay for parking outside their place of employment, my partner works 4 days a week with 8 hours of parking, that's 32 hours of payment each week, he does not earn a large wage, family suffers.
- The area between Sturt and Dana Street should be consistent. Why is Windermere, Ascot and Ripon Street Zone 2 but everywhere else is Zone 1? Is this to encourage hospital workers to park there?
- NEED TO PARK ALL DAY FOR WORK
- The proposed zones are too large and too far away from the city centre.



- there need to be longer limits for workers and people who need to stay in the area longer
- These zones are predominately residential NOT commercial & NOT retail. Many residents have more than one vehicle &/or shared driveways. In any case residents pay council rates which should allow them clear access to their properties 24/7
- It means students at Fed Uni will park further afield and clog up neighbourhood streets beyond the paid parking zone.
- Expecting every cbd full time worker to pay for parking everyday is ridiculous! I'm not working to pay for my parking! Also I pay for a car and registration so I will NOT catch public transportation!
- Because you shouldn't be charging for parking at all in zones 2 or 3 as they currently are mostly free!
- There shouldn't even be a zone 2 or 3! Zone 1 is fine. Zone 2 and 3 are arbitrary zoning and specifically designed to do just two things.. 1. Penalise residents and their visitors 2. Discourage tourists
- Free parking would be preferred until there are MORE carparks available.
- it is unrealistic to expect minimum wage workers to afford this and unfair and unsafe at night to walk so far from our workplaces. it is unrealistic to expect employers to allow staff to leave work constantly to move cars/ put money in meters
- Why do I need to pay for parking in front of my house when there is no off street parking available.
- My neighbour has off street parking for three cars and still parks in the street.
- We choose to live in Ballarat to live a country lifestyle not be ripped off for parking like in Melbourne - residents shouldn't be penalized and pay more to live in this town - find a better solution
- Zones 2 & 3 should be free all day, not just for 2 hours
- Zone 3 should be free all day. It is a long way from the CBD. To charge in zone 3 is a revenue making affair only. Why not make some of the streets in zone 2 free parking say half of the area free & other parts you can only stay a certain amount of time
- The zones double the paid area that attract fees
- Classes run longer than just two hours so it is useless as cars will still have to be moved or get a fine.
- Ballarat shops are so spread out, if you want people to take their time walking through town you need to make it at least 4 hours.
- I work at BHS 5 days a week and feel i should not have to pay for parking

- I work at the Base Hospital and dont feel we should have to pay this far away from the Hospital.
- Most people dont have full time employment so a cost is unacceptable from our pay
- must be some free parking around hospital and eastwood centre. Both facilities frequented by ambulant, low SES people and parents with babies. There must be enough accessible free parking.
- Zone 3 is not part of the CBD, and it is a residential area. Parking in this area should be 24 hours free.
- Parking should be free in Zones 2 and 3 which are mostly residential and small businesses. Zone 2 often includes medical specialists near the hospital, which will disadvantage old people and families.
- I might as well just walk to work from home from that distance.
- Because it should be free parking around the cbd like geelong has which has increased visitors to their city
- Parking in these areas should be free for much longer. A lot of Zone 2 and 3 are residential areas. Imagine inviting guests over for the weekend and having them move their cars every two ours.
- Absolute joke.
- The proposal you have put together is nothing more that a revenue raising exercice. All your advertising is telling how bad the parking is in Ballarat. This is not true. I live and work in the city and never have a problem.
- This paid parking plan is unnecessary, completely over the top, and fails to consider the impact on residents in zones 2 and 3 (particularly visitors). Rather, council seems to be ignoring feedback and instead forging ahead as a money grab.
- Employees within the CBD will just use up all the free parks and move their cars every 2 hours.
- Leaving no parking for people doing their shopping or attending appointments.
- Who on earth has put this propossal together? I work in Peel Street and already have to walk a good 10 minutes to my car every day. I am also a single parent working three jobs I need to run to my car every day so I can get to my next job.
- Time zones in the CBD allow people to come and go freeing up parking for people utilising local businesses. Paid all day parking will make it harder for people to gain access to businesses, especially elderly people who will have to walk further
- Leave as is

- Zone 2 and 3 should be all day free parking. You now expect workers in Melbourne to not only pay the ridiculous train fee but also pay a ridiculous fee for parking. You should be ashamed of this money grab.
- Money Grab
- It should be a minimum of 3 hr free parking
- So people working only get 2 free hours? Why not build a council ran high rise parking building. Long term gains are huge.
- Not in favour, streets will and are deserted, not fair on workers
- Free parking everywhere you crooks
- I don't support the two-hour free parking because the whole day should be free parking!
- Because I already park far away from work now, and this new proposal is going to push people to where I park, and I will have to park further away, and as a female, it's not so safe to walk that far during winter/dark to get to my car
- this will be almost impossible to keep people to a 2 hour minimum. Then if the smart phone app comes into play.. I'll just have people staying outside my house for as long as they like/
- We need more parking for people whoever work in the city, not just two-hour free parking. Visitors are not going to park here and walk up to the CBD to shop.
- I dont support this change at all its a defacto rate rise as you arnt able to raise them this year, be smarter with your dollars and cents.
- Zone two and three should be free at all times
- Should be paid parking to further encourage public transport and alternative transport (cycling and walking). Also more revenue.
- It should be free if public transport options are nit in place
- Current issues now with people blocking our driveway parking on the newly installed edging around trees in Raglan St Sth 100 block. Other fairly members at home unable to park at residence
- There should be no parking fees for zone three
- This would affect hospital workers who need to park all day, so there would be nowhere that we can park all day for free.
- Free parking should be unlimited in these areas - particularly close to the train station. This is why people move to ballarat - because it is commutable to Melb. & reducing free packing for commuters is a very, very bad idea
- Parking in zone 1 and 2 should remain as it is. Free parking; no time restriction.

- I believe the zones are too far from city centre and there should be free parking all day in Zone 3 and part of Zone 2
- It should be free parking outside of the current paid parking lots.
- Simply unfair and unjustified. Look to build multi stack parks on vacant land in the CBD, eg failed businesses near the former Courier site or build another multi stack car park on the secondary vline car park near UFS.
- i need to park one block away from work already as it is only 2 hour parking where i work and i cannot go and move the car. I support FREE parking
- i work at hospitals and there should be more free parking
- People are struggling with finances; it should be free out side zone 1
- Parking in these areas will affect residence and people visting family and fiends. It dshould not be paid parking at all.
- Will encourage more people to park here leaving the residence with on street parking no where to park as there already is
- I work different shifts (8hours) as a Pathology Courier based at St John Of God Hospital. I was parking in webster st and you brought in restrictions, I now park in drummond st north of mill st, now you want to restrict that area.
- People who visit my house shouldn't have to be limited to two hours before they pay to visit me. Zone 2 and 3 are completely unnecessary and the council has already done a good enough job at killing the cbd to make new parking unnecessary
- Parking should be unlimited
- Where I currently park for work I don't have to pay anything. 2 hours free means I'm still paying for atleast 6 hours of parking.
- Because some of the areas that zone 2/3 cover should be free, full stop. Not only 2 hours free.
- These zone should include some free parking near the shops so that people shop in town rather than wendouree or delcombe. All the shops are closing down and empty retail everywhere. Why do you want to destroy retail in Ballarat?
- Why have limits on these areas far out of the CBD?
- I am a volunteer at the Art Gallery and for a3-4 hour shift a two hour limit for parking is insufficient
- This is part of your solution to parking congestion (cars in vs spaces) neither of these 2 factors are addressed.

- Why should I pay to park in areas that are not line marked or even paved? How can council justify charging for parking in Pleasant Street when there is no congestion problem?
- It's difficult as it is for clients to pay for a parking in the CBD you're just going to make things worse. By creating and spreading out zones most likely to create more revenue potential for yourselves.
- these zones should be free
- I support 2 hour free parking in Zone 2 to free up spaces for short term visits to doctors, friends, etc.
- I do not support any type of restrictions in Zone 3 as there is not any congestion in these outer areas at present. Change later if needed
- We have limited parking now. If a few people decided to take up 2 hour parking it will impact on other shoppers.
- because it should be free parking as per the current status
- Zone 2 and 3 should not be implemented. I am a resident on the fringe of zone 3 and now my street will be full of parked cars as no one will park in the 3 zones. You have moved the problem to more residents by this plan.
- Don't support the solution
- City workers would still clog up the street. They would still park here all day
- Should always be free.
- Zone 3 should be free
- Zone 2 will cost too much. If you only work part time/casual (eg. 3 x 7.5hr days) Hospital precinct does not allow time for medical apps which are usually longer than 1 hour- if frail or sick & aged this is difficult!!
- I am a resident. How does this affect me? If we have permits, am I assured of a park in front of my home?
- There needs to be some free all day parking for workers and so only having the option of two free hours is unfair for workers.
- Those zones should not have any meters at all!!!
- There is insufficient parking allowed for storekeepers and their staff in either Zones 1 or 2, and 2 hours in Zone 2 is often insufficient for shopping or for patronage at one of the many food outlets, particularly along Sturt St and Armstrong St North
- it is not a solution at all. Big deal 3 two hour free parking zones, can you imagine the congestion of traffic looking for the elusive car park? We need a better solution. This appears to be a revenue spinner.

- free all day - your introducing gov hub without sufficient parking, pushing parking out for those who wish to access inner city and you are simply revenue raising - manage what you already have, create better public transpo
- Should be free all day
- The new parking proposal will be too confusing for everyone to understand, both locals as well as for visitors to the city. For example in the Bakery Hill area there are 3 different zones that are very close together. Just a money grab from our council.
- We need more all day parks. Where are workers meant to park?
- Not enough time
- I support all day free parking in Zones 2 and 3. These are mostly residential areas. The so called "Smarter" parking plan should be realistically named the "Dumber" parking plan. Poor form council.
- Members of the Ballarat Bridge Club in Eyre St are involved in bridge activities for up to 4 hrs at a time on Tuesday, Wednesday and Thursday afternoons. Also other activities are on Tues morning and Fridays.
- We appreciate that Council needs to resolve the carparking issue in the CBD and its surrounds. The provision of potential all day carparking will limit the ability for cars to move on during the day and make more parking available in front of businesses
- They should be free! Paid parking will destroy the CBD!
- there ought be 2 hour parking in all areas
- Not enough all day free parking for workers
- Should be free
- There is not enough free parking.
- I think 30 min free parking is reasonable
- i think it is to high
- You are expecting workers to pay \$16 a day \$80 wk \$3840 a yr. Thats more than public transport in Melb. Ballarats public transport is unsafe and always late. It is not safe for workers to be walking in the dark for free parks.
- Don't support unless consideration is taken better towards residential properties. This impacts our home dramatically. We have provisions for only one car and will have 4 cars with our children.
- I support it in zone 2 but don't support it in zone 3 which should remain all day free parking
- Only support if residents have 2 permits per household for unlimited parking

- Cause it's a council money grab
- It should be free parking in those zones.
- Should be free parking all day. Not affordable to have paid parking in CBD. For workers than have to park in CBD to work.
- This is a blatant rip-off by the council, who do nothing for the people and charge accordingly.
- There needs to be more free parking in town and around town. To much parking is meter money and so hard these days when we don't carry coins
- For businesses to survive, customer rotation is needed. Unlimited parking let cafes employees park unlimited time. This restrict available customer spaces available. Increased parking fee restrict customers further. Free 1H parking with strict time restriction
- Because it will never be monitored
- Zone 3 and parts of Zone 2 are way too big and should be totally free.
- It should be free. The Council is just looking for revenue and punishing the residents. Also, in around the train station should be free - Council should not have given up control of the precinct
- Zone 3 is too big-should be abolished. Make zone 2 slightly bigger
- I live in Eyre Street and I want to be able to park out the front of my house if I want to.
- Pollution and congestion. Use of car in CBD should attract a tax.
- They should never be a zone 2&3, people shouldn't be charged for parking outside their homes or on the outskirts of the CBD for work
- I don't think there should be a time limit on the free parking
- Too far to walk/ buses too slow/residents housing (in time you will add permit parking to their rates as in inner city Melbourne that's a given
- My major concern is that the 2 hour free parking will not deter 'All Day' parking outside residential properties. This will have a significant negative impact on our general amenity in addition to the unwarranted hardship and inconvenience
- Because that council rates are already an enormous rip off now you want to rob us of more money
- it's a cash grab, more than 2 hours often required.
- I don't think that zone 3 should have to pay for any parking at all or have any time restrictions
- Should be free all day parking

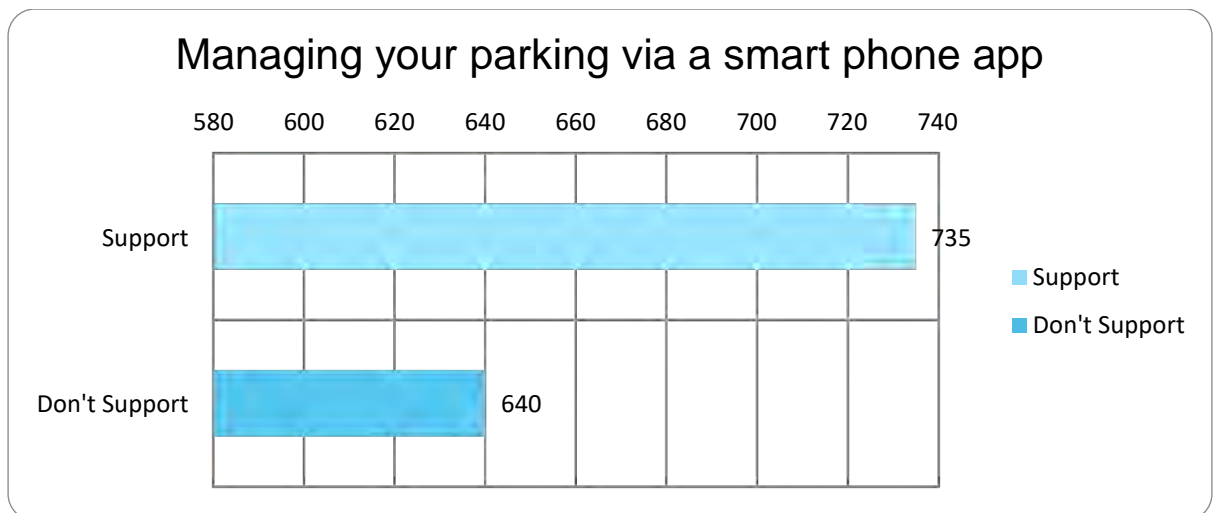
- Zones 2 & 3 is made up of house and we should not have to pay for parking in a residential area and it just looks like it's being done for the revenue and our rates are already high and should not collecting more money in these areas.
- Should not be charging for parking in zone 3. And the time frame is to short in zone 2
- For people living and working in these areas should have the full day free
- Just moving the parking problem out further if this is done and bus services not good enough to support not driving for work
- Per Day? and if people move their cars their 2 hours is done for the day?
- Having 2 hours free will not assist people working all day in the cbd
- Only support if pricing not altered - this is council trying to revenue raise rather than cut their costs since they can't raise rates
- Yellow is too board
- There should not be any charge for parking in zones 2 & 3, just time restrictions.
- To encourage best use of parking spaces 1 houe free in Zone 2. Zone 3 should not be timed but if necessary to do so 4 hours free.
- parking in these areas should be free of charge - just another money grab
- More information is required on permits - how many are provided for each household. Permits should be provided for rate payers and guest permits. This is consistent with Melbourne council permits.
- For people want8ng to access businesses located in zone 1 i cant see them walking this far. if you dont make access easy people will jus5 shop in places that do - eg. stockland wendouree & DTC
- The current free 2 hr parking in Mair, Raglan Nth, Errard Nth Sts. Shoukd remain the way they are with 2hr free parking to enable patients to visit nedical practioners. Doctors are dear enough without additional costs.
- I think the free parking should be for three hours to allow time to get to the main streets for local shopping or restaurants. Two hours is nor enough.
- Those that work have to park too far from workplace
- Not sure where you get two free parking in Zone 2 and 3 the first 10mins are free. 2 hours free are in pink Central Square and Big W and one other. Overall people can not afford huge fees for parking, people struggle to put food on their tables.
- There shouldn't be paid 2 & 3. Leave these as timed areas (2 hours/4 hours etc). This will ensure that there is turnover outside of the CBD. Maybe change 4 hour parks to 2 hour parks to ensure that users dont simply move their car once a day.



- I believe we need to pay for some parking but would prefer say 39 minutes free so quick jobs can be done without needing to pay but if you are hanging around for longer then it's fair to pay.
- Because there are THOUSANDS of workers that need to park their cars all day.... not just for 2 hours. You are stripping us of our rights. What city do you know of that is so greedy that they take parking away from workers?
- Because its taking away more free parks from workers.
- Disgraceful to charge 50cent an hour to park in these zones.
- Visitors will need to pay for parking. If you have more than 2 cars then we will need to pay for parking
- I don't support having all paid parking in zones 2 & 3 and the removal of all free timed parking. Removing timed parking will impact on users of services, while residents' visitors who stay longer
- than 2hrs will have to pay. Charges for zone 3 too much.
- it will kill the business in the CBD
- I do not agree with having to pay for parking in zone 2 and 3
- People who work within the city need somewhere to park, & to pay to park in streets that aren't effecting those visiting the city won't solve the issue. I know that I can't afford to pay to park & it will deter people from wanting to work in the area
- Parking should remain free within these zones
- Main Road Bakery hill should be classed as zone 1. We are a shopping & tourist precinct..city workers will park in Main road all day because its cheap parking and there will be no room for tourists and customers.
- This area should have some free all day parking available so workers can have a choice of parking and walking, 2 hours free is not enough
- I think parking in Zone 3 should be free all day, as that will be mainly residents and their visitors, and people parking to walk in to work in the CBD all day
- I dont support any paid parking in front of residential properties. So i don't support 2 hours free then paid parking. I want totally free parking in front of residential properties.
- I don't agree people should be paying for parking outside the CBD
- The whole parking change is going to ruin it for everyone. Not only workers but people who live in the city, visitors and tourists to the town and everyday people. You really should reconsider the choice to ruin this beautiful city. Otherwise I'll move.
- Nowhere for workers to park all day within reasonable walking distance, not fair! What does council have against workers of Ballarat??

- I think parking should be free but the zones are wrong. Do more with government to own parking for their buildings and improve public transport and introduce environmental workplace parking options
- Zone 3 should be free due to longish walk and esp in bad weather
- Don't want my visitors to pay in a residential zone and think residents should be allocated more than one resident permit and multiple for visitors.
- I live in a residential street in zone 3. Only offering 2-hours free parking is not enough especially when we have friends and family visiting and staying over. Also it's unfair if we have tradesmen as many houses don't have sufficient offstreet parking
- A Zone 3 is not needed
- I am a minimum wage earner that works in the city and a rate payer. Having to pay for all day parking is a grab for cash approach from council and totally unaffordable for a majority of workers
- I don't believe Zone 3 ought to have restricted parking.
- Its to Big of of a area
- parking for resients should be free in permit zones
- i'm concerned as a daily commuter to melbourne via train, any cost to parking adds to the already
- significant cost of commuting
- I like the current parking system
- Remove all Zones & paid parking
- Zone 2 fair enough. Zone 3 why even bother.
- Driving people out CBD
- Because parking out to remain free all day. Anything else is discriminating against less able to pay. Also sometimes the time required is unpredictable, such as at the hospital. People without smart phones will be vulnerable to fines.
- After 2 hours massive movement of drivers and vehicles wasting time by employees
- Leave things as they are
- I live in Little Clyde Stret and it is far too narrow to accommodate street parking. Also residents need this space. Vehicles cannot park on opposite sides of the road as no one can get past
- Because I pay enough for my rates. Why should I have to pay to park out the front of my property

- No because I don't support zones 2 and 3. And why should people be charged for parking because of where they live
- Out business is in zone 3 and parking inspectors never patrol our area which is currently 1 hour parking. I see drivers parking in front of my premises unchecked for way longer than the 2 hours blocking access to my business
- I feel zone 3 is to large ab would be a inconvenience to residential parking. Must be free parking permits for residents
- Don't want paid parking at all in zones 2 & 3. This is Ballarat not Melb CBD. Don't make our city unfriendly



### Why are you supportive of managing your parking via a smart phone app?

- I support, but am well aware my parents and in-laws don't have smart phones and you expect them to pay when they visit us in zone 3. Not on.
- It makes it easier to manage but many older people won't be able to.
- Easy
- Ease of payment
- Provides flexibility- but also need alternative solution for those without smartphones
- But must also have alternatives - ticket machines etc.
- Seems reasonable, but does everyone have one? No! Especially not all over 65s
- Must not be the only method - ticket machines etc should also remain
- A good initiative as long as it is not compulsory. Older residents still prefer cash
- Allows for payment flexibility.
- The EasyPark system in Finland highlights how effective this can be.
- Ease of use and convenience.
- Ease of use and convenient
- Rarely have \$ on me and it pisses me off no end to have to stop what I am doing to race back to my car. With something on my phone if I need more time I just sort it
- Makes sense
- This is a good way to modernize the system

- Presumably don't need to have cash on me in order to park
- Am supportive as I have used parking apps before - there are however many (elderly) people who still do not have a smart phone so it would not be useful for them and there need to be non-smart phone app alternatives
- Convenience but may not work for older generation
- Accessable
- Apps are the future. So long as tickets still exist
- As long as there are options for non tech-savvy people also. And the process for paying through an app is secure and can be linked to PayPal.
- Moves the city into the current technologixal age. But there needs to be another option, not everyone has a smart phone.
- I have 3 kids under 3, when I'm at an activity and parking is due to expire. Sometimes the kids would like to stay longer however I can't as getting 3 kids back to the meter and then back to the activity is simply to hard.
- Use of a smart phone app would be much more convenient than having to find change or go out to car to add money to meter
- Many people would use this
- Having easy access to top up your park (and know when it's running out) rather than getting a fine is a great improvement!
- Too confusing for the elderly
- Most people can use a smart phone. But there needs to be signage to indicate where the meters are for those who can't use smart phones
- simplifying payment
- Only in cbd
- Makes it more accessible
- Great idea - much more convenient
- makes life easier
- It is easier and at your disposal at any time
- As long as there are other options for people without phones should be OK
- This is the way to go...most other major cities already have this.
- I've used it before in Melbourne it's a great way of avoiding fines

- I don't always have change on me to feed into parking metres
- Much easier for drivers
- I would support a smart phone app ONLY if traditional coin payment was also available. I am young but I know a lot of elderly who would stop visiting these areas as they do not have access to a smart phone.
- Introducing technology to manage parking is great for events or activities that run over time
- Saves having to run back to the meter and put money in.
- Don't have to run outside to pay machine
- Convenience
- I agree if there are also other options. Not everyone prefers apps!
- Yes, but with adequate alternatives for people who do not have smart phones. DO NOT assume that everyone has one. Will you have Windows app as well as Android and Iphone compatible apps. I'm not buying a new phone so to be able to use a parking app.
- I am supportive of this as I would use it as long as it is secure. I am concerned however, for visitors and those in our community who do not have Smart Phones. Traditional parking meters need to remain I believe.
- It will be easy
- Sure for Gen X and below that's fine but you baby boomers need actual metres actually close to car parks or they won't be able to park without hassle
- Fantastic! I've used this type of app for parking in Richmond and it works brilliantly. Nowadays cash transactions are rare so having a lot of change avail for parking means lining up at a bank etc.
- I don't keep loose change or have time to fill meters, and am likely to be delayed for work out of town.
- Not a user but for caring services
- Another option for payment is good, even if I don't use it.
- Flexible
- it would work for me
- I will have to know how to use this. Now to remember my password to the app store
- Yes as long as the user isn't charged for the service eg 10% fee per transaction - we already pay rates that cover paying for parking meters etc

- give us the tools to make the process do-able and we will use them
- parking should be short term and could be paid by an app but not all day parking in residential streets, unless you give residential parking permits to protect residential areas. Otherwise councillors will be voted out.
- Possibility of extending parking without shifting car & extending payment on app
- Convenient
- This would be convenient, particularly if you don't have cash.
- Good system use same as warrnambool
- because its very difficult at times to predict how much meter time you need ie. dr appointments and the like and this way I wouldnt have to stress about the meter expiring
- this will make it easier for workers in the CBD
- this is the way everything will be managed however i dont think it will work with a large number of the general community initially
- Much easier way to monitor parking while out and about.
- Sounds easy
- Okay for those that have the app, but many folk (eg older age groups ) may not have or know how to use app.
- I can use the app to manage my parking whilst at work
- Most of us are getting used to using our phones/apps for a lot of things. I do worry about the elderly and those not so friendly with smart phones.
- Ability to be able to topup without having to return to the car, unlock, get a ticket etc.
- Diversity
- This should be done regardless
- Provides a more flexible option
- Convenience for some, though I can see access issues for elderly, non English visitors and tourists
- it is very difficult to manage parking in ballarat, not only are there limited spaces but always having coins available is so hard. as a mum with young children free parking when out is one less thing to worry about.
- Nobody has change to pay
- Having this option, provided it's fool proof should be easier and more convenient.

- No one has coins! Payment via an app is a great idea.
- only as 1 option is not a one size fits all , visitors for example may find this frustrating and difficult
- In conjunction with other options
- Support parking app but need alternative options for people without smart phone - boundaries of Zone 3 - especially all the way to MacArthur Street is outright greedy - Zone 3 should not extend beyond Webster Street
- So long as it's easy to use. In a previous town we lived there was an app that could be used but it often froze. The idea is good but it must be implemented well.
- Convenience
- Convenience is always good.
- I foresee problems with this for my age group, although I'd be worried for older people that might find this difficult.
- If this is to help notify when time is up and available parking yes.
- easier for consumers
- using an app makes it easier to add time to a park remotely, but you will want to make sure you don't end up congested with
- I'm happy to support, but I know many older people don't have a smart phone. What can they do?
- Without walking or driving blocks for a meter. I can't imagine you'll have many in residential areas.
- Easy for those who are able
- It is a convenient and easy way to manage your parking if you choose to stay longer than intended in a car space.
- Ease of use
- Could be easier than using cash
- This will cut down on confusion but should be implemented in existing parking zones.
- for areas that are currently paid parking areas, i think this is a good idea
- it adds another payment option...flexibility. But, will out of town visitors know about or want to use it?
- More flexible



- I like the idea of using an app and I have done so at other work locations - I will add though that there was a daily cap on how much you had to pay.
- Convenient and practical but only for those who are familiar with this. Older people may not be!
- it's smart to use technology particularly with Ballarat's weather and all available parking being unworkably far from many people's workplaces
- I don't carry coins, so an app. is a good idea.
- a choice of parking payment measures should be available. Apps don't suit everybody
- it resolves many issues including the cost of maintaining outdated meters
- Other options will remain available so a good addition
- Paying for parking will be simplified and eliminate the issue of not having coins available to pay for parking. I would only support this method if it did not incur further charges over the parking charge.
- I'd rather not have to pay for parking at all. But if BCC insists then payment by phone is better than payment by walking 4 blocks to the meter. App is fine for regulars. I'd hate to be a visitor though.
- Ease
- If I have to pay to park I support this.
- It makes sense to give parkers more options to pay and this would be quite simple however I do not support expanding the current paid parking areas as this will have an impact on both employees and business' operating in the city.
- I don't often have cash let alone coins so the ability to be able to book and pay for parking using my phone is great. Also don't get exposed to the Ballarat weather so much!
- Much easier and much user friendly for a lot of Ballarat's population- definitely moving forward.
- handy
- I won't use it, but the more options the better for those who will.
- As long as there are options for those who don't have a smart phone and the elderly
- Easier
- Eliminates the need to worry about feeding meters altogether.
- It would be easier
- I think it will be inevitable.

- happy to use technology for parking fees
- Move with the times. Nobody has cash
- Just another great way to make sure no one misses out on paying for parking to ensure the City of Ballart makes maximum revenue...
- Managing parking via an APP is a great idea
- it is a lot easier
- If this does get through, makes more sense than expecting people to carry cash. Should offer both for those that may not be tech savvy.
- As long as there are other options for people without phones should be OK
- Easy
- I support this as an extra OPTION but for some people they may not be comfortable with this or may not have access to a smart phone.
- If we do have to pay you should be able to monitor it from a distance as most of the time could be at uni for a whole day
- Makes it easy to top up or control parking time
- More convenient, simple to use
- More convenient
- Accessible
- Smart phone is easily accessible and convenient
- Convenience
- Knowing when the times up could be convenient.
- Convenient
- Good, smart idea! Means you'll know when you have to move your car
- Easy, quick
- I think that it needs to have multiple options including smart phone but not smart phone alone
- With proviso that there is easy alternative option for people without phone who are usually aged or financially disadvantaged
- Ease of pay and use, however can see issues with equity - you will need an expensive smart phone to park

- Don't have to brave the weather
- Apps would be easier to top up parking instead of going to a meter within uni hours
- It's an easy way to handle your parking and remind you
- This seems like a minimum feature for 2018
- Don't. Carry cash
- I support this as at the minute I have to spend my work breaks moving my car & keeping an eye on when it was parked there. Often I cannot get out to leave work so if we can manage this via an app, it would be a lot easier.
- good time management
- I want the ease and flexibility
- easier
- Much quicker when rushing into work, rather than having to find a parking meter and putting a ticket back into your car.
- Seems like a cool idwa
- Easy and quick to do. However, for older people this may be hard and therefore, transitioning should be done well.
- Do not support parking meters in residential streets
- Easy to use, although what happens if this crashes?
- Ease of use. Having parking meters in heritage residential streets would be a big mistake.
- Easy and quick
- Having to carry coins around is crazy
- I don't carry a lot of cash anymore.
- This is a great idea
- Options
- If I have to pay to park where I work then the Council should make it easier for us to be extorted
- This might make it easier to manage parking.
- easier for me, but others who don't have phones, elderly and those not good with computers may find this a deterrent

- Yes, it's a good idea, but using the example of Warrnambool's continuing issues...i wouldnt do it
- makes it easier , cash isnt always as assessible sometimes
- I think this is a great idea. It's not going to be for everyone (not everyone has a smart phone) but for those who do, it will be a great way to manage paid parking.
- It is the way of the future. If you have to park your vehicle further away because of the costs and your time runs over then it is the best option. Older people though, who will be the most affected, will not use this option.
- easy.
- Easy to use and convenient, particularly as the need for change is minimised
- As long as there is adequate pay stations for people unable to use an app
- This will make it easier for car parking in Ballarat in general.
- its a good idea, but the elderly and people from out of town will struggle. how can people pay in company vehicles????
- I never have cash
- Its flexible option if you are parked in a metered area rather than running out to feed meters.
- Accessible
- I support the concept but am wary of whether it would be reliable and work properly.
- Enables employees to park and manage fees without having to physically move their car.
- convenience
- It means not having to walk back to the car to extend the time, which means not interrupting an activity.
- Easy to use
- Tenatively, This will disadvantage elderly who do not use such technology and parking may end up clumped around parking meters
- So much better then running back and forth feeding the meter
- Avoids the need to have cash/coins on hand; convenience.
- Easier to top up if need by, however, if this is the only option, it might be hard for those that do not have a smart phone.
- Works well for many but need to have non technology based option also for elderly and those who struggle with technology eg those with an acquired brain injury

- I think it's a good idea to be able to move between areas within the cbd and not have to pay every time you move your car. I do not however think anyone should have to pay to park around the hospital precinct.
- I think that having this option will be helpful for users, however if you are a consistent user i.e. someone using the system 5 days a week, the personal costs associated with this new parking plan
- FAR outweigh any good side to this plan.
- Have used this system elsewhere. Would be beneficial to consolidate all the different meters with one way of paying (whether that be by cash or app). We still need well located and accessible standardised meters for people who don't use smartphones.
- Sometimes you don't have change although I still prefer to use change when I can so it doesn't go on the credit card
- useful for zone 1 parking
- ease of use, dont carry cash on me
- Happy to pay for parking in CENTRE of town and manage it from an app (BUT NOT at at QE site, its NOT CBD)
- I would be happy to manage the smart phone app for ease. If the parking was centered on the a smaller cbd area.
- easier
- makes paying easy. tho not good for the el
- Makes it easier
- everyone has smart phone so makes it easier
- This would be convenient for ballarat residence- however not for visitors, who would need to down load the app- also difficult for the older generation and people with no smart phone . should have meters as well for those not wanting to down load the app
- Meters are always out across ballarat technology like smart phone is less likely to fail
- Because the proposed pay stations are very far apart
- i have have been booked because your meters are not working, maybe this way i will not get booked because of a issue your end
- Not all people have a smart phone
- I'd prefer to use this feature
- Time saving

- I never have coins and I also hope that this means if we think we will be one hour but end up being 2 we can top up without going to the meter
- if you can allow for longer appointments ( maybe to a limit of double the appointment time
- Well its convenient if this goes ahead but ultimately i disagree with the whole parking plan right now.
- Quick and easy
- As long as you can still do it manually
- I do. But Im not sure if everyone will be able to use the app on their phone?
- Many people have access to smart phones, HOWEVER there are a large number of people, particularly the elderly who do not have access to this. There doesn't seem to be many other options for
- I don't always carry cash for parking meters
- Convenience
- Easy and hassle free
- This is great if you have a smartphone which I do but think of people who don't.
- Useful. Only concern would be for people who don't have access to phones , so ensuring there are other options is important
- Although I do support this - I fear the older demographic who are not as good with smart phones will struggle. I think both a mobile option as well as a manual coin or card paid option should still be available.
- No use to those without a smart phone, but good for those who do have.
- It will mean I don't have to leave my office, especially in the rain
- Easier than finding a machine
- I don't carry sufficient small change
- More convenient
- Moving with the times
- Only if it is an option, it shouldn't be the only way to pay
- Seems sensible.
- If running late and can't get back to put money in meter in time

- Handy option
- Convenient
- Its about time Ballarat got out of the dark ages and started using smart parking apps.
- Will make it easier to pay for parking.
- Hard to do otherwise.
- Easier accounting method for me
- Means not needing to have wallet. Convenient.
- Saves having to come back to the vehicle to top up meters
- I have used this in Melbourne and it is great when you dont have coins
- convenience. Who carries coins anymore.
- Technology will make life much easier than finding a park that support card payment in the cashless society we currently live.
- Sensible approach to any paid parking
- easy access
- This is okay as long as there are other options. Being forced to download and use an App is not acceptable. I'm surprised we don't have an app already
- This is progressive and a good way of monitoring parking trends. It will be easy for the tech savvy but not so for those who aren't.
- I do and don't support smart phone app. As a smart phone user it would be handy, however for those who don't have a smart phone or don't use apps, this makes it very limited or one dimensional
- Moving with the times
- Today's technology should be utilised
- Only support this if it allows all day free parking
- May make it easier than having to deal with ticket machines in the frequently nasty weather.
- Only benefit is continuing into a cashless society.
- Will make paying and tracking your parking meter time so much easier and more convenient
- Easy access for where ever you are

- As long as there are other ways of managing parking for visitors to Ballarat
- Easy. I don't normally have coins.
- It is fine for me but i do worry about elderly members of the community that may not be so tech savy. I think older members of the community can be stressed and concerned about managing technology and i would not like to see them disadvantaged.
- This is something I can do - however other options need to be available for those who cant
- We don't live in the stone age and most people don't carry cash
- Easy to use
- I do everything else on it
- It's helpful particularly if you can manage your parking fares remotely
- Easy for those who use smart phones
- Simple, allows for extra time where required.
- So that you don't have to keep rushing back out every hour to put money in the meter. Especially if your trying to visit someone at the hospital.
- Easier, keeps up with the rest of the tech world of paying. But don't make it automatically pay for you when time is up. And keep cash payment.
- It will allow those of us who work to not have to take unpaid breaks to move cars/put more time on meters. But I don't think you should get rid of older pay-meters, not everyone has access to mobile devices
- Keeps you from getting fines when you're working and cannot leave to move your car
- Makes it easier ie not leaving hospital but can't afford to pay for parking on sickness benefit
- dont generally care
- Need a mix of smart phone and tickets for those with out smart phones
- It's an option, however hospital staff may not have access to their phones to top up in time
- I'm all for embracing technology and making things easier. Also cash is not always easily available when parking these days.
- As long as there are options for elderly to pay near parks especially disabled
- Handy.
- It is a good idea given the motorists more flexibility by not having to run back to cars to op up meters



- Sometimes you get caught at an appointment, etc that goes longer than intended and it is too difficult to leave to top up the parking meter. This allows you to do that without leaving your line in the que
- Easier
- I find apps easier to use than coins, as I often don't carry cash.
- An easier and more efficient method of pay per use
- Because it's easy.
- At least it would be easier to avoid a fine from you.
- Convenience to users in particular where they are away from the meters
- more convenient than credit card and coins
- Should make it easier to not get fined
- Easy
- Would be easy for younger people but could be harder for older people who do not use technology
- We use our smartphones successfully for just about everything else in life. To me it's a no brainer and also more convenient to have this function.
- good idea
- I often do not have change
- Do not carry cash with me
- makes parking much easier for ACU students
- For parking in the inner CBD this makes life a lot easier to top up
- This will make paying for parking easier
- Easy
- As most people use their phone consistently, managing parking on an app from any place may be useful if the intended plan goes ahead.
- It's so much easier with technology to pay and do everything via our phone but it would be great to keep the coin meters for those who still wish to use it.
- Ease
- app is fine as long as there are other options for people without smart phones.

- Flexibility. Need to cater for those who don't have smart phones or the ability to use them (this is very important).
- It would be more convenient for it to be managed online on a smart phone
- sounds like a good idea but it should be implemented if it changes the current cost of parking or comes with a decreased time parking limit.
- Easy as no cash/ coins and pay what you pay for
- I would be easier to manage parking
- As long as it works - that's a smart and efficient way to manage parking.
- It will make managing parking more convenient and will reduce the amount of time it will take for someone to pay for parking. However, will only work for people with a smart phone!
- moving into the digital space. economic and reduces lost work time for staff away from offices moving cars.
- Simple and easy rather than having to go to the meter between classes
- Don't have to leave uni
- Free all day parking required
- people can manage their own parking
- So I can track my limited hours
- Often I won't have coins for the parking meter, enables me to pay for it without needing cash in hand.
- will make it more convenient
- I have been caught out countless times with the wrong change or machines not working or just having no coins in general, Ballarat needs to get on board with technology and take advantage of the uses of paying via an app
- Easy
- Convenient
- Convenient
- Convenient for those with smart phones but there needs to be alternate options for all
- It would be more convenient
- Sometimes no change
- sounds convenient rather than having to return to your car to add more time

- If you need to top up a meter with out leaving work or an appointment you could
- Easy to access
- If we have to pay, this would make it less stressful as a transition.
- Handy to be able to top up on the phone if you are unable to get to the meter, students are sometimes stuck in classes back to back for hours at a time.
- Although in disbelief of paying for parking especially in zone 2 and 3, the app is a more manageable way rather than going out to the car every few hours
- I personally have used this system at home in Warrnambool and it is far easier for us youngens, however it's very common for older people to be confused and frustrated by the system.
- There should be no more zones changed to paid parking. But the ones that are being paid for at the moment would be good to use a phone app to top up.
- easy
- Its convenient however there should be multiple options as not everyone can use a smart phone
- easier and quicker
- allowing extra parking \$s in the meter remotely will assist this this is what the smart phone is about, also knowing where parking options are via google map or similar is essential
- It means less need to have access to coins or credit card at time of parking. Makes CBD parking more manageable.
- Use of new technology is great however this is being used to support the reason to increase the daily costs of what is really an essential service (for most anyway). Low public transport coverage create the need to drive into town.
- A smart phone app to manage parking is very convenient.
- It would be good for workers & shoppers who need to extend their parking time without going back to their cars.
- Yes good to move with the times
- If it came to payed parking, this could ensure you don't get a ticket or have to leave class/campus/work
- I think increasing ease of this new systems is important-even though I think this is a financially based system, not one that actually targets planning. Increasing ease of public transport & availability would be a first step one would've thought.
- It's the way of the future, but how does Council monitor our app???
- Good start, but still need to maintain cash option.

- sounds simple, provided it works and any glitches give the customer the benifite of the doubt
- Don't need to fuss about with change. I got a fine recently because I didn't have change.
- It's better than having to run out of a drs appointment to fill up the meter
- Easier to extend parking time s
- Ballarat is very behind the times; technology offers more payment options and flexibility.
- If we have to pay we need an efficient method of doing so because parking meters break all the time.
- To keep an eye on the time
- I guess that will be easier to keep track of time
- Allows topup from afar, but is not necessarily available to all.
- way of the future
- Need a modern solution that is user friendly
- Ease of use
- Easy if you have to pay
- Sounds easier
- So much easier, especially for people with small children, increases the time spent in town
- Convenience
- nobody has coins anymore, and we need other options, but for older people we still need coins as option
- This provides convenience in being able to manage parking time frames without visiting the car park
- Very useful for many people who carry little to no cash (an increasing portion of people) and workers so they don't have to walk a significant way from their work, during work hours, to pay for parking. Also have on site option for non-smartphone users
- good use of technology which is widely used across the community
- In areas that currently require paid parking yes I would support this implementation.
- Helpful but still don't agree with paying for parking at uni.
- It's a great way to do it as long as the app works perfectly. Could be very frustrating if you are in a hurry and the app is having issues.

- I do not like running back to the meter to put more money in. I enjoy using apps and think this is a great idea.
- often I don't have coins for meters and have used smart phone meters elsewhere and been happy.
- New technology needs to be embraced and provides the option to move during the paid parking period. This should be optional though
- Ease of use. Use our in Melbourne and it works well. Cheaper as you pay for what you use. No scrambling for change
- As many choices as possible should be given to customers to avoid fines and promote longer visits to CBD businesses.
- Extremely convenient
- This is a great idea. Really convenient!
- Good technology
- Being able to pay for parking remotely instead of having to travel back to the meter from where you are would save a lot of precious time - especially with those parking around the hospital as they might be there to support their dying relatives
- never have the cash and there is often a reason for overstaying so can top up
- Convenience, however we need to consider a generation that struggle with mobile phones and technology therefore another option is required
- Because it makes life easier and the ticket machines are a massive inconvenience. Parking metres were much better than tickets. Tickets are nothing more than a money grab. Also, a smartphone app will let us park wherever, not be limited to one spot.
- It is more convenient
- Both options need to be available
- If paid parking has to go ahead managing it via a smart phone is more convenient
- yes we don't all, always have coins with us.
- This is a solution to my aforementioned issue
- Makes sense in this modern world
- As long as it doesn't eliminate existing options, adding a smartphone app can allow people to extend their parking without actually returning to their car (eg if at work) or check how long they have left
- Convenient

- Don't always have enough change to pay for adequate parking.
- Ease of use
- Easy
- easy and convenient
- Easy and accessible
- It is 2018!
- No need to carry coins as we are moving towards a cashless society.
- Convenient
- Ease of use
- Keep the current system
- Quicker and easier, although I hope there will be alternatives for days when I don't have my phone with me.
- There is nothing worse than wanting to park & having no way to pay or having paid for a certain time being held up in a queue or something over that time & unable to leave to top up the meter, eg optometrist appointment running late.
- More flexibility, future-proofing. As long as there are alternatives for elderly and people who are not tech-savvy
- Ok I guess
- Easier than looking for a parking meter
- Paid parking should only be in those parts of Ballarat in which it already exists. I would gladly use a phone app to pay for parking if the parking options stayed the same as they are right now. Do not support zone 2 or 3 at all.
- This is a sensible option to current parking meters in the CBD the same as Melbourne.
- Much easier to manage and top up etc.
- Make sense in todays world
- Convenient way to manage parking
- Makes it easier when you have no change.
- Yes as nearly everyone has a smart phone
- Would be preferable to walking long distances, but hard for no tech savvy people to access

- It will be handy to have a reminder of when cars will have to be moved as it is difficult to concentrate in class and also keep track of time for parking
- keeping up with technology
- Again due to me coming and going from my clinic each day
- It's the way of the future. My parents wouldn't like it though.
- Fine for me but older population would not be able to use
- It makes life easier!
- Much easier for the majority of the population who don't carry cash for parking metres.
- This provides flexibility for users of parking.
- convenience
- It can save my time
- To make it easy don't have a street turned into a car park
- More easily accessible hardware and software integration is always a good thing as long as non techie people are brought along also and have options
- Melbourne CBD has Paystay and it works great. Why not just implement that for Ballarat?
- Easy to manage and find.
- I do not support the plan at all and will not vote for any councilor who supports the plan ever again.
- But if it is implemented, it needs to be as user friendly as possible.
- I support the smart phone use as people these days don't always have change on them to pay for parking and by having the smart phone option it would make it easier.
- Shouldn't be the only option but allows for cashless transactions and top ups (without return to car) if you find you have to stay longer than intended
- The council should be making the best use of technology for the convenience of residents.
- Convenience
- Technology can make stress of finding right coins easier
- technology advances make this more possible
- This should be standard and definitely needs to happen.

- Provides ease of access and worry free top ups
- It is a pain when you are so far from a meter to try a dash back to top up.
- Easy and quick
- More flexible, modern payment system. Don't need to carry coins
- It will stop nurses from having to leave the ward to move their car
- Easy to use?
- Current technology a good idea
- Convenience, not needing cash/change.
- Easier for workers who choose to take up a zone parking all day
- This could make things easier for some people, but not all. It would be seen as disadvantaging some people who do not have access to this technology.
- Easily accessible and quicker to do an keep track of
- Cause it makes sense. Move with the times.
- As long as there is also an alternative option for older residents
- Smart phones are widely held but there will need to be an alternative for people without smart phones
- I wouldn't use it - don't have a smart phone - but many would - seems like a good idea
- save fines for minor overstays
- Need to be flexible.
- Seems less disruptive to my movement/tasks in the city. ie. no need to return to meter. And hopefully it will alert me to my time running out. Though it would be tragic if this negatively affects visitors to Ballarat.
- Good but you need a fallback for ppl without smart phones
- Ticket machines can be a long distance from available parking at times. For some people, time is at a premium so phone apps are easy access to pay.
- convinience
- I support this as most young people have the technical no how however older citizens may find the app difficult. The app needs to be simple to use.
- Easier



- Use in Melbourne all the time easy and more accurate therefore fairer and more affordable
- As most people now use there cards to shop. A lot of people do not carry small change. This will help with any problems that arise from damaged meters.
- a convenient option
- Only in the current parking area with meters. 10% of residents are affected by cars parked out the front all day.... with this solution 80% of residents will have cars parked out the front & they all will be furious.
- App is fine as long as those who don't use are accounted for
- Pay for actual time. Top up if needed. No need for coins/cards
- long term parkers can stay at work or at their meeting and refresh their meter. less hassle
- When will it be ready
- Easy & convenient
- makes sense in this day and age
- Easy
- Ease of use
- Only if these cannot be hacked, privacy is a must!
- As long as it remains one of the options only, and not the sole option. There are still many people, old and not so old, who do not or will not use their phones for financial services
- If need be as it is better than getting a fine
- Easier to monitor
- Easier to check and pay
- Although this may discriminate against elderly and poorer residents who might not have access to a Smartphone.
- Convenient for people who dont have small change on them
- It is a convenient system
- It does make it convenient, how ever with an aging population we do need pay stations so people who dont use their phone can still pay, and these pay stations need to work like the app so it doesn't matter which pay station you go to, to make payments
- It's the way of the world
- Utilising technology to make people's time in the CBD more efficient is supported.

- Convenience
- Great idea to use technology
- It's 2018...
- No one carries cash these days, there has to be an alternative.
- easier
- way easier for me
- Already use a similar app in Melbourne and it works very well
- Saves going back to vehicle to top up
- I have experienced this in Europe . It works well and is very convient
- MODERN TECHNOLOGY RULES IN TODAYS BIG WIDE WORLD
- Modern technology is the way to go.
- It would be handy esprcially if you had no change.
- I use "paystay" in Melbourne all the time and it works well.
- Convenience
- The technology is availble and will make things much simpler to manage.
- Don't support parking meters in local residential heritage streetscapes. Would be a visual eyesore and clutter so anything that reduces clutter and costs to service parking meters would be good.
- Only if parking was around \$2 a day not \$8-16
- Pay stations are placed away from homes and respect heritage.
- Easier and simpler, also safer than leaving coins in a parket car
- Easier than trying to find meter cash or risk of card fraud in a meter.
- Only supportive i
- Easy to manage. Coins not always available
- Sensible approach
- Very convenient. Parking while watching a matinee at the Regent is always a challenge

- Convenience for those who have a smart phone but many older residents do not own a phone at all
- Melbourne proves it works
- Will make it easier for both us and the council
- This would be more user friendly
- I can use one.
- Easy access and efficient.
- Only provided I can get a receipt and not like the ones in Melbourne
- Easier rather than walking to find a parking meter. Still need to cater for elderly/technologically disadvantaged users.
- Handy if I don't have coins on me.
- Ease of use
- Easy to use, great that you can top up easily, don't need cash. Best part of the proposal!!
- Handy via app
- We now live in an age of social media and apps - it's just life moving on.
- encourage more spend in the cbd. Currently, you have to leave the cafe or shop you're in & rush back to vehicle to top up or move.
- Convenience
- Convenient and seamless if it does not attract a 'top up surcharge' in the futur
- Only areas where people are not assessing shops etc- purpose built carparking
- Don't have to go all the way back to car to top up.
- the general public needs to be able to have the choice of means to manage their parking
- It's easy
- It will make
- A smart phone app is easily access and maintained. Pay stations are not conveniently located is some instances.
- I support it because I have a smart phone but what about people who don't have one?
- Saves having change but needs to be options for older people and those without smartphones

- Don't think this really requires an answer, the benefits are obvious
- Will assist with avoiding fines
- Only if other options also available for those without a smart phone
- in saying this not all are able to use apps or have smart phones
- Convenience, provided allowances and signage are there to help people from out of town to easily finance their parking.
- will make it easier
- are parking meters not intended to discourage long term use so others get a chance ?
- These questions are very limiting. An APP is easy to use. What technology is being implemented to ensure open protocols are used and data is available for planning purposes. Paystay does not share data well - how does council ensure this.
- Don't need to carry change
- I only support this if there is also parking metres for those who do not feel comfortable using phones - eg elderly
- Ease of use will reduce fines
- Conditionally support, as long as it works reliably and doesn't have a lengthy registration process - parking should not need to know full name, address, date of birth and many other irrelevant time consuming details.
- for the ease of visitors
- Easy to access, however what about elderly residents of Ballarat
- Makes it a lot easier
- It would be handy if you get stuck in an appointment and can't get out to top up.
- So you don't need to run out to fill up meter
- Easier than going back to the bar
- As many options as possible is helpful, especially for those without credit cards and will not have up to \$20 of coins with them under this new plan.
- Easier in cold weather to pay. Easier to top up if necessary. Easier to check time etc.
- If that's what is needed for city parking in zone 1 and that is easier for people then that's fine

- Mainly for the times when you get stuck in an appointment which takes longer than you thought it would
- managing parking by an app is moving with technology and we already use it for many things. However, I have elderly family and friends that don't have smart phones and they would have to walk a big distance to a pay station and some of them couldn't.
- People don't carry change these days. Moving towards technology is a smarter option however you also need credit card options for the older generation.
- Need both as not everyone can use a smartphone
- Oh for what you use and can move around.
- Convenience-no coins needed
- Pay remotely continue shopping
- It's easier
- Modern approach
- Ease of use
- As everyone carries less cash around these days it would be great to pay electronically. Also it will be brilliant to not have to rush back to the meter & being able to check online how long you have left in your parking.
- If the app is designed well it will be a convenient tool
- Never have enough change
- A good idea but would need to have good options for visitors not used to the system
- I hate having to buy tickets and then having to take them back to the car
- I use an app in other cities and it works really well
- convenient
- Provides accessibility, ie: you don't have to visit the meter to top up
- Need to have the option to pay normally or use the app. A lot of community not comfortable using apps on phones
- Most people use apps these days
- Whilst I wouldn't use it as I am not tech savvy enough, I'm sure many would appreciate it.
- This needs to not be the only option though as older people may find this hard

- Not knowing how long an appointment will take , cant get out to add to meter. Where there is limit on a meter, it enables you to extend time.
- Convenience, provided allowances and signable help people from out of town to easily finance their parking
- And I know a lot of people are whole heartedly against this ridiculous proposal
- Only if it is one of several options
- For the 95% with a smart phone it will simplify payment
- Fact of life now – technology is a fact of life

### **Why don't you support managing your parking via a smart phone app?**

- I support smart phone app, but am well aware my parents and in-laws don't have smart phones and you expect them to pay when they visit us. Not on.
- I will use it but there are many older people who wont be able to.
- Doesn't cater to everyone
- Many elder and middle age people do not have smart phones
- Elderly and a few other demographics will struggle
- Not everyone has a smart phone and can use an app. Also not enough pay stations and people would have to walk too far to use them
- Not all people have smart phones. I like to use cash
- Not everyone has a smartphone
- Dont assume everyone has a smartphone. What are older people going to do? My parents have a mobile but it's not a smart phone, therefore what do they do if they cant access the app?????
- I suspect this system will be abused.
- Rubbish idea
- Favours those who have the app, not older people who may not be as technology wise.
- Discrimination! Older people like my parents those without smart phones disadvantaged
- Not everybody has a smart phone

- Not all drivers have access to smart phones.
- Not supporting app because I don't support this plan at all
- Not everyone has this capability
- Don't support this because I don't support this me plan
- Lots of ppl don't have smartphone. I would not use mine for this. I already have to many on my phone
- Unfair to elderly who can't use app
- Fine for younger people. Not an option for older people or those who cannot park near machines.
- Not everyone has a SmartPhone. Assuming that everyone does is discriminating to people who don't either because of age, affordability or choice.
- what about people who do not have smart phones? older people etc.
- I can use apps but I feel that would be a problem for many in our community
- What happens to pensioners who do not have smart phone apps and feel as they have to use them
- Not all people have access to this technology
- parking should be free in all areas except central CBD
- What happens to people that don't have a smart phone
- Not everyone has a smart phone
- Not tech savvy
- not everyone has a smart phone. nor data to support the app. the older people will find it terrorify
- not everyone is tech savue especially older people
- You are killing the cbd of this town. We have a rubbish public transport system if you want any shops in the cbd to survive you need to stop ripping off shoppers with parking fees
- Not everyone has a smartphone, plus the cost of installation and maintenance of the technology.
- Ballarat has a large population of elderly people who do not use mobiles a lot and not with these apps on them. I am not old and i do not and will not have apps such as this on my phone!
- It will disadvantage non app users and international visitors

- may eventuate in pay meter removal eventually and many have difficulty managing phone apps for this- free or permits for health wrks not apps
- It's not an option that everybody has to manage apps on mobile phones. It should only be considered if there is a cash alternative that works in sync with to support those who don't have a phone or don't want to use an app
- Dont use apps
- Many people do no carry a smartphone particularly older residents.
- No consideration of the many elderly in Ballarat. What if technology fails (as happens regularly)?
- Keep the free parking as it is
- I don't own a smart phone
- I may not have my phone on me. I may not have sufficient funds.
- Not fair on old people
- WE DONT WANT PEOPLE PARKING ALL DAY IN FRONT OF OUR SHOP
- 1 of us does not have a smart phone the other party would not like to use the phone this way
- No good for older moterists
- because i dont want to use it
- Not everyone has access to this technology
- It will encourage overstays
- Lack of information about what is involved via This app. What information is being collected? How will it be secured? What about people who don't have a smart phone? Will the council provide free wifi for those without data?
- Not everyone has a smartphone
- Shouldn't be needed
- Why spend the money when you have just installed ticket machines
- We are to old.
- Actually this is of no concern to me. There is no option to say that on your questionnaire.
- I dont need to use my mobile data to fill your parking policy



- I hate mobile phones and not sure every person has a smart phone
- Many of my relatives do not have a smart phone or are competent enough to use an app to pay for parking.
- It inhibits the older generation
- limiting for the elderly
- Elderly will struggle to use apps ,as well as most people walking around in the CBD spend too much time looking at their phones and not paying attention to traffic and other pedestrians .
- Smart phone apps have bugs, faults etc
- All parking should be free in Zone 2 and 3. The Council is simple revenue raising and it's unacceptable. Ballarat is a regional town not a city. Not all people are able to use a mobile phone/internet (elderly people and people with a disability).
- I wouldn't need it and don't use a smart phone and not everyone does.
- because this will allow council to sort people by having shorter times for payment, which people will keep topping up.and if you don't have a mobile phone you're out of the system.
- Because there will be no free parking zones within walking distance from where I work. I will be forced to pay for parking full day each day
- several people especially the aged dont have smart phone - my mother included. you are expecting foreign tourists to have the app? really?
- Many older people have problems with parking meters let alone phone apps
- I don't trust the security
- i dont have a smart phone ... and i cant find a map of existing parking meters ...?
- Stupid idea and obviously no one has thought of the impact on people/companies/workers that it will have, people in charge of this project obviously don't have any brains or thought it through.
- As per previous response
- I don't know what you are asking.
- There would need to be both options....for Zone 1
- Not everyone is familiar with the use of apps particularly the elderly
- Not everyone has a smart phone. Or could manage this app
- disadvantages elderly and clients with disabilities..this is our clientel

- Parking should be free if you want to encourage business
- too many apps to manage now
- How do you intend to deal with people who do not have a smart phone?
- Because my husband does not have a smart phone and does not use one.
- Don't have a smart phone
- I do not have such a device
- Dont have access to the facility
- Not everyone has access to smartphone.
- potential privacy and tracking issues. who can access the data? what are the safeguards?
- don't have a smart phone
- Not everyone has a smart phone.
- Not everyone has a smart phone
- This is a scheme of CoB to pick most of the money from people, it is not people friendly at all
- People will park in the same spot all day.
- Dont use apps
- Not inclusive
- Not everone has a smart phone
- Shame on you Ballarat city council it a big scam. Money grab to fix your own budget
- You are assuming everyone has a smart phone and knows how to use them which is not the case.
- What happens to those people who do not have or do not understand this technology? This is typical of this councils attitude the money grab is what is important.
- build more multi story car parks
- not all people have mobile phones.....eg the elderly
- As a trader this will mean that people can top up their parking and leave their car all day. We rely on our customers being able to park and bring their framing into the store and being able to pick it up.
- If they can't get a park they will go elsewhere.

- Not all have access to this technology
- downloading apps is tricky
- What about people who don't have smartphones, such as elderly etc.
- I should be able to park and have my family and friends visit me and park for free too - We shouldn't be penalised - businesses in the CBD should provide car parking - St Johns can build high rise parking on their current ground level only parks -
- Elderly do not always have phones, I use an Apple Watch and don't carry a phone. The technology is already dating.
- Not everyone has a smart phone, my parents included
- Not all have access to such technology
- I have limited storage on my phone
- Too complicated for a lot of people
- Have other important priorities which are more important than this. People won't follow through with the app is a waste of money invest in more free spaces.
- There are better ways to spend time.
- Parking should be free in these zones
- Is it really so hard to just let people park their cars and go about their business??
- For above reason.
- When people are in a rush they will forget
- Some members of the public don't have mobile phones or are comfortable using apps on their phones.
- Parking should be free there is no need for an app
- Don't want to pay for parking
- Phones are unreliable and not good for tourists
- Complicates things
- My mother, my father, my uncles and aunts and 75% of all people over 60 will not be able to park.
- If I choose to not have or use a smart phone I will be unable to avail myself of parking in Ballarat.

- Not everyone uses a smartphone, nor a credit card. It's a nuisance in Melbourne, but at least there you can park outside the zone and then use public transport in to town, but here the public transport is dreadful.
- Accessibility issues
- Have trouble using the phone
- What about they get better phone service first
- not everyone has a smart phone
- Not everyone possesses a smartphone
- i dont support paid parking. It's an obvious cash grab from the people who can't afford it the most
- not easy for some people
- I don't have the space on my phone for unnecessary apps. Especially when i don't have online banking or internet on my phone except for when i use wifi.
- There are some members of the community who will not know how to use it or even have the technology to do it e.g. the elderly
- Not everyone has access/understands. Older generation some can't manage
- Not everyone has smart phones
- Not everyone and particularly elderly have or know how to use a "Smart Phone. Majority of visitors around the Health Preceinct are elderly
- Many people don't have Smart phones and or do not always carry them everywhere they go. Many elderly people would find this concept quiet confusing and intimidating
- Bureaucracy gone mad.
- Bureaucracy over the top not every one has a phone let alone a smart one.
- It may be difficult to manage if you had no internet access or issues with your phone
- This discriminates against anyone who is unable use/ afford technology required. My elderly parents would not be able to manage this.
- Wast of time
- Does nothing to solve parking problems
- Expensive to setup for little gain

- Some people don't have a Smart Phone, or internet access. This parking plan is the most narrow minded, grab for cash decision the Council have ever come up with.
- My parents do not own a smart phone
- Your plans for paid parking should be dropped.
- Not everyone has a smartphone including my 72 yr old mother who would need to access parking
- as above
- not all people have smart phones, espically the elderly who are slower in moving and are the people who are required to park the closest
- Not all can do this
- Not all people have access to a smart phone. Privacy reasons could be a concern.
- because not everyone has a smart phone nor the ability to download an app or the funds to pay for this revenue raising exercise.
- You should not have to own or use a smart phone to live in Australia
- Massive wasteful investment rather than more flexible parking solutions in the CBD.
- Doesn't allow for less IT savvy people and people who do not have a smartphone
- I would like to have free parking, stop complicating things?
- I don't have a smart phone - I'm a pensioner, use the house phone, have a mobile which I can hardly work, & it doesn't do internet.
- Parking should be free
- Because a large number of people don't have the money to use data on their phones, a large number of people don't have smart phones, don't know how to add apps to their phone, don't know how to use apps, and/or find it stressful trying to use apps.
- Very confusing to visitors of the city, and older people who dont own smart phones
- Not necessary as there should be NO parking meters in this area.
- It should be free. People who are elderly, disabled, or tourist will not have access to an app
- the more online, the higher risk of scammers and hackers stealing our details and information, i should be able to just park in the street within the time frames for free!
- I am increasingly becoming more annoyed that every facet of my life must be carried out on my phone (I don't like apps) this also will disadvantage elderly who are not tech savvy
- Not appropriate. Have to have a login. How do the elderly deal with this?

- why have such extreme parking restrictions if there is no limit to the parking? yes its convenient however, if someone is willing to pay through the nose for parking you can stay there all day? it doesnt make sense.
- No everybody has smart phone
- While I'm consider myself appt with using a smartphone, elderly residents may find this very daunting
- NO SMART PHONE
- You are assuming people have access to the technology
- I do not support any part of the proposal as my income is already limited and if I park where I do now instead of it being free it will cos me \$12 per day/\$60 per week.
- not everyone is up to date with technology
- not everyone has a smart phone- especially the elderly
- The elderly and visitors will NOT want to have this on their phones --how painful and irritating for them !!
- Not everyone has a mobile phone capable of this and they may be disadvantaged
- Maybe work for some. Ballarat has a lot if elderly people that don't have phones
- Many low income earners and elderly people do not have the current mobile phone capacity to have access to phone apps and use them adequately and securely to pay for parking.
- I dont support it if it is the only option. Needs to be equally easy for the elderly and people not able to use that technology.
- if it was free we wouldn't have to worry about this. How will the elderly that don't have smart phones pay???
- Not everyone has this technology or a smart phone
- some people don't have these.
- not everyone has a smart phone.
- Waste of tax payers money developing this app
- I don't support managing your parking via a smart phone app because I don't have one of them on my phone and I don't intend to get one
- I do not use same and do not want to put bank or card details on phone
- don't support paid parking - is this to pay for Mayor's extragavant lifestyle at our expense?
- Dont use and wouldn't put card or bank details on same

- I do not like using my phone for payments and believe the use of smart phones is not equitable - particularly disadvantages older people not able to use such technology
- I believe this is overly complicated as well as difficult for some disadvantaged members of the community.
- Loosing control of my very VISA card. Should not be required
- Happy to manage parking from an app in centre of town
- Not everyone has apps on their phone mainly the older people
- tho it makes paying easy, it is not good for the elderly or confused.
- why?
- Too reliant on technology
- You dont get access to my phone and I dont do mobiles
- Not everyone has a smart phone. Also do not like to use services such as pay way
- A lot of people cannot use a smart phone
- Difficult for the elderly
- Not all people have a smart phone
- As a nurse at BHS Base Hospital I would have to pay up to \$80 per week for parking that I have not had to pay before. This works out to be \$4000 per year. This is not OK
- This is a huge cost for council and council will ripoff from us.
- Older people dont have phones
- No privacy
- It's a waste of money.
- Not everyone has a smart phone and downloading an app is a barrier enough to disengagement most people.
- Paying for a machine rather than a person to manage greedy and stupid parking regulations
- not all residents have smart phones. eg old people.
- Parking should be free
- Keep existing arrangements. Many people can't use phone apps
- Not everyone has smartphones the elderly would find this system beyond their capability.

- Do not own a mobile phone
- Apps are just another move that further marginalises the elderly and poor whom are less tech savvy.
- Expensive and unnecessary
- BELIEVE IT OR NOT, NOT EVERYONE HAS A SMART PHONE
- This appears to be for generating revenue
- Does everyone have smartphones.?
- Big No,, elderly people do not have phones. some dont even have credit cards.
- I'm am not tec savvy
- Whilst many have access to smartphones with data there are many, particularly the elderly who do not. Many of the areas do not appear to have options close where you would be able to pay for parking (feed a meter), thereby disadvantaging them. It is very
- Not everyone has a smart phone, me included!
- How many older resident have a smart phone, follow the council commnications on their website... very few. Most do not know what the council is proposing and will only find out when it is implemented. Why are all these cars parked out the front of my HOME
- using app disadvantage those who dont have access to a smart phone or the additional data to access the smart phone app especially the elderly
- Difficult for older residents, visitors from out of town, those who aren't tech savvy or people who don't even have a smart phone.
- If I understand correctly, you can park ALL day in any of the zones providing you are happy to pay the price - this will completely congest the CBD will all day parkers, prohibiting one hour shoppers to come and go using the CBD in any way - FAIL
- Do not have a smart phone or use on line banking; the risk of being hacked is too great.
- My parents can hardly use a mobile phone, let along an app. It would greatly disadvantage the older generation together with people who have a disability.
- Not everyone wants a million apps on their phones. Some people can't use the parking metres so how on earth will they figure the app out
- No smart phone
- Very hard for visitors to use. Maybe be fine for locals for younger generation.



- THERE ARE TOO MANY PEOPLE WHO WOULD HAVE TROUBLE WITH THIS. ELDERLY PEOPLE OFTEN DON'T OWN A SMART PHONE AND WOULD STRUGGLE WITH THIS. I MYSELF WOULDN'T FEEL OVERLY CONFIDENT DOING IT THIS WAY
- A large section of the community will be unable to get this system to work due to a lack of understanding regarding the technology
- Because I prefer the system already in place
- Not all own smart phones.
- Support as an option but not as the only method
- I do not have a smart phone. Many do not have one of these devices
- dont want to input my details into phone apps
- Not everyone has or wants to use their phone for this, it's too expensive for both the Parker and the council. There are many other things council should be spending our money on.
- I don't have a smart phone & I think visitors to Ballarat would be unlikely to want to install an app specifically for Ballarat parking restrictions.
- Forcing people to download apps to manage parking is unfair to those who are not App driven and discriminatory to the elderly who are most likely not tech savvy
- don't use smart aps
- Not everyone has a smart phone. Low battery lost stolen phone
- Don't own a smart phone, not going to buy one to park in my city
- not everybody has a smart phone so have to walk streets looking for a ticket machine in zone 3
- Do not support paid parking zone 2 and 3
- I would use it but I know my elderly parents and aunt would struggle.
- Lots of people don;t use there phones for payment
- What about older people who can't use the app? can't have two different ways of paying for parking, costs too much money to set up and run! What about if the phone app crashes?
- Because some people such as the elderly don't have access to this type of technology
- It is a revenue raising plan rather than a parking plan
- i don't have a smart phone and i don't trust council to be able to manage it or the data it accumulates

- Data usage charges = even more expensive parking
- Not everyone has a phone or are competent in using apps
- So many people don't use smart phones for apps, just calls. What about people with no phones/older people who can't manage this/people on very limited plans or no internet access/people with language-literacy issues? Meters must stay as well.
- I want it easier to do it then and there not worry about getting my phone out
- This just sounds like a cash grab.
- Many people with no smart phones/internet
- My smart phone gets clogged with too many apps and I refuse to get a more modern one. Also lots of older people like myself don't want to be bothered with that.
- It will not work for people who do not have smart phones..you will still need to put in parking meters and the cost then remains the same...if elderly or disabled how far away are the meters
- Not everyone has a smart phone
- Just a money making scheme
- Being able to manage your parking via a smart phone app is good except for those people who do not have access to the technology which are often the most vulnerable in the community.
- I would not use this as I have no confidence that such technology will be available, reliable or secure for people to use
- Because I dont always carry my phone and my husband doesnt use a smart phone
- Don't have a smart phone
- Not everyone has a smart phone, not everyone has access to internet/wifi, not everyone can afford larger phone plans to enable downloading apps, not everyone can access their phone during business hours, meetings, appointments, etc.
- I don't trust technology. It's only as good as the people operating it
- Don't have smart phone
- Not everyone has access to a smart phone, Tourists will not want to have to install an app just to visit Ballarat
- Not everyone has a smart phone. It would be ok to have this as an option ,but not exclusive.
- We should not have to pay to park for work

- Because not everyone has a smart phone and or elderly may not know how to use and Short time visitors won't want to download app
- Not all people use Smart phones.
- many people do not have smart phones or use apps. this results in navigating this system non user firendly for our vunerable, incuding the aged and disadvantaged. there may be parking metres at specific locations there are not accessible to the parking
- Our area is being treated like CBD parking when we are a residential area. Lyons Street North in particular cannot cope with extra parking of any kind. The changing of parking in Webster Street is example of poor planning.
- The City of Ballarat needs to pay off its debt before looking at a smart phone app.
- Depends on cost to the city to install this program. Extremely costly I would expect. Wasting my tax on something I don't want
- The fact that it's going to cost me nearly \$18 a day to work because of parking is disgusting.
- many people i know don't have smart phones and are incapabale of doing this.
- I don't pay for anything on my phone. A lot of older people don't have smart phones
- Not everyone has a smart phone with the ability to install an app. This would be discriminatory to a section of the community.
- Elderly people will be restricted with this system. They would benefit with a 4 hourly option or all day option, particularly in the health precinct.
- We don't have one & don't intend having one
- Difficulty for people not living around ballarat and knowing the rules
- I dont use any apps on phone
- Most elderly do not have smart phones and this only encourages extended use. If people need to feed a meter then their likely to choose longer parking options and free up short term parking for short term users!
- Many people do not feel comfortable with apps
- NOT REQUIRED
- The app will make it more difficult to park in town, and will give visitors a very bad impression of Ballarat
- avoid app's & have an old phone. Updates also is an issue
- Not a fan of giving my credit card details online. Many people don't have computer literacy
- Only suits wealthy people who own a smart phone.

- Not all people can use a smart phone efficiently. Definitely would deter the elderly to shop etc in the CBD
- has all got smart phones???
- as above
- Not everyone has a mobile phone.
- Do not have a phone which supports this ap.
- Software is unproven.
- I support this because I have a smart phone, but I choose dont support as some may not have access to this
- There should be no charge for parking
- Compatability with phones and some people dont have smart phones
- Have you considered the elderly in this?
- Older people don't have smart phones, and they're the biggest population visiting the hospitals
- Unnecessary
- Not everyone a smart phone to begin with and the likeliness of the app crashing is more common then the app working all of the time. Plus too many logistics.
- NOT SUITABLE FOR ELDERLY OR SOME DISABLED PEOPLE, ALOT OF PATIENT THAT COME TO HOSPITAL COULDNT NAVIGATE THE APP
- You are assuming that people have their mobile with them - what about those that do not have one?
- Phones flat... how do I manage that? Don't have a phone... guess I'm screwed? Yeah stupid idea
- Im old fashioned and prefer paying cash, I am not a fan of direct debit against my accounts, especially for small amounts
- Need more than one option.
- shouldn't have to pay
- Why should I have to install another app and another online account with potentially with my credit card details to access parking?
- Technology fails. I'm not coping a fine of technology fails. Think about that
- Not everyone uses a smartphone. Particularly elderly citizens.

- No problem with the way it is
- Should not have to pay to park in front of house.
- Not everyone has phones, people can forget their phones, phones can be lost or stolen, they can run out of battery, internet can be run out or not working. It is impractical and cannot be relied on.
- I don't want to pay
- Not everybody has access to a smartphone
- because this would be a very difficult system to run and educate people on especially the elderly and it realises on people having a smart phone which is a joke
- technology fails and i don't want to be having to chase up fines and other faults because of it.
- do not have a smart phone
- I do not endorse the parking proposal
- Smart phones aren't fool proof, and any issues with the phone can backfire as additional parking costs or other issues.
- Can you ensure our credit card data will be stored securely?
- Car parking should be free
- Parking should be free
- Inconvenient
- Because we shouldn't have to pay in the first place, and then we wouldn't need the app.
- The council could spend this money on better things.
- not everyone is able to use a smart phone, not everyone can afford one and in order to park their car, they shouldn be forced to own one.
- no smart phone
- Have no view but can't leave it blank
- Not everyone owns a smart phone
- because not everything needs to be connected to your phone, what about internet costs? this isn't ok because everyone has varying preferences on device usage.
- Not all people who choose to park in Ballarat are going to have a smart phone where they can access this smart phone app.

- What happens when the system does not operate. A large amount of people are not comfortable using apps.
- not everyone owns a smartphone. This would disadvantage them.
- We should not have to pay for parking anywhere in Ballarat
- Lots of people still don't have smart phones, especially seniors.
- I have elderly parents who do not have credit cards, or the ability to use a phone app. Unless they are parking in an area with free 2 hour or 10 minute car parking, and don't stay over the limit, they will struggle to use this.
- costing us \$8.00 a day for parking is ridiculous!! we work 10 hour days here!
- Not everybody has internet on phone
- we shouldn't have to pay for parking when we are just trying to get an education and earn a wage
- Unreliable
- Because I would never use it
- Living in Melbourne with a well established system, I still received fines with technology glitches.
- Elderly visitors and rural\remote visitors might find this too stressful
- Im old school and dont agree in putting meeter men out of work in favour of smart phone apps!
- i am no a avid mobile phone user
- I don't want my life to revolve around technology
- for some this will be a convenient solution, however, for those who are not technology savvy, ie the elderly, sick and those without a phone this may pose a problem
- I don't have technology to support the app. Don't want to buy new phone
- Dont think changes are needed to current arrangements - making it impossible for workers in the CBD to park anywhere without cost.
- Not all people have smart phones
- Too complicated
- Not everyone has a smart phone.
- Don't agree with this bull shit in the first place

- too complicated
- My phone data is for my use - 'NOT' to be used up by using on parking meters, really an truly, NOT every person uses a mobile phone especially the older person. Ridiculous Idea again !!
- I shouldn't be paying for what is already free parking , what happens if phone goes flat ?
- Thin edge of wedge
- people at work dont have time to do this
- Do not have a smart phone
- Don't have one
- dont have a smart phone
- We don't have a smart phone
- Helpful but still am so against having to pay for parking while I am trying to get an education at ACU uni.
- This will cost us \$10+ a day as we have 10 hour days most days. This might as well contribute to fuel to work in a different town closer by that offers free parking
- Not every body has a smart phone or data on their phones to be able to access the app.
- While I personally could use a smart phone app, so many people cannot. There are not enough parking stations proposed either.
- I don't want to install your junk apps on my phone. It will cost money to maintain this system which you will use as a reason to justify increasing parking rates forever into the future.
- Annoying! We don't all use the smart phone all the time. I'd rather not have another app on my phone just to park my car. Pretty sad really.
- Don't support any of your parking ideas outside the CBD
- Means you have to wrestle with smart phone, if you have one.
- Disadvantages those without smart phones or who may struggle with technology
- don't have a smart phone
- money grabbing.
- I don not always carry cards or money with me as my car is always parked on the road while I'm in clients homes I cannot take my personal things into a clients home and WILL NOT leave my bag in my boot for safety reasons
- This survey is a crock of shit, seriously, you just ask questions that you wanted answered in a positive manner

- i do not use a smart phone app for online and user access for paid services such as this will be an inconvenience
- not everyone has a smart phone !
- This would mostly suit the younger generation.
- Unable to use
- Not all people use apps, may be one way but needs to only be part of an a range of options to manage parking, visitors to our city won't want to download apps for short time stays
- Not everyone has smart phones
- Don,t have smartphones
- Parking limits are purely a revenue raising project otherwise restricting parking freedom.
- Success of this proposal incorrectly assumes a majority of mobile phone users wish to upload a smart phone app. Many mobile user like me refuse to upload additional apps because they have discovered in the past this leads to an increase unsolicited adss
- Not everyone has an iPhone. My parents do not own one
- For goodness sake. Some people do not have a mobile phone. Yes it is true
- Too hard for oldies
- Not everyone has a smart phone,consider older people.
- Will cause parking gridlock, encourages people to lock up spaces all day with no turnover
- I PAY FOR THINGS MANUALLY, NEVER WITH A PHONE APP
- Not everyone has a smart phone
- Disadvantages those people without a smart phone.
- Not everyone has access or the ability to navigate this. Old people, sick people, people who have mental health issues. What happens when people from outside ballarat want to park, and have no app? They have to walk miles to find a pay station?
- There is a large portion of residents that are not tech savvy, whose lifestyle, age or belief systems do not encourage the use of some technologies or those who don't even own a smart phone.
- not everyone has access to a smart phone or knows how to use it.
- I don't support plaid parking expansion at all in Ballarat. It's just a cash grab by a greedy, selfish council
- Ridiculous



- Not every one has a smart phone particularly older people like my parents
- I really dont like this idea as its just another app that you need on your phone, which I will not want to do and then all the elderly or young that dont have these types of phones, without enough pay points these people wil find it very difficult 2 park
- technology is unreliable
- Not everyone can do that
- I don't have a smart-phone, nor do I plan on getting one.
- Not everyone has a smart phone, not everyone has internet access on a smart phone, Many people cannot afford them as well as expensive parking, consider older people please.
- Not everyone has a smart phone. Many elderly are not able to use them will if they do have them
- Not everyone has a smart phone. You dont live in reality. Older patients & visitors to the hospital or to shops tct. Some old them would get so anxious trying to use an app. You are driving people from the CBD this is a Regional City. We love the freedom
- too complicated to many of our community
- Yet again everyone is expected to have a mobile phone.
- Because this assumes everyone has access to a smart phone. It is discriminatory
- Older people can not understand the use of mobile phones as younger people
- Not everyone can manage this option, especially the older staff, dome of who dont even have a smart phone, same for some elderly patients who also park in these zones
- Older people don't have access to technology. This will drive them away from the CBD to Stockland and DTC - is this the wish of council? To kill retailers that are already struggling?
- I do not use my 'phone for financial transactions and have do intention of doing so in the future.
- This plan fails to indicate if time restrictions are to be removed or remain. All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD. Force longer term parking to designated areas, or public transport.
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- All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD, make parking free!!!. Force longer term parking to designated areas, or public transport.
- What if my phone runs out of battery, or I can't access app from my UK itunes account. What if people don't own a smart phone or can't afford data?

- A lot of my customers are elderly and don't have the required technology
- There are already too many applications of pay via a smartphone app, this ultimately leads to fraud or losing control of personal expenses. Not all older people have smartphones or are competent with ever-changing technology.
- Unnecessary steps. And the elderly people aren't going to be able to do that.
- We don't use smart phones or app's.
- Waste of money and will not be useful by senior citizens
- Think of the elderly!
- I often don't have internet on my phone. Due to not being able to afford it. I consider this a luxury item that I quite often can't afford. I also have no budget in my pay to be paying for parking everyday.
- Not everyone has a smart phone. Technology can be very confusing for the elderly.
- Leave as is
- What about the people who don't have smart phones? Has any consideration been given to the elderly?
- Not everyone uses a smart phone.
- Using my data
- There are still plenty of people who either don't have smart phones or don't have internet on their phone, given how far out zone 3 goes you're tie-ing the hands of those people.
- It isn't equitable, you can't assume people have smart devices. Many elderly residents access the medical precinct, makes it too difficult.
- Elderly people and tourist. Parking is meant to be easy. Not hard. Just have people print a ticket. They move and still within their. Keep using that ticket. Simple!
- Not everyone has smarter phones
- Free parking everywhere you crooks
- What if my phone goes flat? What if my phone goes flat? What if I'm in a situation where I can't access my phone? What if I want to extend because I'm at work but I can't get service at my work?
- What if I don't even have a phone?
- No desire to rely on my mobile for most things sorry

- I have a smart phone and I can manage my parking via the phone, but what about some people doesn't use smart phone? ie elder person?
- see above.
- It means if you forget your phone, do not have a smart phone or a visitor to town you will be unable to pay for parking.
- Not everyone has a mobile smart phone. Disadvantage to older people and visitors to the city
- Too hard for older people
- Many people do not have phone internet access and you will disadvantage those most at risk low income earners and the elderly never assume everyone is technology equipped.
- Don't need it
- Im happy using the existing meters in the existing places.
- Sometimes, simple options are the best.
- Unfair to the elderly and those without a smart phone
- because all parking should be free
- technology not available to all and has a habit of crashing, also open to hackers.
- Because alot of people do not upgrade to a new phone and so it is not available to all users.
- Disadvantage older people. Harder to deal with network errors; you are putting the burden on us to find mechanisms for payment and our time to manage this.
- It's ageist and what about if people don't have phones with internet access
- Not everyone I tech savvy. I think it's jut another complication to add to a situation
- Unfair to older residents
- Elderly people will not be able to manage this. Our population is aging this is crazy to be the only option.
- Don't have smart phone
- Elderly residents who do not have a smart phone will be disadvantaged
- Not everyone has this option.
- Don't have a smart phone
- Do we have to do everything on a phone? The more we do the more chance of having information collected and/or used in other ways such as advertising.

- As we are in our senior years and my wife is not computer savy and would not the phone app.
- Why should i use my phone..not everybody has one
- not suitable to all people
- Not all elderly have smart phones or understand the technology
- we have an aging population and not all seniors will have a smart phone
- Dont support the solution
- As per previous comment. They would still park here all day
- don't have that access on my phone
- Havent got smart phone and security is an issue.
- Don't have one, difficult for a lot of elderly
- My wife & I are elderly & don't use smart phone technology. Therefore 2 hour free parking is not available to this part of the community
- Too complicated for some people poor eye sight, not tech savvy!
- Because I don't have a smart phone and all technology options should be available, not just a smart phone app
- Not very one has access to smart phone apps and it may discriminates against elderley or peopel with IDs who find technology difficult.
- There need to be other options for people without a smart phone (elderly, poor for example)
- Not everyone has or wants to use a smart phone, so what is the outcome if you dont have a smart phone?
- You already have too much of my data you use against me and this is just another grab for our data
- What if you're an older person that doesnt have a smart phone?
- Because phones aren't always working
- Older people would have a lot of trouble.
- Not convenient or applicable our members because of age
- Not everyone has smart phones
- I don't like using apps
- Don't trust it

- i just want to park do jobs and leave not follwo my parking just add another have to got to do!
- Not all community members own a smart phone
- Garbage app.
- I hardly ever carry a phone with me, and I'd rather just pay the traditional way. I know my parents would definitely not like this idea.
- Many, many people do not have smart phones and this will be very inconvenient for them. It will be ok so long as there are other payment options available
- What happens if you don't have app or your visitor from out of town or don't have a smart phone
- Not everyone has a smart phone or fella safe transacting through their phone
- Many people in the community do not have sufficient skills to use apps/media. Even I leave that nonsense to my gf when in Melbourne because it confuses me at 37yo
- Not everyone has one
- It does not work for our elderly citizens who do not have smart phones
- Don't use a smart phone
- people should have more privacy
- Not everyone uses a smart phone or have a credit card or internet, plus it's not easily accessible for those visiting Ballarat. It would put people off to come visit. Just difficult.
- Data costs on top of the costs your expecting
- Because that's another thing we have to add into our lives. Some people might not have a phone yet, be expected to use an app just to get a park.
- Don't support unless consideration is taken better towards residential properties. This impacts our home dramatically. We have provisions for only one car and will have 4 cars with our children.
- I will only support as long as all areas provide an easy option for people who choose not to have this technology. Payment options must exist in all zones, not some. This doesn't seem clear in the plan.
- Rip off
- Answer, same as above
- no smart phone.
- Why should I? What's my benefit?

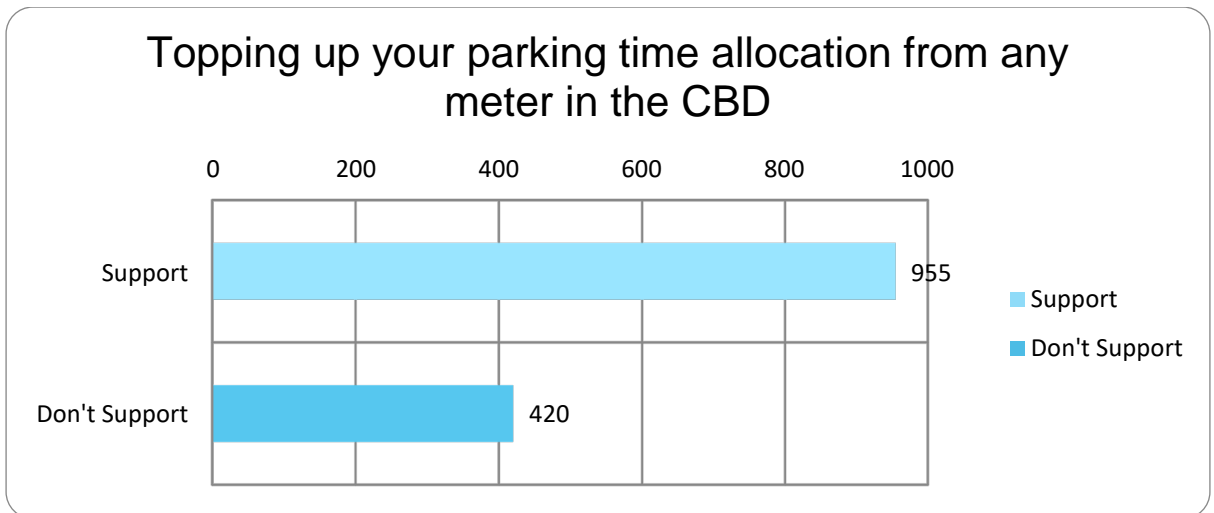
- Not everyone has a phone
- For businesses to survive, customer rotation is needed. Unlimited parking let cafes employees park unlimited time. This restrict available customer spaces available. Increased parking fee restrict customers further. Free 1H parking with strict time restriction
- Elderly would find this difficult and apps are always glitchy, battery runs out etc
- a bit presumptuous that everyone uses phone apps - almost seems deliberately prohibitive to people unable to operate or unable to afford such tech
- My parents don't have a smart phone
- Phone always dies late afternoon. Most smart phones die after more than 1 day
- OK as long as it is just one option. Not everyone has a smart phone
- I don't think I should have to pay for parking to go to work - this is why I live in Ballarat and NOT Melbourne
- Too hard for elderly people & a discriminate. Not everyone can use apps or has a smart phone
- I think there are many senior persons who would not be familiar with this process.
- I don't have a smart phone
- Because council has taken enough money for our rates you don't need more unless you actually build something with it instead of just a govhub
- A lot of people don't have smart phones. It would make it too complicated for many people
- not everyone has a smart phone or the internet etc.
- A lot of people don't have smart phones
- Not everyone has smart phones I don't
- It would be easy but I would not to have my credit card details held by the app. There should be a pay station on every street.
- Don't like the idea of a credit card being held by the app
- How are elderly meant to keep up with this if they don't have a phone?
- Many people don't have a smart phone
- No we have to buy a new phone
- Paying via an app is discriminatory against those people who don't have smart phones, so mostly poorer people and the elderly. There are only 8 pay stations in your plan. You would need to have at least one pay station per block.

- Not all people have smart phones or have their phones connected to their bank accounts so a part of the population would be disadvantaged by this system. Also encourages people to extend parking from their office.
- Not every one has a smart phone
- I assume there will be a minimum load onto the app account along with transaction fees.
- often unreliable, not everyone has one
- A smart phone app would be confusing for visitors and people who do not carry a phone.
- We don't all have a smart phone or are able to use many apps
- Don't have a smart phone
- A lot of people don't have smart phones and some people don't know how to work apps etc like me.
- You're assuming that everyone has a smart phone.
- This is not the issue. Focus on the issue, do not waste time fussing over smart phone apps.... focus on the parking
- I don't really care about smart phone apps. Not really the issue.
- You will kill the CBD by charging
- the upgrade of all the meters will cost council an expense that would be better spent on the animal shelter or infrastructure projects
- The cost to council
- Not everyone has access to a smart phone, elderly etc
- Elderly don't have smart phones
- Difficult for many residents to use and parking should be free with hour time limits
- Not everyone has a smart phone or internet access
- Not all people have a smartphone and technology is susceptible to failure. Phones can go flat or apps won't work as they should.
- I find it confusing and one extra thing that becomes a problem because I don't understand how to work lots of technology
- WHAT ABOUT PEOPLE WHO DON'T USE SMART PHONES. WHAT ABOUT WHEN YOUR PHONE IS DEAD. WHAT ABOUT GLITCHES. WHAT ABOUT NOT CHARGING PEOPLE TO PARK IN A SPOT THAT IS SO FAR AWAY FROM THE CITY.

- Not everyone wants to use their phone for this - discriminatory for some older people
- Don't want to pay
- Don't have smart phone
- Older people don't use mobile phones
- Older residents would find this difficult
- I find technology difficult to handle
- Remove zones & all paid parking
- Not everyone uses phone apps
- No mobile phone
- No smart phone
- Not everyone has a smart phone especially older people, it could deter people from shopping in the CBD
- There is a substantial proportion of the population who do not use new technologies. These are often elderly. These people will be discriminated against if the parking were to be managed via a smart phone app. Also, how would this affect visitors to Ballarat who will not have the local app?
- Don't have one! No gain. More reason not to enter the CBD
- I don't have a mobile phone
- So leave things as they are
- Because I don't have a smart phone app
- No, I don't support this idea because not everyone has a smart phone or would understand how to use the app. Like all apps they also don't work on every band/software on phones. Most apps crash or have bugs as well so how can you assume it will work? Also how secure will this app be?
- As above and if people are given the opportunity to stay in their workplace and top up their parking then vehicles will be in front of my premises all day without moving
- No mobile phone
- But for 5% or for visitors to Ballarat it may create confusion
- Don't have a smart phone don't plan to have one. Not a frequent enough visitor to Ballarat



- Mum is 80 she cant manage this. I forget my password
- Noty everyone has a smart phone – machines should take coins
- Don't want to use apps for parking – security
- Don't understand that way of doing things



### Why are you supportive of topping up your parking time allocation from any meter in the CBD?

- It makes it easier.
- Flexible
- Flexibility
- allows flexibility
- Yes. Means that you don't need to go back to car if at some distance away
- saves people having to return to car from a distance.
- Similar to above
- Allows for payment flexibility.
- Being able to top up by entering your number plate at a meter is entirely logical.
- This would be handy for people who spend a day shopping in town
- Because being subject to just one is very limiting
- Easier and saves confusion
- Allows you to keep your parking space
- As above convenience
- Saves time walking back to your car, saves you car space too
- Convenient

- Makes life easier
- Good way to save time
- This will make the task quicker and save the long walks during lunch breaks, although that could be good for you.
- Some times you get held up! It's life. I think is wrong to charge meters after 5 going to 7 will effect restaurants and movies. We are already moving to avoid this area. Geelong has free parking on weekends I'll have a nice day out there
- Allow for topping up of parking time allocation no matter where a person is.
- Because it's easier to make sure you have paid for parking
- As above - makes sense if one has a smart phone - not for elderly or those who don't have or know how to work a smartphone
- I don't shop in town. IE bridge mall cos it's too expensive and I am never there more than a few minutes if I go for a specific purpose
- easier than having to return to your car
- Accessable
- This gives flexibility but only if you can find a machine.
- Often if you are shopping and you are blocks away from your car it could be hood to not have to trek back to pay the meter.
- Because you can't always get to your car on time
- Because this will make the process more efficient.
- this actually is a good idea
- Makes sense
- With kids, the closer the meter option or preferred smart app would make life simpler for all parents
- That's a good idea, but I will need to remember my car reg?
- Needs to be limits or we will never find a park!!
- This would be very convenient, especially for those without the option of using the smart phone app - possibly hard to determine which is your park though?
- For those who don't have smart phones. Or wish to have an alternative method of payment.
- simplifying payment
- its makes sense but if its on a smart app, I dont support as much.

- But I don't really understand what it entails
- Great idea - much more convenient
- easier
- It is easy and avoids fines
- Easy if you are moving around and can't get back to your original ticket machine and don't have the app.
- saves having to walk a mile to top up the meter
- If you're paying for the space it should be irrelevant how long you are there for.
- More accessible to customers
- Will make it easier to keep shopping with having to run back to car to top up.
- Makes things easier if you aren't close to meter
- Convenience
- Sounds like a good idea.
- As long as the process is logical for users.
- People are not caught out and can stay as long as they like so long as they pay
- I think this is a good idea.
- better than getting fined if held up at doctors but I will take my business out of CBD
- Great idea stops elderly having to try get back to car to pay when a closer metre is present
- Perfect. As a society we no longer have lots of coins in reserve.
- Don't have time to go back to meters.
- Would still block up parking, though
- I like the convenience of moving the car without paying again.
- Useful
- Makes life easier if you get stuck somewhere
- This might promote people shopping at a range of different shops rather than just the shops near their meter
- It's a good idea

- illustration is not at all adequate re no of meters if you overcome that adequately and it would be good
- Good idea for people moving around
- you can get full value from what youve put in
- I support this in principle, however needs to be managed carefully cause other cities have attempted this and it has failed spectacularly. Needs to ensure it works
- convenience for short term parking not for all day parking.
- Fast
- This would make things easier if you have multiple stops to make.
- I'm sure it will be handy.
- because often i can park in one location and walk several blocks to various shops etc and this means
- I wouldnt have to keep walking back to the car
- there have been many times where an appointment has ran overtime and you need a little longer
- convenience
- Easier way of monitor parking and not having to rush back to the car while you're waiting in an appointment or are out shopping.
- Seems logical; presumably you enter your registration number.
- makes sense
- That would save the driver having to go all the way back to the car to "top up".
- Ability to be able to topup without having to return to the car, unlock, get a ticket etc.
- Less movement of parked vehicles
- I support this in Zone 1 only.
- handy
- This could work
- If you start using an app you also need to provide access for those who can't or don't want to use the app
- Makes sense and would be convenient when moving around city area.

- Provides a more flexible option
- Convenience
- saves you running back to your meter & is available to anybody, even those without mobile phones
- it is very difficult to manage parking in ballarat, not only are there limited spaces but always having coins available is so hard. as a mum with young children free parking when out is one less thing to worry about.
- If user friendly should be quicker and more convenient.
- I don't know what this questions mean. I just want to be able to top up my meter from my phone
- people are likely to find this convenient and an easy procedure to work with
- Convenience
- convenience though a log in at start and logout at departure would prevent anxiety and disruption to activities
- Convenient. Less stressful when running late to return to car.
- So i don't get booked
- sometimes you run out of time or later than you think so that's handy - does limit spaces for other people though!
- I agree with a parking fee in Zone 1 to keep cars moving around. Anything to make this easier is a good idea.
- Sometimes things take longer than planned so great way to avoid a fine
- again - that seems like a convenient option
- this makes sense
- Yes providing there is not the case of people feeding meters and restricting others from getting a parking space.
- easier for consumers
- Easy
- Ease of use (but I won't use it).
- This is a great innovation for those that do not use the smart phone app. A person may park their vehicle in an area and then walk to another area and be unexpectedly delayed. It then gives them the opportunity to pay without rushing back to their car.

- As long as clear as to how to do this
- Ease of use
- Unsure
- No need to rush back to car.
- As said before this will cut down on confusion but should be implemented in existing parking zones.
- for areas that are currently paid parking areas, i think this is a good idea
- Adding another payment option.
- Again, more flexible
- There needs to be more meters than what is proposed to accommodate visitors to the area and people who do not know how to use technology on their phones.
- Convenient and practical!
- Again new restrictions will see CBD workers inconvenienced greatly by changes , anything which can make topping up parking easier will allow workers to continue to function
- Only because it save going back to the meter I am parked at to top it up
- If you get caught away from your meter you can ensure you don't get a fine.
- Saves time .
- a no brainer. at present you might have to feed 2 or 3 meters when visiting dispersed places in CBD, often covering the same time period. new system just as bad if can't top up anywhere.
- Convenience but not a high priority
- This would enable freedom of movement throughout the CBD
- Given there are only about 8 meters I guess top up anywhere is the only option.
- Ease
- If I have to pay, I don't have to be near my car to top up.
- Convenience
- Again real flexibility. This is one of the best features of the proposal. Takes stress away from working and shopping and socialising n central ballarat
- Convenient
- handy

- This would be more convenient for some people.
- Easier
- It makes sense.
- Easy
- sounds easy
- I think it will be inevitable
- Ditto above
- It would be difficult to trust, given the simple coin operated ones frequently are faulty
- Whilst I'm not in favour of parking metres everywhere, i do think this is a good idea so you dont have to walk back to your car
- Got to make sure people pay that money...
- This is a common sense approach which is great and makes a lot of sense
- it is a lot easier
- Makes sense to me.
- Easy if you are moving around and can't get back to your original ticket machine and don't have the app.
- Convinient
- Easy to top up
- You would not have to walk miles back to your vehicle to top up, as the proposal covers a wide area, elderly/disabled people may not be able to get back to vehicles easily.
- more convenient
- Incase you need to top up and your not near yourcar
- Saves travelling to same one
- Convenience
- Meters are just a way for the council to make extra money. The least they can do is make it easier to top up
- Means you don't have to walk all the way back to your car
- That could be handy. However could also be fraught with issues and failures.



- Allows for you to walk around the town
- It would make it easier if you go over time
- Stop getting fines
- Could help with equity issues from App top up. Only useful if you park far away from where you need to go
- Don't have to go back to your car to top up
- It's definitely more convenient especially when you're busy shopping etc.
- saves walking back to the car in bad weather
- Allows time for meetings, plans to etc to run over time.
- For people who don't wish to use the app, it would be crazy not to allow them to do this from any meter
- convenient
- Things take longer than 2 hours, centrelink and doctor visits
- This would be way easier if not using the app
- Much easier than having to use the one machine if in a hurry.
- Makes sense, paying for your rego rather than a park?
- This sounds good. However, good instructions on this/awareness will be required.
- Need to promote it and have easy to read signs to make sure people are aware of it
- Don't need to return to car to get a new ticket
- Convenience
- Might be on the other side of the CBD when your parking expires although where are the meters for all of them at the bottom of sturt street? It would be great if there was going to be one there to.
- Ease of use. Unlimited time parking is not a resident friendly option however.
- common sense
- I don't support people parking out the front of a business all day and just topping up their meter.
- However I do think if you need to be in town for longer than 2 hours and you have paid up your meter, you should be able to stay up to 4 hours.

- Convenient
- Easy
- Useful
- Convenience
- Because my parents don't own a smart phone
- Convenience
- Saves walking back to original meter which is good for older people
- If you can make this work its a great idea
- If i have to pay to park where i work then the Council should make it easier for us to be extorted
- This would make it easier for people to manage their parking.
- As you know what you are doing
- you wont have to run back to your meter streets away to do this, but I thought you could top up on your phone aswell.
- It's smart assuming the meters work
- makes it easier
- Makes it easier than running back to your car.
- this sounds fair, but not at the expense preposed
- Great idea as many people need to move around town to shop or attend course etc. More flexibility in the cbd.
- Could work
- This would also be a great idea. If you've parked further away and need to add parking because a meeting or whatever has run longer than anticipated and you can quickly run out an top it up.
- If you've had to park further away and you can't use your smart phone app then this is the only way isn't it.
- easy.
- Make it easy as possible - particularly for the elderly or disabled.
- easy to use and no need to go back to the parking meter

- This will make the process much easier, even though it will cost us more
- CBD area needs to be smaller, Arnstong St and Lydiard street are the main issues. Adjoining streets to the hospital dont need to be 100% paid parking. not everyone can afford paying parking already due to Ballarat already being low income/ high expense
- Improved flexibility.
- Convenient
- Easy access
- At least its an attempt at convenience
- Prevents waste from having to buy another ticket each time I move around the cbd.
- convenience
- This would be convenient for those without a smart phone or not wanting to use the app.
- Saves time
- ease
- save time walking back to the meter near your car
- Because it allows you to move to different zones without having to purchase a new ticket
- Only if there are adequate meters in the areas to allow elderly Ballarat residents and others to be able to access businesses.
- Convient
- well if this gets the go ahead then it is going to very difficult to leave work and walk as far as you expect us to to put money in
- Convenience, saves time.
- Easier to do this than to go back to the car to top up or move the car.
- This would allow shoppers to leave their car in one place and walk to other businesses without worrying about the meter.
- Allows movement with a ticket displayed. May cause ongestion if people don't move
- It's convenient so sounds reasonable except I don't think we should be expected to pay outside the actual shopping precinct
- Again this is a good idea if you are using this system irregularly because it will add to convenience.

- But still the financial burden for those using this 5 days week are too high!
- So you can continue to stay where you are if you've walked to somewhere else
- efficient and useful
- younger generation friendly easy
- Again, happy to do this in CENTRE of town NOT to pay for parking near QE
- For ease
- clearly because its convenient
- good idea
- If it is necessary
- If it means that parking remains valid from one location to the next rather than having to pay every time I park somewhere different - this is like Geelong - much fairer system..
- Makes it easier
- I dont want my information stored on a data base
- if in a different zone, don't have to rush back to where you car is
- Convenience
- Makes it easier to manage.
- This is a good idea as it is more convenient for everyone rather than going back to where you parked. however if not implemented correctly may lead to individuals accidently topping up the wrong car- therefore getting a fine.
- Because it is easier for everyone.
- again, this may save me from being booked
- Good idea
- convenient
- Anything thats convenient is great but still disagree with the charge of parking that your proposing
- Frustrating if you pay parking in an area then move that you are unable to use this ticket presently
- Makes sese

- A 2hr parking ticket fee purchased in lydiard street should be able to be used around the corner in Sturt street or doveton street if time is still on it.
- Ease of access
- Promote people moving around the CBD
- ONCE AGAIN YOU MUST GIVE PEOPLE CHOICE NOT EVERYONE HAS A SMART PHONE AND YOU MUST ALSO THINK OF OUT OF TOWN VISITORS
- Only in zone 1, shouldn't pay in other zones
- the only down side i see is shop workers parking out front all day.
- Yes but who shops for more than 2 hr ,.. We do not have enough shops.
- To save racing back to your park to top up
- Time saving
- Makes it easier as you wont have to go back to the original meter
- If you have access to data from a smartphone.
- Isn't always easy to get back to the original meter to "top up"!
- Great Ide
- Convenient
- topping up your parking time allocation from any meter is convenient - not 100% supporting this options though
- Not bad, but hard to remember alloted number each time.
- Takes too long to get back to the original meter.
- Flexibility
- Easy and hassle free
- More efficient
- AT LEAST THIS IS STRAIGHT FORWARD, FAMILIAR AND CONVENIENT
- Useful
- Saves time returning to area where you car is parked if you wish to stay longer
- This is flexible. I like this

- Saves long walks back to parked car.
- because not everyone has access to smart phone app technology. However I am concerned that there are not enough proposed Pay Meters around the parking zones.
- If we must have this horrendous impost forced upon us it needs to be usable by all.
- Makes sense. If system is computerized then it should be possible.
- Makes it easier
- Convenient
- I have been fined too many times being 5-10 mins out of paid meter time especially Lydiard St
- More convenient
- Moving with the times
- Seems easier.
- there needs to be lots of these
- if you have credit left it's good to be able to park somewhere else without having to use more money
- Convenient
- Council needs to make it as easy as possible for residents and visitors to pay for parking, it will encourage compliance and increase revenue.
- a sensible idea
- Should make it easier to top up parking.
- What's the \* ? Conditions? Makes it easier than having to rush back to actual car spot if necessary to top up when you are away from car.
- Saves time.
- The easier, the better
- Convenient.
- Money grab by council by putting money into multiple meters across CBD. About time.
- If the technology is going to be available in this plan why wouldn't you implement it?
- Sensible approach to any paid parking

- Sounds like there won't be many readily available closehand to where you might be parked.
- easy access and flexible
- Standard feature of an App.
- The more flexibility there is then the more people will use it and the less arguments about parking fines the council will need to contend with.
- This will work if you they are close enough together
- However as answered in above question, the lack of smart meters means elderly or immobile people have to walk great distances to top up their parking meter.
- Logical
- Saves time
- Yes this is realistic because there is times you may not be able to get back to the original parking machine to top up
- Fantastic idea. Would make parking a lot easier in the CBD
- Allows you to manage the cost if you are stuck away from the meter
- It allows visitors to pay for parking access
- So long as the distance between parking meters doesnt mean I have t walk great distances or it fails
- Easy. Would use phone in preference
- YES to this one - the council charges a fortune for parking and often i dont have change - it is very inconvenient. This would save time and money and make people less resentful of the council or thinking they are just bleeding us for money.
- Saves having to return to your car if you have walked away
- Anything to make it easier
- Once you have paid for parking you shouldn't have to pay again if you need to move your vehicle
- It will save you running around to top up the parking meter
- this makes sense as does transferable tickets. if you have paid for parking all day this should transfer to other areas throughout the CBD
- It means you wouldn't have to keep going back to your car
- Practical, particularly for those with mobility access issues

- Hopefully this will encourage users to stay out of our Residential area.
- Easy access
- Allows access for those who don't have the app, tourists and flexibility if you are on foot after parking your car.
- Time saver. And doesn't make you rush/worry about how much time you have got or time need to add.
- Adds to accessibility when there is no parking and we've had to park a ridiculous distance away - again allows staff to pay for cars without having to take unpaid breaks
- Means I can top up outside the hospital but if hooked up to chemo can't leave for up to 4 hours and can't pay for parking on sickness benefit
- More flexibility
- i dont care one way or the other but this is not an option....
- great idea. I'm all for whatever CBD parking restrictions/fund raising you need. This is the commercial area of ballarat and people expect to pay for parking here.
- on on your proposed plant the meters are quite a distance from each other so topping up from any meter could alleviate a long walk by the elderly or people with a pram etc
- Current meters allow tickets for certain streets and blocks. These should be allowed across the city rather than overpaying in several locations.
- convenience for the elderly and those with limited mobility, parents with prams or young children.
- Your one good idea. However not necessarily if can do on app
- At least you do not have to back track but if you do not offer longer times at a reasonable cost. Shoppers will always go elsewhere to shop. There are enough empty shops in Sturt Street & the mall. The centre of the city is dying
- Again, this flexibility and having options to pay would be welcomed.
- An easier and more efficient method of pay per use
- Because it is easy and doesn't rely on a wifi/data connection on a smartphone.
- Likewise above, I only support this to avoid being fined.
- Convenience to the public
- Good idea. Sometimes park and walk, and can be hard getting back to the car in time (and then back down the street to finish)



- Convenience for the elderly, adults with babies. Works well in the rain and cold.
- This would be okay if you didn't have to keep going back to your car with your top up ticket
- Parking should be paid for in one location then drive to another area and that same ticket should cover you off.
- Make it easier for most people walking a distance.
- saves having to go all the way back to your car
- Why wouldn't you support this
- It makes sense.
- Would be a good thing to have, but I wonder if it relies a bit too heavily on tech systems. Could be susceptible to damage and frequent outages which would not go down well with customers
- This would make it easier than walking to your specific space
- easy option
- convenient
- Depending on where you park this will make life easier
- If it has to happen this is a smart idea.
- Easy, convenient
- If meters are used, being able to top up from any meter may be useful, especially if you had to park far from the location you are at due to lack of parking spaces/park prices in the CBD
- It saves you time walking back to your car just to top up your parking.
- Ease
- easier
- Good idea
- Flexibility. But we shouldn't be paying for parking 'miles' away from the CBD
- It is more convenient. You would not have to leave what you are doing to go and top up your parking meter
- It is hard enough for me to remember where I am parked let alone some number I will now have to remember
- Easier access

- sounds like a good idea but it should be implemented if it changes the current cost of parking or comes with a decreased time parking limit.
- Cause its a pain in the arse having to find enough bloody coins for parking meters in the first place.
- Ease of not rushing back to car
- For ease of users
- more convient
- Convenience.
- Flexibility is key
- Will allow for people to park in a central location but not have to return to their car to pay for parking, however may be confusing for some!
- Will help people who need to top up
- Free all day parking required
- That would be nice to be able to do
- As long as it's not technology
- easier to pay on time
- Indifferent
- great because i now don't need to waste time going back to my car to increase my time, I have longer to get what i need to done whilst i am In town
- Due to the possibility that parking will be a long way away from university, thus this will limit the time wasted going to top up a metre far away which may cause students to miss class or be late to class
- Saves time and stress and saves lining uo behind people when its busy
- If i park in town, i usually pay once and then walk wherever i need to go, if i realise i need more time in my meter it would be practical to top it up wherever i am rather than having to go back to my car
- Easy
- Convinience
- Convenient
- Convenient

- this would actually be the only thing which should be implemented the paid parking is a joke and is just a revenue raising effort and is clearly not supported by a majority hence the reasons your wasting time & money
- More convenient
- makes sense
- sounds good to me
- Please refer to previous answer.
- it's just handy. Still, don't make uni students pay for parking!
- Makes parking easier
- easy to do
- Again convenient however the smart phone app should include this.
- easier and quicker
- that would be handy if done in an easy way
- Makes parking more manageable. Means you don't need to interrupt activities to return to car - will encourage people to spend more time in cbd
- If you did have to pay for parking, being able to use any metre is easier as you don't have to walk back to where you actually parked.
- yes because it prevents people from running out of parking time, therefore avoiding a fine.
- A good use of technology however it shouldnt be used a quasi positive reason for expanding the paid parking footprint.
- Makes sense for shoppers moving around our wide-spread shopping areas.
- Convenience
- Fine, only if you are using these parks.
- It will give people the opportunity to move from one shopping precinct to another.
- Efficiency
- If it came to payed parking, this would allow for further travel around the city without stress about parking running out
- Ease

- when people are forced to park long distances from their work or university they can pay from where they are not where their car is
- But how does Council monitor our top up??
- You should be able you to use any leftover payment from previous parking.
- So you can leave your car and not have to come back and move it to another spot to do all your errands.
- More convenient for users
- The parking meter person will always spring onto you even if you're running late and only 50m away they'll still fine you
- this may prove beneficial for those stuck in appointments etc
- although i disagree on paying for parking, It is convenient to have more payment options
- because it makes sense with this stupid system
- flexibility, particularly with medical appointments
- Make it as easy as possible
- Going to the movies or shopping in the cbd can take longer than the present allocated time limits
- So I don't have to move my car after an hour
- Easy for everyone
- Sounds easier
- Convenience
- great
- Convenience
- that will make it easier
- Will support those without smart phones to conveniently manage parking timing
- So you don't have to spend your valuable parking time, which you have paid for, walking back to your vehicle to spend more money on parking
- would save time spent returning to vehicle if the need arose
- If it means you do not have to walk back to your vehicle to top up payment it would help especially if one has parked blocks away.

- Easier convenience wise.
- Will save having to return to your car spot.
- Saves having to go all the way back to your car.
- If some people do not like using apps this is a great alternative.
- often I park and then walk places
- Convenient but should also be able to do it from the app
- All of the above reasons
- As many choices as possible should be given to customers to avoid fines and promote longer visits to CBD businesses.
- Because you get delayed sometimes by a queue in the shops of being served for coffee. So topping up is business friendly.
- Extremely convenient
- Again, really convenient
- Because it is convenient
- Allows flexibility.
- These days you're most likely to find a parking spot 1/2 a click from where you're at, saves a long walk
- If it could effectively be put in place i would not be opposed to this idea - i would be interested to see how it would be carried out
- so you do not need to travel back to your vehicle location which is a waste of time. People would stay longer because of the extra personal travel added
- To reduce the stress for the generation mentioned above
- If there is a smart phone app I don't think it will matter
- It is more convenient
- This one I like as that will save time for people
- If this new initiative has to go ahead this option is more convenient
- Convenient for those who don't have a smart phone
- Very convenient

- As long as it's technically feasible this seems like it would add a lot of flexibility and make it easier to use
- Convenient as long as there are enough meters
- You might be shopping at the opposite end to where the car is parked.
- This allows those who won't have mobiles to pay for parking.
- Ease of use
- Easy
- easy and convenient
- Saves walking blocks to get back to top meter up and can relax better.
- Great idea. Don't have to get back to your car to do it
- This is not a bad idea for people who are spending the day shopping, again workers should not have to pay to attend their employment to support their families.
- Sometimes time limit is out before you get back to the meter
- Greater flexibility and efficiency in moving around.
- Sounds good in theory. not sure how it works
- If you have to pay, and it needs to be topped up, pay stations need to be accessible and not too far away.
- This would encourage me to shop in the CBD. At the moment I rarely go there because of having to stay in close proximity to my car so that I don't go over time. I would like to be able to park somewhere, then go to all the shops I want to visit.
- Allows the flexibility to do this without wasting time returning to where the car is parked if you have walked a distance from where you've parked.
- they need to be easily accessible.
- More flexibility
- Sounds ok I guess
- Much easier
- Easier than having to go back to exact machine, you are more likely to leave the cbd than top up and return to shopping
- Clever idea

- Saves going all the way to the meter to top-up - more convenient.
- Make sense
- Convenience
- Great Idea
- As long as there are ample metres in the relevant Zones. Dont support paid parking in 2&3 zones I already pay the Council \$3,500/ year in rates
- Easier for people to top up anywhere, rather than having to return to area near where they are parked
- May save time & physical exertion
- makes it convenient if parking in multiple parking throughout the city. People don't just go to one shop when they go shopping in the city
- makes sense
- Seems reasonable
- Seems to be a clever idea.
- As long as there are enough meters
- I support this for the zone 1 parking but how will this work with the zones 2 and 3 - it is ridiculous!
- Convenience!
- Much easier if you are geographically distanced from your car.
- Makes sense
- It's a much better idea to be able to pay for parking in a zone, rather than having to repurchase parking each time you drive to a new location in the CBD, and being able to top up from any meter makes sense in conjunction with this.
- It's much more convenient than having to go back to your original car park
- convenience
- The CBD is very scattered with shopping precincts from Bakery Hill to the end of Sturt St and most streets in between. Anything that makes shopping in Ballarat easier is a benefit.
- Make it easier No ONEd PARKING At all
- This would be a good function however free parking would be best for the city CBD area

- Less time wasted walking to a specific meter. As per the above question, implement Paystay.
- I do not support the plan at all and will not vote for any councilor who supports the plan ever again.
- But if it is implemented, it needs to be as user friendly as possible.
- It would be convenient for workers. (NOTE: I am a worker and NOT happy about having to pay for parking seeing I already walk six blocks to work as it is after dropping kids at school).
- Makes paying easier.
- This should be happening now.
- It at least makes it possible for people without smart phones to pay for parking in the CBD, but what about outside of the CBD?
- Sometimes, you can't get back to where you parked quickly. Especially if you are attending medical facilities, visiting people in hospital, working or attending ACU classes.
- not sure i understand how this works but if it reduces the need to return to the actual location the car is parked this sound positive
- Convenience.
- Cars are going to have to be parked a significant distance from the destination
- To make it easier for all
- Personally I will avoid all areas where I have to pay money
- Having to race blocks to top up a meter is painful
- It will be handy. It means that we don't need to run back to our car which park blocks away to top up
- Flexibility
- Ease of access
- Make life easier.
- As above
- More flexibility, easy top up
- Minimal time off the ward for nurses
- Helpful
- for people unable to access technology



- As long as meters (note misspelling in info page) are placed with mobility issues considered. A long walk to pay when on medical appointment is inconsiderate and a hurdle for those from out of town.
- This is accessible to the whole community and does not disadvantage anyone my elderly out of town parents have stated with all these changes will will no longer come into the CBD. Please don't destroy CBD businesses
- simplifies this otherwise ownerous parking proposition
- Provided that the tech options used are simple.
- Convenience
- flat phone battery etc
- If this means not getting a fine then yes.
- Easier
- Gives more flexibility depending on where you are relative to where you car is parked. Advantages older people and partially disabled.
- This is great idea. So you dont have to run park to your park from a different location.
- Cause it makes sense. Move with the times.
- This is better option for the elderly.
- Again would make things easier.
- to allow a little extra time to complete tasks
- I'm unclear on what this question is asking. My job sometimes takes me to different areas of the CBD and it would be useful to be able to transfer my ticket from one park to another and just top it up, rather than having to buy a new ticket each time
- Convenience
- Much more convenient than having to run back to the actual meter.
- good for older persons
- Need to be flexible.
- Look it doesn't really bother me because I don't drive but it seems cool
- convenience
- saves you heading back to your car that has been parked ages away , just to add 5 minutes to the parking time.

- Less stress getting back to vehicle.
- Convenient when you have walked quite a distance from your original parking spot
- smart thinking
- I think this is a great idea. It will make it easier for people to get change if need top the meter up and cont. shopping.
- That sounds like a good idea
- a convenient option
- god idea in current meter parking
- As long as the system is easy to use
- Convenience
- makes it easier when doing business eg banking, chemist, etc at different ends of the cbd
- Convenience and thats how we like to pay,for parking.
- less hassle. but must have all information on hand. not sure how this will happen
- Can't always get back to original location on time
- Yes but not with this technology
- Would help
- Easy for people who don't have a smart phone or visitors to Ballarat. As a resident I a heritage area, I wouldn't want one of these machines outside my house
- common sense prevails
- Easy
- Ease of use
- Easy access to top-up but surely there will be an enormous cost to implement such meters
- convenience
- Flexibility is good
- It is a convience that most people will prefer.
- If you are within time limits, but nearing expiry on your parking purchase, then it saves having to walk back to the car.

- sounds okay
- Park as long as you want if you are prepared to pay for, 15 minute times though not per hour. So if you to spend 5-10 minutes at a business you pay for an hour! The next person comes along with the same scenario, pay again. Lucrative revenue method again
- logical
- Easier
- I'm not sure on how this would work but it sounds easy enough
- Not having to go to your car is a great idea
- Sometimes you park and walk and do not walk to walk all the way back to your car to just top up
- Time efficient
- Again, convenience.
- Makes life easier
- Utilising technology to make people's time in the CBD more efficient is supported.
- Save time and makes it easier
- Be convenient if you have to park elsewhere
- Convenience
- Removes confusion
- Helps us and you...
- Same answer as last question.
- quicker
- So you don;t gave to go all the way back to the car
- makes sense if you don't have access to the phone app though I can see some users may find it confusing
- This is helpful to those who aren't tech savvy or have mobiles
- Increased convenience
- Once again it allows for flexibility and eliminates restrictions so people can continue there business freely

- Any chance to extend parking time is good. Being stung \$81 last weekend for being 5mins late at The Glen, has put me off ever going back there.
- IT JUST MAKES SENSE .
- Saves time to get back to car
- People need flexibility.
- Not really sure
- It will save wasted time having to travel back to the original meter.
- If we're referring to just normal parking meter and not in references to the smart plan, it would make it a lot easier to access and reminds you that it's a pay parking.
- Increases options for customers. Customers would not have to return to car to top up.
- Ease of use
- Convenience
- Convenience. Common sense to use technology to assist the consumer where possible.
- Easy to manage
- Convenience
- Easy
- Will make it fairer and easier
- Seems convenient.
- Particularly helpful if you have had to park a reasonable distance from your venue.
- You don't need to walk 10 blocks just to top up money time
- Convenience, provided a receipt is provided!
- sounds practical and efficient - unless it requires a phone app
- If I'm parked 2 blocks away I don't want to wak back to top up my limit.
- My parents don't have a smart phone
- Same reasons as app.
- Handy..dont have to return to your car to top up
- Don't have to leave work for very long and head to nearest meter

- same answer as previous question. It's MUCH more convenient!
- Convenience
- Convenience
- Convenient
- Only in purpose built parks
- & think about putting plenty around the hospital entrances - even inside every ward & consider also inside or as very near other organisations/ businesses that employ staff & service clients/customers
- This would make it easier for people increase their time, especially if they are held up at an appointment eg hospital
- Make it easier for people to pay for parking
- Don't have to go all the way back to car to top up.
- Makes it all a bit easier
- Because Ballarat is so spread out and public transport does not complement somebody who parks their vehicle some distance away to return continually to fill the meter.
- More convenient
- This would be great but there needs to be a pay station on every street
- Topping up parking time means I don't need to pay for the maximum time only to use only 15 mins
- This would be handy if things take more time. But there needs to be a meter on every street
- I support it because I have a smart phone but what about people who don't have one?
- Saves wasting time having to go back and allows people to keep shopping and spending money locally
- This is as it would currently be, and I think works for the current allocated paid areas
- Don't think this really requires an answer, the benefits are obvious
- Flexibility
- Only if other changes not made
- if this is not confusing and that remembering which section you parked in
- Convenience
- Easier to top up if staying longer

- depending on the system this may have advantages and encourage visitors & shoppers to stay longer in the CBD
- Easy; saves time
- Ease of use will reduce non compliance
- Why not?
- good if its simple to use
- It is convenient without the need to return to the car
- sometimes appointments can take longer and if you have car park already, you do not require to shop around
- Not sure how this can work if I don't have smart phone.
- I think that is a good idea, as people are not able to get down the street just anytime through the day as they have work etc
- Again, if you get stuck somewhere away from your car then you can top up the parking. More time efficient.
- Because you might not be near your closest meter
- Same as previous
- Can't always get parking spaces where you need
- Obviously you save time rather than trekking back to parking spot.
- cant always get to meters on time if at appointments
- If you are at an appointment and cannot get back to your car then this is better time management for many people
- I assume this is an alternative to using the smart phone app, so you don't have to go back to your car to do it
- Sounds like a convenient way to do it.
- It would save time not having to walk back to your meter.
- That sounds convenient, but again prone to failure as technology isn't always 100% accurate
- Saves walking back to your car however I prefer the mobile phone option
- COOL IDEA BUT WHY?

- Makes sense however you want turnover near the shopping precincts. Why not do 2 hours free then apply high rates
- Allows travel to another spot no coinage wasted from 1st spot
- Won't need to walk back to car to top up expected good as often do more shopping than expected and won't have to rush back or cut short shop and can add on coffee or lunch
- It's easier
- Flexibility
- As above
- Increases the ease of paying for your parking
- This is a great idea
- Offers flexibility
- Again easier than having to go back to your car or risking a fine if you are only going to be a few extra minutes
- So long as I can use the app to do this as well I am supportive
- convenient option
- convenient
- Accessibility
- Convenience
- This is a great idea as you could end up being blocks away from where you parked
- It's a fantastic idea and would save wasted minutes of spending time just to get back to pay a meter.
- I like the current system
- It is good to not have to go back to where you are parked
- As long as the meter stops when you leave a parking spot , I support. Current parking payments, you pay guessing how long you will be . If only there 10min, and have paid for 1 hour, council get the change, and we have to pay again somewhere else.
- Convenience – But there must be a limit to the length of time, otherwise cars will be parked in the city all day and the only winner will be the city council
- No smart phone

- No smart phone
- Not sure how it will work but could be an option
- If you have the device to do it
- OK
- Convenience
- No mobile phone
- It encourages movement around the CBD and a motorist gets better value Sounds sensible
- Easy – stressless
- People won't come into the CBD to eat/shop go to the regent or her majestys if they are restricted
- Convenience
- Seems to be a good idea, better than having to move vehicle leaving money still on the meter



## Why don't you support topping up your parking time allocation from any meter in the CBD?

- I am an aged disabled pensioner living in Scarsdale. My wife (carer) and I must visit Ballarat CBD for various reasons, such as specialist doctor appointments, hospital appointments, shopping and business. I can't walk from Z2 & my wife doesn't drive.
- Shouldn't have restrictions in the first place
- Look how many meters available and distance, there should be far more, also if elderly person can not walk the distance and if attending outpatient or visiting relative visit they can be there for hours they do not need to WORRY about meters or parking
- Needs to be simple
- People who can afford it will just park all day
- Many residents who live on the boundary of the city centre will be affected. Some already have 2 hr parking restriction. Take this away and those residents will never get a park.
- Workers unable to leave their desks/jobs to go out and put money in metres
- Makes it confusing
- Because I don't support this whole plan at all and it should not go ahead
- I don't think we need to waste money on apps and parking plans that will do more harm than good and simply won't work
- I don't support the whole idea of the new parking
- This would be redundant if implementing fore mentioned app
- Would be exploited
- This means that there is no turnover of cars as people can stay all day
- Stop coming out with your bullshit spin trying to justify this obvious money grab
- Cost of installation & maintenance.
- Don't like topping up. Keep traffic moving
- Unnecessary if there is an app.
- Its Ballarat for god sakes NOT Melbourne don't need a lot of time to shop in the CBD as the range of shopping is terrible! I cant remember the last time i shopped in Ballarat as well as many other people i know,. Money best spent elsewhere
- It is either you pay for the one or two hours or you don't park. Being able to top up is levered towards those with greater means.

- Not necessary
- It would require an app most likely
- It is a good idea but not sure it can work in reality because technology issues are common and could cause payment allocation issues
- Because more people will get fines for overstaying
- stop grabbing at money
- Not supportive of paid parking with no business case for the proposed plan
- I thought time limite were so there is a reasonable chance that you can park near to where you want to go. People who can afford it will just park outside their office all day.
- Keep the free parking as it is
- That just means oeople in the city centre will top ip all day leaving no spaces outside central square.
- You want us to shop locally but haven't f8xed parking problem.
- WE DONT WANT PEOPLE TAKING PARKS OUTSIDE OUR SHOP ALL DAY
- It will encourage overstays
- It will complicate things for older people without smart phones
- Technology inevitably fails and people will be given fines through no fault of their own
- Shouldn't be needed
- I don't support new meters
- Actually this is of no concern to me. There is no option to say that on your questionnaire.
- what a mess those areas will be, by your own numbers 10,000 people work in Ballarat, imagine the traffic around those pay points
- dont really use meters
- Zone 2 and 3 should be free parking all day. Not all people have the financial means to pay for parking, nor the capacity to use ticket machines or the internet and should not be disadvantaged because of this.
- Because there will be no free parking zones within walking distance from where I work. I will be forced to pay for parking full day each day
- how to go top up when I am sitting in a dentist's chair ...?
- Exact same reasoning as my previous typed answers.

- People should plan their movements and destinations. Plus use alternatives like walking, bicycles and the PTV bus
- I don't know what you are asking.
- No sure, without more info about how this would work in reality.
- An unwieldy proposition and on the law of averages almost impossible to work
- As above
- that will cost a fortune to implement, as a resident i don;t want to see you waste funds on that when an app can do it. pay where the car is or pay with an app, you can;t cater for that much as it puts the cost on the rest of us.
- need to keep traffic and parking moving for business
- Parking meters are a disincentive for visiting Ballarat.You should be running a free bus down sturt st as the previous trial
- I suggest we have to engage additional officers to police this.More ratepayers money.
- Elderly people will struggle with this technology
- There needs to be more meters than what you propose to accommodate people who do not have the app or know how to use an app. And what if people have run out of data on their phone???
- allowing drivers to top up is contrary to the principle of creating a throughput of shoppers
- Persons parking in front of my residence would be able to remain there all day.
- Parking should be free! This is why the heart of ballarat is dead and people shop out at the shopping centres or out of town
- This is a scheme of CoB to pick most of the money from people, it is not people friendly at all
- Maybe difficult to get parks as people will park in the same spot all day.
- Dont support psid parking
- Still have to run around to put money in metres
- Scam
- build more multi story car parks
- This means people can park outside our shop and go to work, which means our customers can't get a parking spot to come in and shop, drop off their frames and pick them up.

- It facilitates parking without having to return and move the vehicle, We have a retail outlet and need parking spaces that keep being freed up not tied up all day.
- Not supporting and thing that will give council another undeserved pay rise. It's all just revenue raising.
- I have the privilege of being able to buy into a beautiful residence in a beautiful residential street - Victoria Ave - I don't want to accommodate for others to use our street for parking - Business's can provide for their own solutions
- As above
- Shouldn't be paid parking
- Don't have time
- Because we shouldn't have to pay for parking.
- Paying for parking while you're either trying to get an education, working, or spending money at local businesses is theft
- For above reason
- I don't use this
- WE SHOULDNT HAVE TO PAY
- Don't want to pay for parking
- Shouldn't have to pay for parking
- This system will work on the white board but not in reality. Anyone who is not tech savvy will struggle.
- Frustrating for people
- What a waste of Council money, build more multi story parks
- Because this is low
- Parking should be free everywhere and all day
- Mixed household views - could be extremely convenient if things take longer than expected. it defeats the purpose of having time limits on parking
- More waste of money by the council installing and policing the scheme
- As a hospital employee, I do not have time to leave the office and top up the meter - some days I leave later than others due to unforeseen circumstances
- Get rid of the metered parking. It is a major contributor to the struggles of retailers in the CBD and certainly puts me off shopping in the CBD.

- Not relevant
- I dont support any proposal that is going to cost my family over \$7000 a year. We both work in the city, and to have to pay to park in the exact spots we have parked in for over 20 yrs for free (as it should be) is ludicrous.
- Would rather use the app
- Parking should be free
- as above
- I dont support the paid parking
- There has not been enough meters allocated.
- Technology is not always reliable who pays the fine if it falls over
- I dont support having to pay when we don't need too, I'm coming in from Geelong most days and this is extra money that 1. i have to worry about topping up and 2. I cannot afford
- Means I have to stop what I'm doing (ie researching at the library or BMI), or leave a class etc to go and pay more parking. Great if you're in the middle of a lecture or exam!!
- Parking shoould be free
- Will not allow for flow of car parking as people who can afford to park may well park out the front of retailers - so where can the customers park?
- Having a universal parking meter top up is fine. The point is the allocation of the parking meters.
- Because whilst its being masked as making it easier, it will cost us more. Who would support that?
- Should be free parking
- It will mean less turnover of parks, limiting access for new people to have a chance to find a park. The weathly employed will simply park all day anywhere they want
- i work at the hospital, i don't have the ability to leave the hospital to 'top up' on a machines.
- I don't like apps (see previous answer)
- Parking meters in the CBD are notoriously unreliable. I wouldn't trust them.
- we already have parking metres everywhere in ballarat. why change them for other metres...
- I'm not exactly sure of this option, I would like more information, is it guaranteed reliable?
- NO

- Again the assumption is that technology is the answer
- I do not support any part of the proposal as I am a shift worker and I will have to park blocks away from work and walk to my car alone at anytime between 8pm - 11pm. This puts me in danger everyday.
- need more free parking
- Should be able to pay a one off fee !!!!
- Again if parking was free this wouldn't be necessary. If can physically not leave work to go to any metre. Stopping CPR to go put money in a metre is absurd.
- Just like the easy idea of a app to make sure you are ok
- too confusing
- What is wrong with the current ticket system. It works
- Because if you car is in one area you cannot use that parking ticket in another parking area, if you move from that area to another area in the CBD for another appointment
- Again do not like options
- Why keep adding extra?
- Again not in agreement with any of the plan. I believe it will kill shopping etc in cbd
- Yes and no. I can see this leading to people clogging up car spaces that otherwise would have had good turnover and freed up more space for others
- We need to actually SEE what studies have been done on increased dwell times, to date, no evidence of these studies have been provided and for that reason, topping up parking should not be allowed. Feasibility work needs to be done!
- Wont have to walk back to your car to top up
- Why?
- As a nurse at BHS Base Hospital I would have to pay up to \$80 per week on parking that I previously did not have to pay for. This works out to be \$4000 per year. This is not OK.
- These all are for money making, nothing to help us.
- Its time consuming
- Free parking
- Again waste of money!
- This seems like a method of trying to ensure everyone pays even if your nearest machine is broken and that may be difficult for people with limited abilities or children.

- I don't support the changes to paid parking, regardless of where meters are.
- reliability , this question sounds like decisions have been made
- not all residents have smart phones. eg old people.
- Parking should be free for workers as that's why we work!!!
- Nothing wrong with existing arrangements
- I don't support the whole plan
- Great idea if it limited to the current parking area... not the new zones
- If I understand correctly, you can park ALL day in any of the zones providing you are happy to pay the price - this will completely congest the CBD with all day parkers, prohibiting one hour shoppers to come and go using the CBD in any way - FAIL
- Again, very confusing for the older generation, see above answer.
- Not enough meters not practical for some people.
- Fewer cars moving in & out of parks means less availability for those coming later
- People will over stay and cause no parking to be available for others to utilise for access to businesses etc
- Due to the excessive fees that you are fining for parking in the city.
- How?
- Seems too confusing
- cost of new technology
- its fine the way it is
- The technology to implement this is too expensive
- don't want to pay for parking in zone 3 anytime
- People can park all day
- visitors have to walk 700m to top up or leave or park across street where it's free all day every day
- Do not support paid parking zone 2 and 3
- How about we don't pay for parking
- In commercial areas motorists should be encouraged to stop and move. Not park and stay

- The proposed meters are very few and far between.
- Another money grab
- I don't trust that it will actually work
- Again, it's all about the dollars.
- the cbd should have time limits to encourage cars move and grant access to the shops. The cbd should also have the first half an hour as free
- no need
- Ridiculous
- people taking more time so others cant then park
- There would have to be a much larger number of parking meters available to avoid inconvenience.
- Same as above
- Don't wont meters.
- I don't think this will free up parking spaces if the parking time can be topped up from any meter, as the tendency will be for that vehicle to stay put
- If people could top up all day how would this alleviate parking problems in the city?
- I am against paying any parking fees
- Revenue raising is all this is about, no wonder buisness's are going broke, why not try free parking to get people to shop in Ballarat. If the shops get tenants the council wins with rates etc
- I doubt the councils ability implement and maintain a working a meter interworking system
- Too difficult
- The City of Ballarat needs to pay off its debt before sinking money into this kind of technology.
- As above
- shouldn't be paying for parking. this is just ridiculous from the ballarat council.
- For above reasons
- If this means topping your meter to stay in that parking space,no. It would be bad for retail, people with appointments at doctors, dentists & other professionals in zone 1
- The point of having 2 hour parking is to restrict people parking in front of businesses all day restricting access for customers and clients to those businesses.



- Depends, what will this cost?!
- NOT REQUIRED
- Waste of money, this will require all meters to be replaced when there's nothing wrong with them at the moment
- as above
- why can't this be done remotely via the app?
- unnecessary
- What if you have appointments and can't access a meter
- There should be no charge for parking. This proposal will make it so that the poorest of us are unable to park within the CBD and is hence discriminatory.
- That just sounds too confusing
- Unnecessary
- Don't really know how I feel about this and already feel pushed away from parking and shopping in the CBD because of parking changes and new prospects all the time.
- BECAUSE THIS IS MONEY HUNGRY, GREED- THIS PARKING PLAN IS GREEDY
- Its hard enough
- its not clear what the costs to transition this technology to metres is. more information is required to make an informed decision. the app can have this function.
- Confusing
- shouldn't have to pay
- People dont pay fines in real life
- Fine the way it is
- Should not have to pay to park in front of house
- I do not endorse the parking proposal
- Do not want to have to pay for parking.
- Car parking should be free
- Parking should be free
- I have no clear feelings either way.

- spending alot of money on new flash parking metres that could be spent elsewhere is a waste
- i do not support topping up the council coffers
- Have no view but can't leave it blank
- just don't get how this is possible??
- We should not have to pay for parking anywhere in Ballarat
- if we are using a phone to manage parking, we should top up with the phone. if not using phones, all meters should be intergrated
- Cause I shouldn't have to pay in the first place
- If you have the phone app, there isn't much point in this
- Working shift work, I don't time to run outside to a meter to top up parking
- Parking should be free for university students.
- Cars will not move from there spot if this happens and defeats the whole purpose that was set from the start, council said it was to get people moving!
- If you park in a timed area, you should only be able to stay in that park for the allotted time. Top-up parking doesn't allow for equitable sharing of limited car park spaces.
- I don't see how that will work considering there are thousands of parks around Ballarat.
- That means you can stay longer in the park than your allowed
- Should be incentive for most used parking areas to have turn over. Think of the elderly and others with restrictions, they may need close parking to where they need to be.
- Dont think changes are needed to current arrangements - making it impossible for workers in the
- CBD to park anywhere without cost.
- Sounds like a waste of council money
- As I said don't agree with this crap in the first place. It's just a revenue raising load of crap to take more money of people you'll then waste
- Because I don't agree with this stupid idea, you, the Council, are making about parking.
- Council greed
- working people dont have spare time to top up their parking
- Will not pay for parking

- Don't park in Central Ballarat for over 2 hours
- it is just a another money grab by the council and parking should be free
- As we work 10 hour days most days it will cost the business money to give us gaps during the day to top up our marking meters every 2 hours
- I can see points for both options. Rotate parking for other users or paying for the time you use in the CBD.
- Obviously this relies on the app and will cost money to maintain the system which gives you an excuse to keep increasing rates over time.
- because i dont believe i should be paying in the first place.
- Bullshit
- this will just encourage the "hogging" of a park space. Are you more interested in the income or the rotation of parking spaces.
- is inconvenience to go to a central spot to pay and top up - particularly with Ballarat weather and conditions
- I think our parking prices are excessive - geelong has free weekend parking etc
- Again unable to use phone
- Won't shop anywhere where you have pay
- Refuse to use meters
- Parking limits are purely a revenue raising project otherwise restricting parking freedom.
- On too many occasions I have parked my vehicle in a space only to discover the nearest pay station or adjacent meter is not in working order.
- Only if they accept cards!
- As above
- WILL CAUSE ARGUMENTS WITH OTHER PEOPLE WHO WANT TO USE THE PARKING SPACE. YOU NEED TIME RESTRICTIONS THAT WORK.
- So how long are you able to park? Does this mean that you can park beyond the signed time limit
- Keep the current system
- Topping up car parking will encourage people to make an early morning bee line for inner CBD parking spots & stay there all day. This means businesses & residents will have no access to their premises during the course of an entire day.

- I don't support paid parking expansion at all in Ballarat. It's just a cash grab by a greedy, selfish council
- Shouldn't have to pay.
- I would only support this within current city paid parking zone
- I only don't support this as there are not enough parking meter pay points. We were in Melb the other day and there were 4 in clear vision in the same street! There needs to be far more than the ones planned!
- wouldn't take much to input wrong info and end up with a ticket
- There should be a time limit in the CBD including extended parking areas and all day parking.
- if you have an appointment or are having a treatment you can't go out to top up a meter. People are on oncology and Dialysis treatment for hours. You have no idea how long hospital visitors take.
- Students also can't go out & top up meters all day.
- I hope there are enough meters and in close proximity to my car
- No time to leave work to top up
- Not time during working hours to keep topping up. Breaks are short no one wants to spend their breaks finding meters to top up parking
- How is this supposed to work other than on a mobile 'phone?
- This plan fails to indicate if time restrictions are to be removed or remain. All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD. Force longer term parking to designated areas, or public transport.
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- All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD, make parking free!! Force longer term parking to designated areas, or public transport.
- I'm not in the main cbd
- The city council should spend the money for road maintenance work that will last at least 4 years.
- Most of the maintenance work has been done below the engineering standards.
- The whole thing is stupid and I hate these narrowed questions. Why can't you have an area that is an option for other comments.
- Don't understand this. Probably prefer to return to feed meter.

- A waste of time and money
- Too much room for error
- What is the point in this? If you are meant to be changing the parking times you shouldn't be encouraging people to be able to stay in their park if they willing to pay for the park. How is this going to free up parking???
- It would think it would be very easy to get confused and add money to the wrong parking meter, resulting in fines no doubt.
- Leave as is
- This whole plan won't help the parking issue. You are giving people free reign to park in the heart of the CBD for as long as they like. What will we do when there are no free parks? oh I know go to stockland or delacombe!!
- Technical issues. Your telling me this wont be 100% all the time?
- Nevertheless shop in central business centre unless I park for free
- Free parking everywhere you crooks
- see above
- Topping up in the cbd will mean less movement of customers within the cbd while wealthy business people hog all the parking spaces. These are the only people able to afford to pay all day parking
- You say your done it machine breaks big fines
- I am not sure if this would disadvantage people - topping up remotely is convenient but that means people might leave their car in one place all day and limit parking availability for others
- Don't need it.
- Ive never had an issue with how i pay for the specific shopping parking now.
- because you should not have to pay at all. i support FREE parking especially in the residential streets
- may help some folks but for most to have to go from pay station then to find their park and maybe cannot find in area needed could be out of pocket.
- People will not move their cars so there will be less parking spaces available!
- Shouldn't have to pay for parking
- Overly complex
- Elderly residents may find this difficult to negotiate

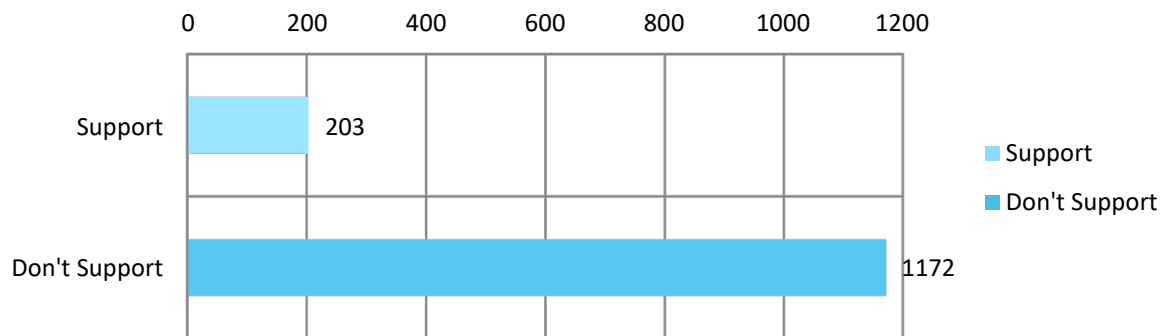
- Don't approve of topping up Meters move your car you've had your 2 hours
- Actually I wouldn't want us to pay extra for this feature. Surely we can pay via app or return to our meter. However at no extra cost this could make returning to the meter easier.
- This will force parking turnover and free up more spaces.
- That's obvious so you make more money
- Not as accurate as smart phone apps
- Dont support the solution
- As per previous comments
- Should be able to use smart phone app
- The whole thing is just stupid
- Parking meters are designed to keep cars moving and so create a turn over of traffic and shoppers/diners. The large number of vacancies in the CBD shows that it is already dying. This hairbrained plan will only make matters worse.
- Not convenient or applicable our members because of age
- Not all community members have a smart phone
- Not sure on this one
- Where are the meters?are they a long way from areas 2/3 ?
- This allows people who can afford it to overstate what would normally be a time limited park.
- One fee payment should be enough
- NO - if you're time runs out you are supposed to move your car! you can't just top it up otherwise why have a 2 hour limit!?
- What if connection fails?
- i work 8 hours on my days at work and i dont think i should have to pay to come to work
- Should have to, to work. You want the services but don't want to keep workers safe and provide affordable options. These options are only "affordable" for counselors earning over \$150,000 per yr
- Money hungry grubs
- I don't understand how this works
- See above answer

- NO smart phone
- Current maximum time limits should apply to allow for turnover of shoppers, restaurant clients or other businesses. Allowing non-restricted parking would have a significant negative impact on these businesses
- There should not be a need for parking meters. Again the money grubbing council who do nothing for the citizens of Ballarat.
- For businesses to survive, customer rotation is needed. Unlimited parking let cafes employees park unlimited time. This restricts available customer spaces available. Increased parking fee restricts customers further. Free 1H parking with strict time restriction
- Because people will just stay in the same park all day without moving their car. Defeats the purpose!!!
- Have seen these meters in Europe and you see confused people in the streets everywhere trying to operate the meters
- Not sure that I really understand the concept.
- More taxpayer money. How about just leave us to park where we please without costing me a week's wage every year
- I don't think I should have to pay for parking to go to work
- If the topping up applies to areas in residential zones then I would not support it. I would give this process some consideration if the topping up from CBD only applied to CBD meters.
- The council keep taking money for us but is building hardly any infrastructure in Ballarat
- far too complex, where did I park, how long did I park, how long do I need, what zone/s have I used or do I need.
- No it costs us more
- There needs to be time limits to promote turnover for businesses and allow residents to park near their own properties.
- Will cause delays at CBD meters. Also no meters in area east of Peel Street.
- CBD parking is supposed to be short term. This appears designed for greater income !
- Do not understand question. Better question - how does this parking plan keep commuting traffic away from Soldiers Hill residential parking.
- I thought the objective was to have people move their car once their time limit was up so car parks are turned over to enable other patients & customers an opportunity to park.
- Being in Ballarat becomes unaffordable
- This will encourage users to park in a spot and not bother moving their car all day

- Again, not the problem. I couldn't care less about this. Just need to be able to park my car so I can go to work
- I'm not really concerned about this
- this will be an unnecessary expense to council
- This really depends on what system is put in place, the cost of the parking and the payment methods put in place.
- Cost to council
- It is revenue raising at its best now that rate capping is introduced
- Parking should be free with hourly time limits
- I don't see that this is an advantage to most people if your going to a metre you may as well go to your car
- Not concerned . Prefer and app.
- Don't want to pay
- it a inconveniences i will go to major shopping centres with free parking the city will die again
- no meters in zone 3
- Remove all zones & paid parking
- Depends on if the meter still runs between getting another park . If the meter stops when you leave a park , then I would support .
- No mobile phone
- Same reasons
- Because it will encourage people to stay in car parks all day. When other people might need a car park to shops or whatever
- You are only looking at whay is in the councils best interest not the publics views
- One point of times parking is to encourage continual turnover of visitors to an area. Topping up by any means, whether by another meter, a phone or anything else contradicts this. Anyway, isn't topping up a meter when the time has expired currently illegal?
- No smart phone
- No smart phone
- Not necessary for who don't work in the CBD or retired people



## Making parking bays close to the CBD more expensive



### Why are you supportive of making parking bays close to the CBD more expensive?

- Making it \$2 an hour is fair enough.
- Allows more parking to be available
- Graduated prices responding to parking availability make sense. But should not be over priced and drive customers to other centres.
- Red needs to be more expensive
- having busier areas cost more is sensible. But should not be so expensive that people choose to go to other centres for shopping etc.
- If close means between Dana & Mair Streets, then very much in support. There should be a mixture of time requirements
- Would encourage higher turnover of spots
- they already are
- I would consider it reasonable to make parking in the immediate CBD more expensive, provided that paid parking is not introduced in areas that are currently unmetered (i.e., zone 2,3)
- Slightly support.. We need free parking for the workers to park safe. This plan isn't fixing the parking problem
- that's fine, if you need the money and businesses don't need customers
- There must be a turnover of cars otherwise businesses will suffer if people park for long periods
- The closer you are to main shopping area, the more you pay

- While I support this, I am concerned about living on the very edge of a Zone 3 zone. I anticipate that this will result in people seeking cheaper parking choosing to park on the edge of the cheaper zone.
- Market forces will control congestion
- Makes people more mindful
- To limit usage
- This should free-up parking for shoppers. Hopefully, it won't be too expensive to frighten the shoppers away.
- \$2 per hour is enough. Make parking in Zone 2&3 cheaper and for as long as people want. Zone 1 needs to be kept at a 2 hour limit - all day workers do not need to park in the CBD. But they need to be provided with alternatives eg park & ride
- I'm not
- short term users will be advantaged - like me!
- hopefully a greater turnover of space. the free 10 minutes is a good initiative
- zone 2 and 3 should be free
- we need to discourage all day parkers.
- Only way to discourage worker
- That has been an accepted practice; discourages cbd workers from taking spaces which shoppers / visitors would use.
- I realize the city is trying to make parking in the CBD unattractive to workers so it is freed up for shoppers.
- Paying for parking should free up more spaces for CBD parking turnover, however not all areas should be charged from the outset e.g. provide some free all day parking areas, particularly in area not conflicting with CBD parking or residents.
- because parking is more limited (less available) and higher demand, this could have the benefit of taking pressure off a higher demand area. it might encourage people to park further away from where they prefer but also to make use of less obvious parks
- Try and keep working vehicles out of CBD
- Promotes move,net of cars
- This is where
- People need to pay for convenience. Also workers will take all the close parks if it doesn't cost them too much.

- The proposed cost increase of Zone 1 is minimal but this should be capped for at least 3 - 4 years.
- it may make workers in the CBD think about where they park and free up spaces for shoppers???
- User should pay and it should be a deterrent for over use.
- this is a means to reduce demand for cbd parking and therefore balance the anticipated increase in potential users
- It would be good to have all meters 50c but if that's not the case it makes sense to have outer suburbs cheaper because there's not as much congestion.
- These are premium spaces and I agree that these should remain at the current rate of \$2 per hour.
- Might as well stay home and shop online, or shop out in the suburbs. You are pushing people away from the CBD.
- encourages people to move on.
- To turn parking over
- Why can't it be a consistent low rate all over
- Makes sense
- The closer to the action the more expensive it should be
- To ease traffic congestion, but need 30-60 minutes free
- Parking is too cheap. Double the cost.
- Nothing is for free, and people should pay for parking in the very center of town
- This makes sense however you are making it more expensive than it currently is to park closely to the CBD.
- User pay
- I understand charging more in the areas in the immediate CBD to discourage people parking close to the CBD, however leave the parking out further with unpaid limits or all day. there needs to be an alternative.
- I would support making zones 2 and 3 more expensive only if first 2 hours free parking applied. As a resident in zone 3, parking outside my house all day is cheaper than parking at hospital car park all day.
- This should be for short term visiting parking only
- prevent CBD being clogged

- If it's primarily for people shopping and tourism and I think this is fine. Once in residential areas this seems unfair to household owners.
- Because cultural change will never occur and congestion only increase if drivers aren't encouraged to use public transport. This should apply to all parking bays to encourage use of purpose built carparks instead with comparable costs.
- The closer you are ypu should pay
- Im a worker
- Helps turnover
- As long as bus service becomes more reliable and more frequent in and around the CBD free parking areas.
- This should increase turnover and free up parking
- Managing demand
- Everyone needs to pay - and those closest should be more expensive - so long as time restrictions remain - which I note is currently not in these plans. This is very concerning
- Premium parking should cost the top rate.
- Still relatively cheap for a city.
- to encorage workers to park in zones 2 and 3. This will enable the parking spaces in zone1 to be more abalible for those accessing services (Library, medical, etc)
- To encourage using public transport is fine but what about visitors to residents in suburbs
- Might help to reduce CBD traffic.
- Too many people don't want to walk, so that is an advantage.
- Zone 1 and 2 make sense, however the size of Zone 3 should be reconsidered as it is a long way out of the CBD and pushes free parking to 30+ minutes walk to those who work in the CBD. Great on sunny days, not so in middle of winter
- It will discourage people from staying there all day.
- Thats fair. Premium spots
- High demand for short stay should pay more
- Not really a clear question. Is this \$2 as in more expensive than zone 2 and 3 or more expensive than proposed \$2?
- keep commuters out of residential areas
- Only if they are on par to other regional centres

- If you must have metered parking bays over such a wide area, those closest to the CBD would need to be more expensive, otherwise workers prepared to pay would stay all day in the close parks leaving residents shoppers with no where to park
- user demand/pays
- To keep the occupation of these bays available more during the day. Less inclined to leave car for extended period.
- As they say in the classics..... "Locaion, Location, Location....."
- Less walking
- I agree with this but I think Zone 1 is extended too far- it should be strictly limited to Sturt st & other busy relevant streets in the CBT i.e Lydiard; Armstrong
- It's the most desirable and hard to find place for parks
- C bd parking charges ok
- I think a financial incentive is one of the only ways to reduce CBD traffic and as a cyclist this will make commuting safer for my trip to work
- Less likely for workers to park out the front of their workplaces, reducing access for customers. Its prime real estate
- only where there's a level of commercial competition at the actual metered sites - don't penalise isolated businesses
- it is a fine line, as you don't want staff filling up parking bays for tourist/shoppers.
- I support this but only if the first 2 hours are free to encourage shopper turnover
- Revenue raised can be used to improve infrastructure
- Fees should reflect current best practice of cities similar to Ballarat size & demographics.
- It makes sense for turn over
- People should have to pay more of they want to park close to the cbd. If you don't want to pay- walk or park further out.
- I do believe that you pay for convenience and that the bay nearer to the cbd are likely to be more in demand so this may deter people from spending prolonged periods of time in those parks
- only fair that those that are closer pay more
- To allow short term shoppers to get a park
- Makes sense that closer to cbd should cost more

- We need to better manage our existing parking assets, and provide the right incentives to walk, cycle or take the bus
- I suppose high demand should mean higher cost
- prevents all day parking in busy areas
- 2 per hour great. Cheaper as you go out. Makes sense
- If you want to park centrally then you need to pay for it.
- Why? Surely we want to encourage people to shop locally!
- Parking in CBD should be capped at about \$8 per or half the amount of full payment for 8 hours
- Happy if current paid parking is increased slightly but not if you add more spaces that become paid parking
- So that people wont park there all day. There will be movement fo cars/people
- Highest demand
- More expensive than further out is only logical, more expensive than current parking. Well debatable
- Better access for short term parking
- reflects the higher demand in these areas
- Not sure how much I support this - I guess more convenience equals more cost to customers.
- Encourage walking, cycling and public transport. Discourage unnecessary car use. Currently berry cheap.
- Depends on person and their ability to get around.
- To stop people parking all day in front of business and affecting access and use of businesses by local residents
- Because there are fewer of them
- should be time limited
- Make car ownership more expensive, encourage more people to use PT, walk or bike
- More movement of traffic, more short stay parking by customers.
- This will help people to exercise more. Walking is better. It will also stop some traffic in the heavier areas.
- To deter all day parkers that fill up the street

- What are the boundaries of the CBD
- So there is more turnover in this area
- Yes but no!!!!!!!!!!!!!!!
- Not fussed given I live close to town
- Will prevent people parking for long periods during the day
- Will free up more parks
- assume such spaces have higher demand and price can help ration and and make sure there is a balance between available spaces and need to find parking
- It allows for more people to use this convenience. I would support a revenue raising element as well.
- IT MAY MOVE PEOPLE ON FASTER AND STOP THE WORKERS USING THE METRES AT THE FRONT DOOR
- Get people to use public transport and let retailers to have more customers. It is where many of the facilities are.
- I am supportive - however, i think the same should apply to the Lake. In particular victoria Avenue and Webster Street - zone 2 should go all they way to the lake!
- Customers should pay for the privilege of parking nearer to the CBD core. This may encourage them to use alternative transport such as bikes, public transport, car pooling etc
- Provided there is a free allocation for shoppers before charges begin
- Living in the health precinct, access to our home during the day is near impossible - including walkways, drive ways, delivery access.
- I support the decrease in fees the further you are away BUT DO NOT support a fee higher than the current \$2 per hour.
- It's an obvious way to limit demand
- Reduce congestion.
- Good that people can make a choice about the convenience of parking vs amount they pay. Not so great for the elderly, pregnant, young families, etc who perhaps can't walk so far but lack funds also.
- Pollution and congestion. Use of car in CBD should attract a tax.
- Hopefully encourage the use of other forms of transport
- I support \$2 per hour, but concerned that prices will keep rising (price should be locked in for 5 years). Might lock low-income people out of the CBD if parking fees keep rising.

- It we don't have zones 3
- To stop city workers from parking all day.
- This is more valuable "real estate" Use of a sliding scal eg 1 hour free, 2 to 3 hours \$1.50, 3 or more hours \$2.50
- To prevent all day parkers
- Encourage
- I support it within reason. Need a solution for workers though.
- To encourage turnover. Be warned - this will kill the CBD. people will shop at Stockland.
- Yes, if you mean more expensive than ones further away - though probably not fair on businesses like coffee shops for customer parking
- In general, this would deter long periods of spaces taken up...however there needs to be exemptions
- Helps manage parking. Might encourage people to use public transport
- Ease congestion
- It makes sense to have a premium on highly sought after parks. It is cheap now anyway compared to just about anywhere else in Victoria
- It already is and discourages parking hogs!
- It has always been dearer to park in high traffic areas ti deter people from leaving cars for extended periods
- To stop all day parking that stops shoppers. Cheaper forst or free for two hours, then a much higher rate
- The Cbfd needs turnover of cars. UNLIMITED PARKING is a definite no. more expensive may promote turnover. However, if the first half hour (or even an hour) were free then many more will park and turn the spaces over. Albury has a mix of 30 & 60 minute parking and no meters. The CBD appears quite vibrant. The sdame applies in Wodonga, together they make a larger and important regional city
- Provided more free parking is made available im prepared to walk a little further
- To stop workers parking all day in the city



## Why don't you support making parking bays close to the CBD more expensive?

- Ballarat is wet and cold. We are not a metro city of 500k people and far from being at that point.
- There needs to be a balance so workers can still obtain all day parking for a reasonable fee.
- Is nothing but a good way to drive people even further away from the CBD for shopping
- people wont shop in CBD where they can park for free in other shopping areas
- I am an aged disabled pensioner living in [REDACTED]. My wife (carer) and I must visit Ballarat CBD for various reasons, such as specialist doctor appointments, hospital appointments, shopping and business. I can't walk from Z2 & my wife doesn't drive.
- Not fair for workers
- The council is Not promoting people to go to CBD business will close. they will go to Wendouree or Delacombe to shop
- What about people working in the area, most can not afford this. Our living expenses to wage ratio is way too high
- It will push parking out into residential areas-all zones equal.
- \$2 per hour is already quite expensive for a regional centre, for the privilege of supporting business in the city. We need to do everything we can to encourage people to spend money in our CBD, rather than making it unaffordable to park there.
- Shoppers will just go to shopping centres that don't charge for parking. It's already happening NOW!
- I feel it is expensive enough, we live in Ballarat, not Melbourne
- Because it will drive customers away from spending that much money for parking when there are all say free working at sites such as dtc and stocklands which have all the shopping requirements
- Already expensive as it is
- Disadvantages cbd businesses, people wont park and shop in the cbd.
- Already too much
- It would be detrimental to cbd businesses, people just won't go there. I would avoid the cbd if I had to pay at all
- Car users are prepared to pay so they can continue the habit of using a car. Increasing car parking costs will not stop car users from parking.
- Minimum wages doesn't cover costs

- They are expensive enough
- With areas like delacombe town centre that have free parking you will kill business in the CBD. You are punishing workers. It needs a daily rate option after 4 hours. \$6.50 a day is manageable.
- Anything more is over the top.
- The bottom end of Sturt Street is empty throughout the day. Traders in that area don't need less people, they need more.
- They are already too dear for a REGIONAL City
- Just ridiculous, people can't afford it. The CBD is dying, you are driving people away, just look at Start Street & the Bridge Mall
- There are too many empty shops in the Bridge Mall. And City area at the moment. Why pay for parking when there is free parking available at other shopping centres eg. Wendouree Village.
- Already expensive enough - this is pure greed!
- Parking is already expensive enough at current rates
- Stops people shopping and makes it expensive for city workers
- Any plan to make parking more expensive than it already is is just ludicrous and just cause more harm than good
- No one shops in the CBD now. Do you really want to give another reason to go somewhere else?
- As a student at the central Australian Catholic University campus it will cost me anywhere from \$8-\$16 a day for parking, up to \$80 a week, more than I spend on food. Students can simply not afford this, and really have no other parking options.
- Parking in Ballarat is too expensive as it is
- This will discourage customers from visiting businesses
- This will cripple CBD businesses. It's good to be able to choose to come into town, shop and support local businesses without having to pay for hours of parking. This change would also cost out family \$1-3 thousands dollars per year.
- \$2 per hour is enough for a regional city
- Because if you're an elderly person or a mother with a pram or small children, you need to park close to where you're going. Why should they get charged a lot more because they're unable to realistically park in a cheaper zone?

- unfair on everyone.
- They are already expensive and on par with other towns of similar sizes and outer suburban Melbourne
- Just killing shop trade in cbd
- Parking is already expensive for a family on a low income.
- You want encourage more people into the city.
- making parking more difficult and expensive is a poor way to attract more people to the CBD to work or shop
- Already prohibitive
- revenue raiser
- Parking is already expensive in the CBD, it will drive people away and the CBD will suffer. Ballarat people are pretty cheap, and the cost of parking right now is pretty high!
- It's already expensive enough.
- Why? I would say you need better access to get to where you need to be. You only might be there for a short time. So paying for that seems excessive. But then you need to keep people moving to allow a fair movement of other to have access to shops.
- making the parking more expensive will result in more people parking further out of the cbd
- Council money making exercise
- They already are too much
- Cost of parking in Ballarat is too high already
- The cbd is looking like a ghost town now this will be the final straw
- doesnt solve any problems, need to increase amount of parking, not cost
- It is more difficult for the elderly
- They aren't any more expensive than they are now! Council need to think of other options than pushing cars into residential streets.
- You want people to go there!
- Same price
- Increase the spaces and then you can increase the price.

- just another money grabbing exercise ??? REALLY people will not pay more to shop in CBD can go to Stocklands etc
- Great way to drive business out of the CBD, just stupid! also is just a way of recouping some parking fine money
- It already costs way too much per hour!
- It's expensive as it is
- The pricing proposed is absurd! The cost of parking in the CBD is already high, this new proposal is going to improve parking availability but drive people out of the CBD
- \$2 an hour seems a bit over the top. Supposed to be encouraging people to shop in CBD not make it too expensive to park here. Especially when there is free parking at numerous shopping centres now.
- Can't afford expensive parking
- Already expensive enough
- It's expensive enough.
- Very close to the CBD should be short term free parking to encourage shoppers and visitors. We lose customers to shopping centre free parking
- I'm not sure that this will promote people visiting the CBD and supporting local businesses. I also don't support the dramatic increase in parking fees from \$0 in zones 2 and 3.
- will impact retail business further
- You haven't defined the term close to the CBD
- Because it will deter people from visiting the CBD
- This is not Melbourne. Massive part of our community are low socioeconomic people. Every cent they spend on parking is a dent in weekly income for essentials.
- They are not used now at current price. They will not be used at higher price. People will go to Delecombe, Stocklands, or online. Charging parents to pick up school kids from Clarendon is dispensable.
- Drives people to park longer, possibly in front of our charity shop
- Only the parking in the inner CBD and near hospital should be charged. All other parking free.
- look at more spaces rather than higher cost / improve public transport
- people don't have spare money in their households and this should not be more expensive if you want people to enjoy living here

- No data on effect on businesses or whether people will pay more
- We already pay twice as much per hour as in Melbourne
- Because people will park further out in residential areas
- This will push people to Wendouree to shop
- I have yet to see proof that parking is in short supply in the CBD. This move will only make people shop further afield such as at Stockland
- I shop in Ballarat to support local commerce. If I am paying excessive parking I may as well jump on the train and go yo Melb. Cheaper and more variety.
- I don't think it needs to be anymore expensive.
- I think \$2 is enough
- THEY SHOULD BE ALL FREE FO A VIBRANT CITY CENTER BUT TIME POLICED
- Utalise time stays
- because im a pensioner
- No one will shop in the CBD, Stockland and DTC will be my preferred shopping area with free parking.
- Expensive enough as it is
- Parking is already expensive. Doing this will reduce the amount of shoppers and therefore economics in Ballarat
- People will be encouraged to do more online shopping instead of supporting our CBD
- They're already expensive
- Not good for businesses
- Unfair for employees who work in the CBD and will encourage people to park in residential areas.
- Do not need to, nothing wrong, there is parking available everywhere, never a problem
- Money grab by council
- The cbd is already dead, this will kill it completely!
- R u really trying to encourage people to shop in the CBD, it doesnt seem like it

- Because I live rural and work in the CBD I often park out the front of my workplace. Especially in winter (which is all the time in Ballarat) and it will be too expensive for me to afford, to get free or cheaper parking I would have to walk several blocks
- Actually this is of no concern to me. There is no option to say that on your questionnaire.
- the lack of open shops in the mall is an embarrassment to Ballarat Council, people will park where it's free
- It is already hard enough for people working in the CBD to pay for parking with prices the way they are
- I don't support all day stay in the CBD
- I don't mind the charging of a higher fee, but I am against the loss of a capped All Day rate.
- penalises those who own business and work in the CBD who have no option, and it will make more people shop at Wendouree village or out of town
- why should it be more expensive !!!!!
- This will take people away from the CBD, and the retailers are already suffering. This is a death wish for the CBD.
- I would like traffic to turn over regularly in Zone 1.
- encourage people to go into the city
- Flat rate across zone 1 is fair for all .
- Congestion will occur on the fringes of areas
- I don't agree with paid parking at all. Parking should be on a first come first served basis
- The community is sick and tired of the blatant revenue raising by our Council. Not all residents of Ballarat have the financial means to pay for parking. We are not all on a Councillors salary.
- Expensive enough already particularly for those on limited incomes.
- For a regional city, I think the fee is sufficient
- NO.NO.No - parking is already far too expensive for those of us on low & extremely low incomes.
- it's already \$2 an hour which is crazy if you have an appointment as a doctor and might even be there for 2 hours- or hospital ??
- Because there will be no free parking zones within walking distance from where I work. I will be forced to pay for parking full day each day
- The current price is more than enough.

- the vast majority of workers in the retail are casual. they have already lost their penalty rates and now they have to pay more. very disrespectful and ignorant
- Too dear already
- No changes required
- You will kill the shopping precinct
- I dont feel like shopping in cbd already cos of parking costs
- People who work IN THE CBD shouldn't have to pay, tourists yes not workers or locals they pay enough in bills and other expenses to the city of ballarat and pay tax and the tax money paid just goes to losers who don't deserve it and don't help themselves
- Already expensive enough - Zone 3 needs to be scrapped as it is RESIDENTIAL - zones need to be revisited as it is pure greed to go as far as MacArthur Street -
- Any decision needs to be based on what shop owners think
- I don't have an opinions about this topic, but this survey will not allow it to be skipped? I will write 'don't support.'
- .5\$ per hour is enough
- More expensive than what? Certainly not more expensive than \$2/hr! Some people needing to park in such places are workers who find it's unsafe to walk further because of the hours they work.
- Parking is too expensive now
- It will deter residents from visiting retailers in the CBD.
- We need more free parking not more expensive parking
- Because i think they are already quite expensive. I think the demans can be reassessed once the workers arrive in 2-3 years time.
- I'm all for a rise but you wont be far of tripling the rate - this just seems like a money grabbing strategy.
- This would simply force parking into the residential areas. How about more multi story car parking available and use of park and ride being made available for outer parking areas.
- Current rates are about what you expect to pay in regional city. If the 100's of parks were not removed as planned the revenue would remain. We need to encourage people into CBD not outer suburbs.
- why make them cost more, that is a joke for people needing to go to the doctor, or get a prescription, or go to a movie its already hard enough.

- people will not shop in the CBD
- Do you want business or not ?
- How about utilizing existing parking areas not being fully occupied
- Why?
- All people need to park close sometimes
- Why penalise people coming into town to shop? Do you hate shopkeepers and small businesses?
- Already difficult to get parking in CBD for an extended time
- This merely provides convenience for those that can afford it and disadvantages those who cannot.
- Can't afford it now!
- Already too expensive. CBD will be under supported.
- it is already costly enough and council are already receiving a lot more revenue
- Turn people away
- Costs enough already
- How is this going to help businesses??
- Ballarat has more parking restrictions than any other town I have been to already
- Because the reason BCC proposes it is unclear. BCC does not provide strategic reasons for their proposal
- I work in the CBD and live out of town so would rather not have to pay more for parking. My work doesn't have parking at the premises and I already park further away for free parking.
- Not good for business.
- Leave parking limits the way they are.
- parking is already expensive for workers
- as previous, timed parking enforced creates compliance/turnover. pay parking is revenue raising and contributes to our moribund CBD retail cf Stocklands, DTC etc.
- The cbd is already dying, personally if parking increases, I will work from home, therefore taking my patronage away from local cafes and shops
- \$2 per hour is sufficient; I would make it \$1 per hr for zones 2 & 3, after 2 hr free time.



- You have not made allowances for replacing this loss of parking, busses in Ballarat are unreliable so people are forced to drive and park in the CBD particularly those who work late nights
- All day workers will park in the cheapest place. I will park in front of residents if its cheaper than in front of businesses. Closer in should be same cost (no cost) as outer if you dont want me to park in residential.
- Existing parking costs are sufficient.
- Should be free
- For longer periods ok but 1\$ doesn;t getyou very long as it is
- This is a scheme of CoB to pick most of the money from people, it is not people friendly at all
- Just make people move more
- This punished people for supporting cbd businesses
- \$2 per hour is sufficient
- It doesn't make goin to the CDB appealing at all, particularly when you can park at Stockland Wendouree, DTC and Lucas etc all free of charge. Overall I think it will have a negative impact on business ability to continue to operate in the CBD.
- I don't think this is proven to be needed just yet but if it is necessary in the future to ensure car parks turnover then I would support
- Expensive all ready
- Just a bloody scam don't support any of this proposal
- I think they are expensive enough. I would be worried it could stop people from shopping here.
- Therefore hurt local business.
- build more multi story car parks
- being a retailer we have an in and out clientele
- I work in the CBD. I don't feel I should be penalised because my employer is located centrally
- Too expensive now, I look around now and most of the car spaces are not used.
- consistency across the board is better.
- Lots of small business trying to make a living

- Its already too expensive to pay the parking fees for families, retired people without being any more expensive. The cost of registration just keeps going up without having to pay extra for parking. No way would I consider having a business in the CBD
- Already expensive
- Our customers will go elsewhere if the parking is too expensive. It is driving away business from hard working small businesses.
- I like them affordable
- Penalising shoppers and workers
- It will deter shoppers from the retail sector in the CBD, however I think there should be more parking meters in Sturt St up to Pleasant St
- It impacts business-the CBD already looked dead, and fewer people makes it feel unsafe
- How are workers supposed to afford the extra cost? I've tried parking outside of the proposed paid parking areas and have been abused by residents and my car threatened
- Most shopping is done in the CBD, this would kill it for me. I'd go to Wendouree or DTC (and they are too far really)
- It will drive people out of and away from the CBD.
- This is such a short sighted response. What consideration is given to city workers. This will greatly increase the cost of going to work. I might as well walk from Creswick. Ballarat Council you are hitting the people that run your CBD - SHAME!!!
- I don't support this as I work in the CBD
- We as a city are already more expensive than other regional counterparts - not conducive to attracting people to spend time and money in CBD.
- This might force out all day parkers however it will make it more expensive for people wanting to support the businesses.
- This would affect the cost of parking when I attend work
- Too expensive already
- It's Ballarat not Melbourne
- It's ridiculous people won't want to park in the CBD at all
- As a student I already struggle to afford current meter prices
- Why should it be more expensive?
- Paying to park your car is legal theft

- ballarats cbd in terms of retail is bad enough
- Because paid parking is a ridiculous way for councils to grab more money off residents
- Why would this be required? I think raising the cost is uncalled for
- Driving to Ballarat is expensive as it is
- People that work in the CBD don't need to pay anymore than they already do
- THERE SHOULDN'T EVEN BE PARKING METERS IT SHOULD BE FREE
- It's ridiculous
- I can't afford parking every day for work and uni
- Parking in cbd is hard enough without paying extra
- How will this assist retailers? And it discriminates favourable towards those with money
- Parking shouldn't be charged. It's rubbish
- It's hard enough to find parking which is free. Don't make it more expensive
- When I go to the CBD is only for a few minutes to pick up dinner or the likes. I don't think it's fair to have to pay more for the few minutes I'll be parked
- Already expensive
- Already too expensive
- Inner CBD parking should be the same cost but for a shorter time to allow access for more customers. This is the point of the CBD - CUSTOMERS!!
- I think you will kill the shopping precinct completely, people will go to other areas to shop or favour online shopping which will not help the shop Ballarat initiative at all.
- Will kill local traders business
- Bc Ballarat is still strip shopping if you are forced to pay more this will have a negative impact on business and negatively
- We already spend enough on parking . Sometimes i have to go to four different areas and pay for each.
- Should be equal and affordable for everyone
- Up to 3 hours should be relatively cheap eg \$2 per hour to encourage shopping, cinema etc in CBD.

- We need to keep CBD well supported by people using city for non-employment purposes otherwise it will just become a place of office buildings.
- I do not park or shop in the CBD because of parking fees. I can see retail suffering as more people avoid the area in favour of shopping areas with free parking nearby
- people may have to travel from out of town to come into the shops, and to make it more expensive is just going to deter people from shopping locally in the CBD
- we need people in the cbd
- Why increase parking costs when several shopping centres allow free parking.
- Same service, higher price. It's only going to drive people away from the CBD
- Because I have to park close to the hospital for work everyday, it is my hard earned money that I am spending. I don't earn a huge income so to put parking places up would make me think twice about staying employed where I am.
- keep the fee as current, lose customers to shop or dine in CBD. we pay high council rate already compared to other city
- Why? The amount of money a meter uses via ticket would vary weekly - a massive profit is still there
- Because most of us aren't local and driving is our only option. Since we study, we don't have time for full time work. We do what we can to get by
- no reason for this except to make the council more money
- Parking is already expensive, Working at the hospital means less parking and more money to be spent each day.
- I already find \$2 an hour a disincentive for going into town and utilising local businesses. This does
- not foster equality for disadvantaged people and local economic growth.
- Not everyone has a spare couple of dollars to pay for parking meters. It is extremely hard for those with a lower economic status and would put people off from parking there, they would park elsewhere. This does not promote equality in the community
- I work at St Johns and I don't believe I should be penalised for doing my job
- Already expensive enough
- A lot people can not afford excessive parking fees as wages are small due to part time work
- Discourages business and shoppers

- Parking should be the same like \$1 per hour throughout Ballarat. Its kinda like first in first serve.
- Those working in CBD will have to pay outrageous amounts to work now
- Need to ensure plenty of disabled access at fair price
- Two dollars per hour is not cheap.
- the centre of Ballarat is dying commercially this will finish it off
- I believe making parking more expensive creates a barrier for people to support local businesses. If parking rates go up. People have less money to spend. We want spending local cafes and business.
- Too expensive already
- Parking is too expensive already.
- Parking in the cbd is already expensive for a regional town. The cost of parking will deter people from shopping, dining etc in the CBD
- Under your proposed plan I would be \$4960 a year worse off, simply for going to work.
- Why
- Does nothing to solve parking problems
- Not fair for commuters
- Train commuters
- The city is dying and increasing the cost of the parking, and making all workers pay just to go to work is stupid. Decrease the cost of the parking and people may come back. There is no incentive for business.
- It will encourage people to go to Wendouree Village or Delacombe
- \$2/hr is already enough for Ballarat
- If you want people in the city you need to make it attractive and that includes affordability and availability
- You can but you will end up killing the cbd so there will no longer be any need for parking because it will be empty.
- Need to encourage people into the CBD with more expensive meters people will stop shopping in the CBD and head to Wendouree or Delecombe where parking is free
- it will impact on local shops as people will avoid the higher cost and most will find other alternatives

- This will drive city workers out of the CBD for their parking. Along with being counter productive
- there is a public safety issue for workers parking above safeway or having to walk miles out of the city to access free parking
- People who are required to park close to the CBD as in the elderly are just being charged more
- The whole issue is ridiculous
- People that work in the CBD will be affected.
- We need people to shop in the CBD
- This will deter people from using these shops. They will go elsewhere and this area should also be 2 hrs free
- It's negative, complex, and narrow minded
- common sense prevails on this one , this will affect the CBD and push people away
- They're expensive enough already.
- You already pay enough. Provide more high rise parking blocks.
- I will just go to stocklands, free parking. This will drive business out of the CBD
- This only relates to raising revenue not solving parking rotations, the wealthy won't care paying more
- Instead of bring people into Ballarat they will be driven away
- You are just find-raising. Why should pensioners and poor people pay more to get closer to the shops?
- Why would anyone? This is not melbourne CBD. If we are forced to spend more on parking we will spend less in the businesses.
- It doesn't have to be expensive to be a deterrent for parking longer (fines should do that).
- Particularly close to the hospital - not everyone can afford parking meter costs. I think that having a cost associated with parking should help turnover.
- The CBD is dead as it is.
- This will drive people out to DTC and stockland ruining business for the CBD
- You would be unfairly targeting shoppers etc when there are no other parking choices available.
- There is no need to make parking more expensive in some areas over others. Parking should remain the same everywhere

- This will significantly effect the amount of money spent on parking and decrease the appeal of living and working in Ballarat. If I wanted to pay more for parking I might as well move back to Melbourne
- More money to the ticket machines, less likely to park nearby and local buisnesses will lose out. Its clearly revenue raising for the council at the cost of workers and shoppers.
- Ballarat is in a growth period but it is a regional centre & the attraction is that it is not an expensive area to live in.
- might as well close down our retail and hospitality, i already avoid the movies and shops in the area.
- It's already expensive, especially considering people are going into town to shop and boost the economy.
- Same everywhere for simplicity - just shorter time limits of staying in one place
- WHY??? is more the questions- this smells like pure revenue raising...
- \$2.00 an hour is already expensive. Especially when you consider that there aren't may options for long term parking in the CBD
- As an inner city worker I feel this is discrimination as I cannot make my employer move to an outer location. Why must I be disadvantaged financially to raise revenue for the council
- Ridiculous
- Raising costs is unfair to those who already struggle to pay them, and unreasonable if nothing extra is being offered in exchange.
- People are already preferring to shop in other shopping precincts eg Stockland as parking free. There is already an abundance of empty shops due to decline in people shopping CBD. We need to have incentive to shop in CBD no penalise people.
- disadvantages the elderly / people with ambulatory challenges whom should have priority access to these sites
- We need people to shop & Dine in the CBD, people visiting the hospitals, attending medical appointments would be given unfairly penalties
- Why should it be increased its laready expensive to park in the CBD
- OK NOW
- The cbd area of Ballarat is already struggling to get enough visitors to support retail and I feel more expensive parking will contribute to push shoppers to outer retail centres.
- Making it harder to get to the business you want to access

- Consistent cost is easier and it needs to be modest or people will go out to Lucas or Delacombe and then our town loses its vibrant feel
- Where I park now is free but when the new proposal is in place it will cost me \$12 per day/\$60 per week. This is a lot on a limited budget.
- because we're not all fat cats like you guys in the council with their own free parking and work from 9am till 5pm
- pay to park = I won't shop
- I now don't park and go into the city, too expensive, I feel most people will do the same. I feel for the businesses that you will break because of this.
- Why so the mayor can go on more overseas trips?
- No one will shop in CBD people will go to Wendouree village or Delacombe town centre . Taking business away from Ballarat
- By making the CBD parking more expensive, it is giving people a good reason not to shop in the CBD, instead at Stocklands and Delacombe town centre when parking is free and they access to appropriate shops.
- It will discourage people from shopping at the local small business in the CBD
- Should be free. Young families and elderly should be able to park within close proximity and not have to worry about paying for that let alone getting to a destination with ease.
- Pay a lot now
- I think the fees charged at the moment are reasonable but any increase is not.
- this is revenue raising, we are not Melbourne
- Its already too expensive to park in the CBD
- Parking is already expensive enough within the city. Many citizens choose to shop elsewhere due to parking restrictions
- Affordability. Community access.
- This will severely impact the local shops in the CBD. Customers will go to Lucas, Delacombe and Stockland where parking is free
- Less people would venture into the CBD decreasing local business.
- Because we are a region town and not a city, therefore parking should not be more expensive for those that want to use the CBD for shopping, appointments and work related purposes
- Money grabbing making life harder for us to shop etc in CBD



- It's expensive already
- Money grabbing not what ballarat residents want
- this will discourage me and others from shopping in the CBD. This is also an unacceptable cost for the CBD workforce
- I believe this is flawed for a number of reasons. Not only would this have adverse effects for small business owners but could be potentially unmanageable for workers in the CBD.
- Time limit should be enough to keep people moving
- We live in a regional town. The parking costs are already sending people away from the cbd to Lucas, delecombe and stockland. Why pay when you don't have to
- Dont you see that on most days, the parking bays aren't being used anyway! Stop being greedy!
- Not necessary. For something that isn't supposed to be about making money, it is certainly framed that way ALL THE TIME.
- It's too expensive to stay for long and shop. I don't live in town so public transport is not an option and living costs are high enough as it is
- just wont venture into the CBD anymore already expensive enough for the amount of parking there is
- Already expensive enough!
- Its expensive enough
- Why? its just more money for council
- they are expensive enough
- Will drive people away from shopping and visiting CBD
- I'm a 19 year old girl who works in the CBD and already have to walk 15 minutes to my car in the dark every night, I don't earn enough to be paying this much for parking
- Why would you increase the price? it's already ridiculous as it is that Ballarat is the only country town that you have to pay for parking
- Again a cash grab by the council
- paid parking is out of reach for a lot of low income workers who work in the CBD and shouldn't be punished for what there salary is
- They are already expensive enough \$1 per hour

- Is this just about making money???? I never have problems parking anywhere now, so why????
- Workers in this area should not be penalised for working in the CBD. individuals will be forced to park further away making it unsafe to walk to work when it gets dark early- especially shift workers.
- To park for a week close to my employer currently cost me 6.50 per day under this scheme this could increase to \$12 per day in same park.
- You're driving people away from using the CBD. Everyone is going to shopping centres instead. This affects the businesses.
- they should be short stay for shopping and not over the top in cost
- Deters customers away from shopping
- This is just a fundraising expedition for the council targeting workers especially around the hospital making it difficult and inconvenient for already struggling families who have no other choice because this will go ahead despite what workers think
- The hospital is in the CBD. As a nurse at the BHS this is unfair that I have to pay more for going to work.
- Its focus only money making
- As I come in everyday \$2 a day is not affordable and I can't walk long distances. ESP since the weather is terrible I'm Ballarat and no under cover area to get into town. People will just stop coming into town and we want to encourage ppl not discourage
- Free parking
- Who can afford this?! No one! What working family or single parent can afford a further \$80 a week just to park there god damn care for work?! It's ridiculous and cruel! Not everyone has money
- I believe all parking should be free but time limited and monitored by parking inspectors instead. This will ensure all can access the CBD, not just those with money for parking.
- I do support it for some of the areas but I'm very opposed to increasing costs around the hospitals/medical precinct. Currently there is a lot of free 3 hour parking that will become zone 1 \$2 an hour parking
- Because people are not paying for anything other council greed- no new infrastructure or services
- expensive enough and should be same for at least 2 years . often you have to pay , and only use a bit of the time paid
- For gods sake do you want people to shop in Ballarat?

- Revenue raising
- Absolutely not!!!!!!!!!!!!!!!!!!!!!! Youd have to be joking! Do you want people like myself being able to go to work to look after the community or not? I refuse to be charged more based on where I work. I love caring for people and I shouldnt be charged!
- Costs enough already
- Retail workers are usually underemployed and low income as it is, we finish work when it's dark and to be able to afford parking we would have to walk a long way in the dark in a unsafe area just to avoid the zone 1 prices.
- Discouraging people from shopping in the CBD
- Making parking expensive will drive people to shop and work elsewhere
- IN SOME CASES IT IS TAKING ADVANTAGE OF PEOPLE WHO NEED TO PARK CLOSER NOT EVERYONE HAS A DISABLED CAR PARKING TICKET.
- We pay enough rates without being fleeced for parking also
- Because Parker's will spill out into the cheaper residential areas
- there expensive enough. take it from me the business suffer. one tens to shop elsewhere if possible
- We have a lot of people on small incomes, we are still country even though we are expanding
- Your Limiting peple/shoppers coming to the CBD. In fact you may drive them away
- Very shortsighted proposal by a money hungry council which will push businesses, customers and the general public away from the CBD. There are already many buildings within the CBD that are vacant and this proposal will do nothing to encourage growth. It
- Unfair on those that do not have options!
- This solution is just a money making venture for the council as they cannot manage their budget.
- The net affect will be to drive away visitors and tourists resulting in loss of small business
- Ballarat is a regional/country town not a city like Melboure, making parking more expensive in the CDB is unfair to retailers/customers, just encourages people not to shop in CBD area but shop in the surronding shopping areas or shop away from ballarat
- It is not fair to expect hospital vistors and patients (who are more on the elderly side and probably with little dispoible income) to pay more for parking.
- If I understand correctly, you can park ALL day in any of the zones providing you are happy to pay the price - this will completely congest the CBD will all day parkers, prohibiting one hour shoppers to come and go using the CBD in any way - FAIL

- Expensive enough now'
- This would reduce the number of shoppers in the CBD and drive more online sales together with the negative impact on restaurants, entertainment. Workers would also be negatively impacted with no commensurate wage increase.
- Restrict times and make more expensive in certain areas
- They are already expensive enough - we are a rural city NOT metropolitan
- Cost
- What about residents who want to visit the cbd to shop and eat. Think about residents first before thinking about the dollar and the tourist.
- THIS IS FINE FOR SHOPPERS, BUT WORKERS IN THE CBD ARE GOING TO HAVE TO PARK A LONG WAY AWAY AND STILL HAVE TO PAY. ONLINE SHOPPING IS JUST GOING TO SEEM MORE APPEALING THAN EVER
- I feel \$2 per hour is enough
- Parking in ballarat is already over priced increasing the cost will ultimately kill business and this town
- Because I cannot afford these being a student. I dont believe Parking costs should increase.
- It shouldn't be more expensive to park. If you were to top up from anywhere that doesn't work
- Don't think need to charge for parking in outer zones.
- This will result in reduced economic activity. I will shop in Melbourne more.
- its fine the way it is
- I don't believe we have a parking problem, it's fine as it is
- It seems to be a good way to kill the CBD rather than revitalising it.
- charging more doesn't make more parking
- Should not have to pay to go to doctor, pharmacy, bank etc
- Consistency means simplicity, less confusion.
- This is ridiculos ill just jump on train and shop in Melbourne more variety
- Are you trying to discourage shoppers

- Inner city yes, public transport in Ballarat is terrible get people on public transport. Don't charge people more to park because council can't fix parking
- Do not support paid parking zone 2 and 3
- Will affect businesses too much.
- We need to encourage shopping in the CBD
- Cash grab from city of Ballarat. You will say cheaper than other city's yet we don't have the shops of other cities. Will avoid city even more
- Workers and shoppers need somewhere to park that is reasonable priced
- already too expensive
- We want people to come in to the CBD to shop not drive to Wendouree or DTC as it is free parking.
- What a stupid idea, how can we pay more money when our wages don't go up?
- It's already expensive enough, no need to raise it
- The current pricing levels are fair. Council has a social responsibility to assist residents in keeping the cost of living as low as possible.
- Why is everything about money to you idiots?? Maybe if the council didn't waste money on stupid shit we wouldn't be doing everything to rip off the town people
- This is about revenue, not parking
- I see no reason to pay for parking at all in the CBD - people don't pay at other shopping centres
- Make a better bus service instead.
- Who wants to pay more to go to town, you will kill off trade, people will go elsewhere, and where are employees suppose to park
- As previously, this must not be about gouging more \$\$ from shoppers /visitors to CBD. They need to be encouraged not deterred by too expensive parking fees. Not to be just "revenue raising" exercise.
- This is a regional town not a capital city!
- Encourage people to support local! If I have to pay that much I would rather travel to Geelong or Melbourne.
- I have to park for work each day i cant afford it. I cant come early to park in another zone and walk because i have to drop kids at school
- CBD is dying needs people.

- no opinion
- It's ridiculous at the moment. Other towns have time restrictions but not payment required.
- They are expensive enough now. Will provide a disincentive for people to shop in the CBD.
- these parks are frequently empty. Nobody wants to pay five dollars for the privilege of going to the shops. It will just drive more people to shop online and have meals delivered
- Money grab. No improved facilities by those using the car parks.
- I visit a number of business daily in the CBD for my work, and do not have trouble finding a park.
- Additional charges are not needed, we should be promoting visits to business in the CBD, not charging more for those who do.
- Will discourage shoppers. Look at other solutions such as Stonnington council in Melbourne and
- Kensington and Chelsea borough in London
- Highway robbery
- Shopping in Ballarat is difficult as everything is so spread out (Geelong for example you can park in one spot and everything is there) would only support if time paid could be transferred to another parking space
- CBD spots should have shorter time limits with the option of free 15 minutes for quick stops.
- Because the CBD is not uniform. Some parking spaces should be more expensive but some areas may deter people from parking outside businesses which is not helping Ballarat business.
- We have to work in the CBD and that means adding a minimum of \$1000 to our yearly expenses. The council will not allow Govt agencies to move out of CBD so we are stuck here. Moving us out of the CBD would free up 100's of spots and give customers access
- Parking is already expensive.
- Using a model from San Francisco where there are adequate trams and PT does not transfer to Ballarat in my opinion. Paying increased fees around hospital does not make Ballarat an easy city to live on.
- That's always something I have loved about Ballarat
- We pay enough now
- I think parking meters cost enough already
- Local business's in a town like Ballarat thrive on the foot traffic and easy access for clients/ customers. the increase of this provides no need in an already expensive area. We are a regional town not a capital city

- It's bullshit people pay enough money to council
- The CBD is already dying, will just kill it more, look at Ryrie street in Geelong
- The CBD is struggling. With suburban shopping centres expanding, you need to encourage people to come to the city. I understand TIMED parking to limit workers using parks. But there should be 2 hours free. Otherwise it is revenue raising.
- This is where I work and it's hard paying for parking as it is. Every cent counts when you're living paycheck to paycheck
- cost too much now
- The CBD in Ballarat is struggling, so many vacant shops. If you want to encourage people back into the CBD parking needs to be as cheap as possible, if not free.
- Parking is fine the amount it is currently at
- Why? Are you trying to discourage people from accessing the cbd?
- The people who need to gain access to the CBD during the week are workers who work all day. It is their cars which are clogging up residential areas around the CBD as noone wants to pay for parking
- You will empty the city of people and they will opt for shopping centres as they have in other centres
- The CBD will be a desert and the businesses will start to struggle
- No one will visit central Ballarat
- Paying \$2.00 per hour as is the current cost of parking, I think it is expensive enough
- Why? For what purpose other than money grabbing? Are we trying to turn people away?
- Ballarat Central will become more dead than it already is
- I think this adversely impact small businesses in the CBD and elderly folk who need to park closer
- Keep the system simple and affordable.
- Costs enough as it is
- Businesses will suffer, as most people are not prepared to walk. This will advantage those more able to pay.
- Revenue raising, should be encouraging people not discouraging
- If they make too expensive the cbd will become a ghost town
- It is a good way to dissuade people from coming to the CBD

- parking in the CBD is currently charged at an acceptable rate which is consistent with other rural cities. increasing the cost will deter businesses, tourists and locals from our CBD thereby reducing the vibrancy of a CBD which already has high vacancy
- It discourages people from parking in the CBD
- Dangerous for CBD workers. Streets need more lighting to make it safer to walk to cars at night and early morning.
- We live in Ballarat, we should be encouraging people to come into the CBD. With the growth going outwards (Strickland's, DTC) why would people pay to come into the CBD
- This will surely push people out to our residential areas, it is a case of money over riding laziness.
- I own a business in the health precincts. I have a delivery van and work 60 hours a week. The cost would be extremely detrimental to my small business!!!
- Not really a clear question. More expensive than \$2 or more expensive than zones 2 and 3?
- Shoppers will go elsewhere, especially to the new Wendouree Shopping Centre where parking is free. If the CBD businesses close the council also loses.
- Hurt small business and will make people turn away from the CBD. Ballarat isn't Melbourne. Wouldn't be wise for council to do this when they're not liked by residents, and are losing trust.
- Driving people away from CBD. Current prices are ok
- Our parking is already ridiculously expensive for a rural town. It is stupid to make it more expensive, particularly when the council does so little to upkeep the road and amenities in the first place
- The fact that workers will have to park further away and walk to their cars in the dark, it's putting more risk on people being unsafe.
- the businesses in the CBD will rapidly lose business too this. no one wants to pay for parking when
- it's been fine the way it is.
- Can't afford to pay for parking on sickness benefit as chemo patient in hospital for up to 4 hours at a time
- It will be harder to support the traders in town. I would go to shopping centres
- I work at BHS and I am not always able to get a car park in the car park as it is full, so this would be discriminating me for my inability to park in my employers carpark. Also, most visitors cannot afford more expensive parking bays.



- The existing public transport infrastructure does not support leaving your car at home to avoid parking costs. Many people have no option other than to drive, particularly in the health precinct.
- Ballarat CBD has few resources already, it does not need more disincentive to shop there. I shop in Melbourne or Geelong and rarely visit Ballarat CBD so more expense will sound the death bell.
- Residential areas should not have paid parking attached. Even in St Kilda or Fitzroy, residential parking is not paid.
- They are already expensive and reduce the desire to go into the CBD unless have to. This must be bad for CBD businesses to survive
- Consumers will not pay more to park in the CBD, they opt for cheaper/free residential parking which puts stress on workers and residents also parking out of the CBD. Make limited and cheaper CBD parking and the problem is solved!
- You have not explained why the parking zones are as large as they are when there are streets without parking issues being zoned for paid parking.
- Already too expensive
- this is not Melbourne. Have a look at the level of socio-economic status of your city. people won't shop in CBD.
- So we have to pay more to go to the cinema or a show at the Regent Theatre. what happens if the show runs over time. What are you suppose to do run out 1/2 way through to top up meter. Modern functions are ok but what about those who can't navigate them
- It is expensive enough. \$2 for 1 hour is very expensive for country areas, especially if you are required to be somewhere for an extended time more than 1 day a week. Don't we have enough financial hardship as it is?
- NOT REQUIRED
- Should be at least short stay parking
- I don't feel that would do anything to modify behaviour and make parking more available/efficient, I think it would just make it more expensive for me to commute to and from work, and to visit the CBD in the evening.
- This will only cost the user more and deter people from shopping in the CBD
- I think this will adversely impact business in these areas.
- Leave the system the way it is, there's nothing wrong with it
- How many more empty stores do you need to see exactly?
- it detracts from shopping, etc around Ballarat. Why bother I go elsewhere, even in Ballarat like Wendouree, Delacombe, Geelong, Melbourne.

- Raises more funds and that's about it. Can't see any reason how this is beneficial to users
- We want people [not workers] in CBD parking spots.
- Are you trying to encourage or discourage people to come into the CBD?? i personally wouldn't shop in the CBD if it became more expensive
- Open ones eyes the shops are disappearing now ????
- as above
- the Ballarat CBD is not an homogenous mix of business and services
- At the moment I can park for free just out of the CBD. But when it's raining or the odd time I have had an injury, I can park very close to work for only \$6.50 per day.
- Because it disadvantages people who work in the CBD who have had relatively affordable parking until now. Also it will force women who need to work late to pay more parking because it is not safe walking alone on Ballarat streets at night.
- You're going to kill the businesses in the city centre. I will shop elsewhere where I don't have to pay for parking (StockLand, Delacombe Town Centre)
- It's a waste of money
- Its important to keep accessibility for those who may not be able to afford paying for parking.
- disadvantage to shops and people
- Penalise shop owners.....We are not Melbourne!!!! We are a regional centre cars are essential
- This will mean that those with the means to pay more are the only individuals extended the right to use the parking bays their rates help to maintain.
- Just ridiculous
- Being at uni, I don't have money to spend on things like this. I know the demographic of Ballarat needs to be better considered
- it discourages shoppers. I personally haven't shopped because I needed to pay for parking and couldn't find any free parking.
- students such as myself are on strict budgeting
- Unfortunately makes it very expensive for a full-working day
- They are already expensive enough! This is not Melbourne!! People work hard for their money. We would be giving the council bonuses if this goes ahead.
- This isn't going to reduce traffic in town

- As a student it is not sustainable
- Uni student.
- Close to the cbd includes Australian Catholic University this is not fair on university students especially those who travel for university and cannot find alternative transport if paying for parking is not affordable
- This is ridiculous. This will make people park further away and may deter people from shopping in the CBD due to the parking fees
- Should be cheaper if anything. We pay taxes to use our roads. That should be enough for the money hungry local govt.
- I currently spend \$1500+ per year for parking just to attend work. As I don't live in Ballarat I drive a 60km return trip per day so petrol for me is also expensive. I only see this money grab as another way for bcc to get more dollars.
- i dont shop in the cbd anymore as why would i pay for parking and be limited in my time?
- Make them a shorter time rather then more expensive.
- Disadvantages the poor/the pensioners etc - absurd. It will let the rich park closer to town and the poor/pensioners etc have to park away fom CBD because of shire imposed costs.
- It is already expensive to pay for parking which should be free to get to the places we need to go too
- THEY ARE ALREADY 2\$ PER HOUR
- Not fair on people who work in this area - shoppers will not come if they have to pay a lot to park - businesses will suffer
- Hospital staff shuould be exempt from these requirements, its already extremely difficult for them to find and keep a park as they dont recieve a long enough break to walk 4+ blocks to change car parks every 2 hours.
- we pay enough already
- Could be spending my money in better ways than parking
- Already costly and you will be removing all day parking fee
- It will deter people from coming to our beautiful city.
- we are still a regional city and parking is expensive enough. Our normal house rates are already some of the most expensive in the state. I also have an inner city melbourne apartment and rates are 1/3 that of those in ballarat
- Detracts from shopping in CBD and costs more for parkers.

- because people already pay a fee and raising it unlikely to change behaviour. Just revenue raising.
- The attempt to target people better-off to make a profit out of parking will back power as it will mainly affect students, sick people and those visiting them.
- Prefer to see these zones with shorter time allocations.
- Parking should not be ridiculously priced
- Do you want people to not park in town at all
- I can't support local business if I'm struggling to pay for a mortgage, increased cost of living AND all day parking.
- Not everyone wants to pay big money for parking, especially if they're only going to be there for 30-60 min
- sometimes you've just got to take the first park you can find
- Money gouging by City of Ballarat, AGAIN.
- I am so poor
- I dont want to pay more to get where i want to go, or have to park along way away for free parking for only a short trip. Id rather pay nothing, but would settle for the same rate for anywhere in town so its easier to understand.
- parking should not be expensive
- I have never seen all car parks taken up in cbd.
- Its difficult to find parking close to the cbd because there's not enough parks. Increasing the price is not fixing anything and not going to stop people from parking. Build more carparks e.g the multi story ones near the myer
- Why are you making your citizens to pay more money??? they already pay enough money to the council
- already too expensive
- University and work in cbd, am not financially well off
- Self explanatory. Why would the public want to pay more money to park? Completely ridiculous.
- Discourages people shopping in the cbd when free and convenient parking is provided at other shopping centres like Stockland and delacombe
- this is unreasonable to charge people more just to access the main bussiness district of ballarat.
- why?

- I don't support this as \$2 an hour is more than enough
- time limits, yes. parking fines for over staying I am happy with. I don't think customers should have to pay to shop in the cbd
- \$2 an hour is already enough
- Don't push people out of the cbd
- Not fair for people working in the CBD and will push people away from city center
- cost of living is already detrimental to many people
- See previous answer. People will start frequenting shopping centres over the CBD and Bridge mall for free parking.
- As a full time employee working in the CBD, it will cost me a days wage every week to park near my workplace. Increasing the cost of parking will push shoppers out to centres such as Wendouree and Delacombe negatively impacting CBD traders
- We already pay a considerable amount. You complain about CBD business dying, this will only make it worse. Why come to the CBD when I can get free parking at Stockland or DTC?
- Nobody will go to the CBD if the parking is that expensive, I would highly favour shops and restaurants where the parking is free over those in the CBD if parking becomes more expensive.
- Parking should be free
- people won't go to the business' in CBD if parking increases anymore
- Everyone is going to get a park somewhere, regardless of how expensive or inexpensive it is.
- They are already expensive
- Because it's already expensive enough.
- should just be 2 hour parking no price
- Why does this need to be done? Is Ballarat popular enough to be able to support this? Its not St Kilda
- No clear feelings either way.
- That means hospital staff will be charged the maximum just for savings lives and even fast food workers who are the lowest earners will be charged the maximum
- a better more efficient budget from the council
- No View

- Because I work in the CBD and it will cost me \$80 per week. All day parking is good but \$2 per hour is too expensive. It feels like I'm getting a pay cut just to go to work.
- hard enough as it is.... 20 cent pieces just don't go far enough
- because i'm a broke student and often ACU's carpark is full, and paying for parking is ridiculous
- In a regional area it will make people avoid parking in the CBD
- Parking in Ballarat is already way too expensive for what it is, \$2 per hour is unreasonable so making it more expensive is ridiculous.
- Parking is expensive already, we pay high land rates as well to cover infrastructure.
- the cbd is the heart of ballarat. more expensive parking would be unattractive to shoppers, tourists and residents. making them more likely to ditch the cbd and go to wendouree where parking is free.
- Mainly they are already cost prohibitive for many
- We should not have to pay for parking anywhere in Ballarat, Council dictates office buildings are to be in CBD and now expect employees to pay for parking. This is robbery.
- To do so would see an exodus to suburban shopping ,where parking is free; thus helping to kill off the 'few' remaining businesses in city central.
- I have never had a problem finding a park in the CBD, unless its on Armstrong street after 5:30pm, increasing the price would just deter more people to parking in the free parking zones in the woolworths and coles parking lot.
- It's already too expensive and meters dont except 5c coins
- It is already expensive enough @\$2 per hour
- I don't think that's very fair especially for pensioners and out of work people.
- its already expensive
- No parking in CBD is already expensive
- Why would a student, poor, ever support more expensive stuff?
- University students and working adults dont deserve to be punished just for trying to get an education and earn a wage.
- Because it's unjustifiable.....
- Already too expensive for a country town. Any more is a shameless defacto rate rise.
- its the same service. should be the same price. maybe increase the price after 4 hours

- They cost enough as it is
- Well why should there really be a charge anyway.....????
- They're expensive enough
- What is that achieving?
- Keep charges the same. Not everyone can afford to pay more.
- No one will go to the city centre, there are too many closed shops in the main street as it is!
- There's no incentive to go to the CBD for shopping if you have to pay expensive parking fees, when other new shopping centres in Ballarat offer free parking.
- As a student who attends ACU I need to park in the CBD and I cannot afford to pay \$30 a week for parking. Students at Federation University do not face this problem so why should ACU students?
- They are already too expensive, particularly for workers within cbd.
- I oppose this proposal within the hospital precinct - this appears to be taking advantage of the sick, elderly and hospital staff. Many sick people need to park close to the hospitals and don't have the money to pay for parking.
- Traders are suffering enough it will drive people out of the town
- parking is already expensive when it shouldn't be, especially around Universities
- These parks need turn over so time limit is better. Will turn people away from CBD and to outer shopping areas in Ballarat.
- they are already too expensive
- need to encourage people to shop in CBD
- Dont think changes are needed to current arrangements - making it impossible for workers in the CBD to park anywhere without cost.
- Discriminates against local businesses in the city
- there are NOT enough parks at present for hospital staff. Forcing staff to park further away is going to increase the risk of assault on staff as there is limited lighting, dark streets.
- The current cost of parking is adequate, more expensive and people are discouraged from going to the cbd when Stockland and DTC have free parking
- They are already expensive enough
- Should be free
- Most people can't afford \$6.50 five days a week now.

- Expensive enough.
- I think it's already expensive enough
- Do you want to take business away from the CBD?
- no way
- We pay enough now, no need to increase fees, especially when some machines don't work properly anyway.
- Workers?? How does this help make hem
- What is the need ? Parking is already not cheap
- We already pay enough, please stop trying to up all the prices, there is no need for it
- people wont park in these areas as it will be to expensive
- People would rather go elsewhere than pay for parking
- People will shop else where
- They are already severaly overpriced
- because it is just a amoney grab by our council
- not sure how to make it equitable, unless perhaps linked to the planning scheme to focus on parks outside all properties zoned 'commercial" (apologies for my lack of understanding of zoning scheme but I hope you get the drift)
- If you want to kill off retail, go ahead, the city retailers are already complaining about lack of business, so forget about your Ballarat to Ballarat shopping.
- This is just a money making initiative for the City of Ballarat, nothing else, and it will drive people away from shopping locally in the CBD.
- This is ridiculous.
- This will cost our business money as clients will go else where because the parking will be too expensive
- A lot of shoppers don't want to have to pay for parking.
- May be happy with this if I know how much more expensive is.
- In today's economic climate I do not think this to be a good idea. The Council could look at an increase further down the track.
- I lived in Melbourne SE suburbs (before moving to Ballarat) where parking is free, but with time limits and enables good business - parking .



- If you do this I will just stop shopping there. This is the beginning of the slippery slope to ever increasing rates.
- Because it's a way for council to make more money
- hard enough to park and access the CBD now
- \$1 per hour as per now is reasonable.
- Parking should be free
- working in the CBD the cost 5 days a week
- again, money grabbing
- I really neither support or don't support this just leave the CBD as it is now
- I am a tradie, I need to park close to the buildings that I am working in. Why don't you come up with a tradies permit???
- There is no reason to make this more expensive apart from an old fashioned sense of closer is more valuable
- Parking around the CBD is expensive enough, I don't believe the prices need to be made higher. If anything, it will mean less people will park in the CBD resulting in the crowding of outer areas.
- No, this question assumes that I agree with outer CBD parking fees. I DO NOT.
- What issue would that solve
- This will turn both shoppers and residents away. i will do my shopping elsewhere such as Geelong and avoid the CBD if this occurs
- This will put people off shopping in the CBD
- Want to encourage people into the city , otherwise people will go to shopping centres such as Stockland
- I do not go near the CBD if possible as it it too expensive to park
- Penalises the older person who isn't able to walk far.
- The more expensive parking is the less likely you are to go there or the less time you spend shopping/supporting local businesses.
- Will drive shoppers away from CBD
- Driving people out of cbd

- Not required
- No one will shop in central Ballarat, they will go elsewhere
- Its fine as it is
- Will go elsewhere to shop
- Parking limits are purely a revenue raising project otherwise restricting parking freedom.
- You will close buisnesses down as people will shop else where or online
- Any further increase in current parking fees on the streets in the CBD could quite rightly be considered price gouging.
- People will shop at Lucas Strickland's or DELACOMBE. Will make it harder for businesses.
- We dont shop in this area due to cost of parking already, low income family
- Revenue raising
- In the cbd ok but "close" to cbd is dangerously vague
- PEOPLE WHO GET PAID A HIGHER WAGE WILL HOG THE SPOT AND PARK THEIR ALL THE TIME, REGARDLESS
- Will reduce customer through flow
- Discourage people from visiting, staying in Ballarat. Additional expense for workers, majority of who already have expensive council rates to pay
- I work in the CBD at the glass house and it is already expensive to have to pay for the day. Increasing the price will mean having to park further out which will impact on my work times and school pick up
- People who park in the CBD are either not staying long, or are parking there because they are unable to walk a great distance. Patients going for regular treatment like dialysis or chemo need to park close to the hospital. They shouldn't have to pay
- Discourages going into the CBD
- This will reduce people visiting CBD, and harm businesses
- Why should wealthier people have easier access to shops and businesses? Often it is those with smaller incomes such as young families & pensioners that would benefit more with easier access.
- The CBD ,hospital & railway precinct are the most popular parking areas. By making these areas more expensive it simply encourages users to park further into residential area. It's not fixing the problem just pushing it further out.

- parking should be a consistent price
- I don't support paid parking expansion at all in Ballarat. It's just a cash grab by a greedy, selfish council
- Why penalise the customers of traders and businesses closer to the CBD with higher parking fees? It might lead to businesses giving up the CBD and it becoming a deserted place, especially at night
- CBD worker who cannot afford to park near my work due to the cost
- They already cost more than enough for Ballarat
- As this will drive shoppers out of the city to Stocklands or DTC and business will suffer
- Because we should be encouraging people into the CBD not driving them away in droves.
- I neither support or not support this, it is a money making procedure for council, so they will do what they want anyway.
- This seems like too much of a money grab and not actually helping residents and businesses.
- they are already too expensive
- Do you want people to shop in the CBD or not?
- Already too expensive
- I won't pay more for parking, so I won't shop in the CBD.
- Its already expensive enough
- You will find majority of parks empty as people will not pay that much to park in Ballarat. Businesses will lose customers
- This would just be a money grab.
- Its costly to people, & it will stop people from shopping in CBD
- It's wrong to penalise people who have to park & work in the central areas with more expensive parking
- Charges should be minimal. People don't like paying for parking so will avoid shopping in CBD as they have to pay. there will not be enough parking available in the 2hr free parking areas ( car parks)
- You will drive shoppers from the CBD. It isn't far to go to Melton, Werribee Plaza or Highpoint. You have driven people out to the residential areas with your parking signs & there is so many empty parking spaces in these areas now
- Don't you want attract people to the city? By doing this it will just push people out of the city

- Leave as is
- we are rate payers
- I move around a lot between work, so it becomes very expensive
- Ballarat is not that hip and trendy to ask for higher prices. Maybe in 5 yrs it will be, you're not there yet. Personally I would prefer to remove car parks to discourage cars in the cbd. High car dependency is one reason why Balla not hip & trendy
- The CBD is already turning into a desert! Everyone will just go to where the parking is free like Stockland, Delacombe Town Centre or Lucas! Or is that what council wants??
- This will just exclude the people that can't afford to park closer such as our vulnerable seniors, pensioners, low income families, students etc.
- Driving people away from CBD
- This will turn people away from the CBD which will affect business in this area
- Lower wages in Ballarat dont support increased costs in any parking proposals. Less people will shop where increased parking costs are implemented including myself. More businesses will close
- Don't be so stupid, parking is parking - Council is only revenue raising.
- \$2 per hour is reasonable for a city like Ballarat, where access and equity are important considerations and it's often not possible for people to undertake tasks in locations outside the CBD and avoid parking costs.
- It all costs enough already.
- This plan fails to indicate if time restrictions are to be removed or remain. All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD. Force longer term parking to designated areas, or public transport.
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- All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD, make parking free!! Force longer term parking to designated areas, or public transport.
- This could prevent shoppers going to CBD and drive everyone to chain stores at Stockland rather than local businesses in town.
- People will avoid cbd
- won't be good for retail

- Increasing the cost of parking in this zone will have a negative impact on the local business. It has to be cheap and affordable.
- More expensive parking fees will kill shopping in the CBD. Encouraging people to ditch the car and travel into the city by bike, by bus or walking is a better option. This would require improved footpaths and installing pedestrian crossings.
- Why? You're just making it harder for the workers? Why are you doing this? What are our taxes going towards if you need to do this?
- Yeah, I'll just spend half my paycheck per week for parking. Not like I'm struggling enough financially.
- There already expensive enough you will simply kill the city as people opt for shopping centres that have free parking
- Creates more demand on distant streets, difficult sometimes to walk further. Fewer shoppers for CBD.
- This would kill our traders and folks who can not afford to come into the city
- Ballarat is become a massive rip off for residents. It seems like all you're interested in is generating revenue, where is this money going? Our roads are in a terrible state.
- This will not do anything to help parking. Its just a revenue grab.
- Unnecessary. Residents already pay significant rates and this paid parking plan is just another money grab by council. Also deters visitors to Ballarat from coming to the CBD or staying as long, at the expense of local businesses.
- This will stop people from coming to Ballarat and supporting our businesses
- Cost of wages is not increasing to cover this and our rate rises.
- All this does is make the tax apyers that get off their bums and work pay more for the previlege of being able to park near their work. I dont want to have to walk blocks to my car in winter. This is a security risk.
- All day paid parking in CBD, NO! Local business will suffer. You will kill Ballarat business.
- Leave as is
- This will not help local businesses. People will start shopping elsewhere. Have you even given any thought to the workers? Surely the money we will end up spending on parking is better spent at local businesses
- I live beside the main intersection in the CBD. Family and friends are going to have to pay increased fees to visit, especially anyone staying overnight.
- Parking is expensive enough as it is.

- People already prefer shopping malls to the CBD, more expensive parking is just going to drive MORE people away and make life harder for the people WORKING in the CBD
- This will discourage people from shopping or trying to go to the CBD, they will go elsewhere. You want to encourage people going to the CBD not discouraging. it will benefit the Ballarat economy and small businesses to not increase parking costs.
- Arent we trying to encourage people to visit the cbd? Brodge mall is DEAD
- No one will shop in central Ballarat and it will die more than what it already has
- As a worker who often does 10-11 hour days this will impact heavily on my weekly budget.
- Free parking everywhere you crooks
- The shops in the Cbd are not work the expense! Making parking more expensive is only driving people out of the Cbd! It would be cheaper to head to Melbourne where I can have a great shopping experience and even do the groceries on the way out!
- Like last question, I avoid parking meters, but for those who use them, it shouldn't become expensive to use them or most people will become like me and park elsewhere
- Getting around is expensive enough without upping the cost. It would make me reconsider visiting the cbd
- We are not capital city or big city like Melbourne, why have to pay expensive parking in Ballarat?
- Our CBD & Bridge mall shopping precinct is absolutely failing & I strongly believe it's because of lack off & expensive parking. This plan is further pushing shoppers towards Stocklands & Delacombe town Centre. This option feels revenue focused.
- a defacto rate rise, manage your money better stop the overeseas trips to see how Cornwall manage their World Heritage site. You know the one we were told would never happen.
- Already costly
- This is ridiculous. They are expensive enough as it is, not to mention there arent enough.
- \$2 an hour is rich enough. I already avoid paying for parking. I often opt to shop online to avoid paying for parking...shipping is often free or less than parking. Alternatively I go to Geelong - free parking close to shops, and under cover.
- Close to CBD parking should be free
- It is already expensive enough. Pay council bills with my rates that are already more expensive than other muncipalities.
- Is this revenue hoing to allow for a public transport service in Invermay, so I don't need to drive in to town in my car?

- Unreasonable
- Will push more parking to residential areas
- Difficult enough to park near station. Travelling to Melb would be a very expensive exercise when parking at pay stations
- You're killing the central of town
- Simply people will not go into our cbd it will be the death of many businesses
- This will deter people from coming into the CBD which will be disastrous for businesses. Why come to the CBD when you can park at Wendouree and Delacombe shopping areas for free?
- expensive enough as it is
- This is just another money grab from a greedy wasteful council. This will make cost of living expenses harder for CBD workers, more expensive for people on low incomes and more expensive for people visiting medical providers. Loss of business.
- parking is already hard for workers
- Workers, students and volunteers shouldnt be robbed to be in the cbd.
- We pay rates, which are expensive. These rates provide minimal infrastructure. Time the council learn to manage finances more prudently.
- Already expensive enough
- money grab
- Centrelink in that zone of \$2, the less fortunate targeted, workers centrally, targeted, 2hr free parking areas will fill, councils cannot intervene there, i see increased rage in people at parking areas, is this worth it?
- It is expensive as it is; stop gorging for more money. city communters will have to pay to park at the station is shocking! Are you going to put metres on all the available spaces they currently use? This will add another \$80 to weekly bill
- CBD is dead already and this will even greater deter people from shopping and visiting the CBD. If you do this the CBD will become more of a ghost town.
- Because I live in the cbd. I shouldn't have to pay to park out the front of my house
- No because it advantages the more wealthy.
- Limits access to cbd shops
- Have no parking in CBD. Make it pedestrian friendly
- Current rates are sufficient

- Because people can't afford to pay more.
- More expensive parking doesn't necessarily move people on, it only lines the pockets of the Council.
- Again the retail businesses are being destroyed by this and now everyone is shopping out of town.
- Go around and see how many empty shops there are already this is due to paid parking now.
- will reduce shoppers
- It's already expensive.
- Not necessary it's already expensive
- Who would benefit (not shoppers or storekeepers). Just the council moneymakers.
- Purely a money making exercise
- \$2.00 per hour is expensive enough for Ballarat. We're not Melbourne. We pay enormous rates as it is.
- I think the parking in zone 1 should be free but time limited. Zones 2 should be \$2 per hour with no time limit and zone 3 say 50cents and no time limit.
- Bad for business.
- This is part of your solution to parking congestion ( number of cars in vs parking spaces) it addresses neither of those 2 factors
- Parking would be more accessible if hospital workers were forced to park in the multi storey and not on the streets. I trust council will give us ratepayers a discount or benefit for the increase in cost of living in this locality?
- Because of the businesses and also the schools in town I don't think anybody is really thinking of them
- it's expensive as it is.
- we pay enough in rates as it is. this stops people going to the shops
- Parking in Ballarat is already too expensive. It will only push more people away from the CBD to shop in other areas. CBD is dying as a result.
- When you park in several locations in a day it's quite expensive.
- Why? Not fair for people living in CBD areas or their visitors. That's not equitable.
- This will affect tourists shoppers and in the retailers. Locals will not pay for parking in Ballarat so they will only shop where there is free parking... Coles WW will be the winners.



- time restrictions are more key than price. we do not want to see wealthy residents advantaged and those with less (particularly elderly who need reasonable access) to be disadvantaged
- Melbourne Councils are reducing meter parking rates in strip shopping areas. Ballarat Council as usual is going in the complete opposite direction
- locals will never put the correct number plate into the parking meter so enforcement will not work...
- I need to go to the chemist and I am elderly and I am worried there will be no spots outside due to cars parking all day. Will there be parking meters at the chemist?
- \$2 per hour is enough
- This will push customers away from CBD. Parking needs to have a limited time allocated to each park. If someone wants all day parking then use Central Square or walk further.
- they are already too expensive, especially for pensioners
- we pay enough.
- there is no difference in priority where people park
- You are driving people out of the CBD & affecting the local retailer. I for one will be going out of town
- No. \$2 per hour is already an impost on full time employees in those areas
- You will kill off business in the CBD
- parking bays close to CBD will be used more, just seems like a \$\$ donation to city council
- Pay enough now
- There are many people who work in the CBD who are paid minimal wages. Increasing parking fees plus undue financial stress on families and workers. if people have to pay for parking they are more likely to shop online or at Stocklands & shops will close
- This will result in less people in the CBD for shopping and major challenges for the CBD based workforce.
- This council is already way too greedy as well as way too excessive in its spending!
- The current \$2.00 per hour is more than enough for Ballarat. This is a CBD that is very poorly served by public transport; hit the motorists and you will slowly but surely "kill" the CBD.
- parking should not be about raising revenue but about covering costs
- Why be penalised with \$ if choose to park closer to where you are visiting?
- Revenue raising because you waste money already

- Stops people from wanting to go shopping and limits parks for workers
- Because no one will want to shop in the CBD and will drive more business to Stocklands and DTC where it's free parking.
- The whole thing is just stupid
- People who work in CBD would have to walk miles from cheaper parking and all their pay would go on parking.
- Current fees area appropriate
- Just the council making money of workers
- Dear enough already
- We pay to much as it is
- I think \$2/hr is reasonable.
- I know personally I pick where I park from where the parking is cheapest this might force other locals to park else where or go to other places to shop, for instance I live on sturt street but I go to DTC because of the free parking
- cbd parking should be free for the first 2hrs
- The CBD is under pressure and customers/clients of the retailers' businesses in the CBD should be encouraged to park for little or no charge. Parking in Geelong CBD is free on weekends.
- Pushes more cars into residential areas/cheaper zones making it harder for residents to get a park at their own house, especially for residents that don't have off street parking and live close to the CBD
- Because the poor can't afford it like the rich
- Will discourage shoppers.
- This would otherwise be a disincentive for businesses and their employees
- Very annoying to be paying for parking and taking time to place tickets in and out of window when most of my jobs are in and out.
- Paid parking is killing the city! Only Strickland's with its free parking is thriving!!!!
- too dear now
- This is a money grabbing exercise.
- There already isn;t much incdentive to go into the city. The time when parking is difficult (night time around lyriard and Armstrong st) there is no restrictions anyway
- Please don't do it! Parking is expensive enough as it is.

- disincentive to park in this area may impact on retail outlets
- They are already expensive
- Lots of people are not eligible for disabled parking permits but still need reasonable access to CBD.
- Discriminating against them because of their financial ability is wrong.
- It's Ballarat, hardly a difficult city for finding a decent park for free!
- Need shoppers and business people in CBD
- the city is dying - look at all the empty shops - more expensive to park - go to Wendouree village free all day parking
- Revenue gaining.
- Costly enough already
- Parking is too dear as it is, Public transport is not adequate in Ballarat and does not encourage residents not to drive into town.
- They are already too expensive
- ballarat city make enough money out of rate payers now
- You're paying to park already, why should they have to pay more to park? Ensure more monitoring and people won't overstay the limit. If you're going to have parking limits on the weekend, ensure officers are working!
- Need close parkers for workers to keep them safe!!!
- Because the CBD is already expensive enough, why should you make us pay more money!?
- This will affect us as a resident and our family who wish to visit.
- the CBD has that many empty shops/buildings the move to make it more expensive to visit is hurting local businesses. Greedy.
- I can see more people avoiding the CBD for shopping / dinner / entertainment if spaces closer to the CBD are more expensive than they are now
- less people will utilise the CBD facilities if it is more expensive
- It's an attraction for a guest to visit the city, will bypass if made to pay
- They're already expensive enough
- They are already expensive enough

- Gouging.
- People are already spending a lot of money on parking. It will be unaffordable and hurt businesses
- Not fair on workers that have to park there every day.
- go out of area
- The current rate is already expensive, making the rates any more expensive would discourage people from supporting businesses in the the CBD
- Council wastes more money and provides nothing.
- They are already too expensive
- Its already \$2 per hour. Is that going to increase?
- The CBD needs to thrive rather than be avoided.
- This is absolutely ridiculous. It needs to be cheaper
- Not everyone who works in the city can afford the ridiculous 79.00 a week it will cost to go to work
- For businesses to survive, customer rotation is needed. Unlimited parking let cafes employees park unlimited time. This restrict available customer spaces available. Increased parking fee restrict customers further. Free 1H parking wit strick time restriction
- It's a disincentive for would be shoppers
- Why make them more expensive? Prices are consistent in melb
- Price gouging. The CBD is already struggling.
- just seems to support those with more money whislit excluding those with less - surely cheaper parking only encourages more customers to local shops
- I don't think people need to pay that much for parking. People wonder why people aren't heading into town to shop or dine. They would rather get take away or shop online to save money! That \$4 they spend on parking can be spent in a local shop.
- Because we pay enough in rates. Rates here are more expensive than what I paid for less services
- We need to encourage people to our retail areas and if we put the parking prices up, all we are doing is pushing them towards Stockland wendouree
- We should be making it cheaper! People will shop elsewhere if it is too expensive to park

- I just think the cost of parking is prohibitive in CBD and that is why people are parking in residential areas. We should be making it more attractive for people to park for short terms in CBD
- Depends how you define CBD? Do you mean the red section? Some parts of red section should stay as is, eg behind the good guys/field street
- Parking in the CBD is already prohibitively expensive. This will discourage people from shopping locally.
- \$2 per hour is enough. If I'm driving my Mum, who has limited mobility, she can't walk very far. If you make the cost higher, people will just shop at Stockland.
- This can be reasonably construed as a Council cash grab.
- They're already overpriced
- It makes it expensive for residents who for mobility reasons need to park close to where they need to go
- Parking is already expensive in the CBD
- Cash hungry council. No solution only angry residents. I live central Lydiard st & I have in house parking but I see the scramble for parks & illegal parking behind my building
- Costly enough average income in Ballarat has not increased compared to cities
- People will not shop on the cbd ie apart from the workers will alter bottom line of business in the precinct
- Council rates are already more of a rip off than the Melbourne CBD why are you guys taking even more money and not building any big infrastructure with the money
- People will avoid shopping in the cbd due to increased costs
- people will go elsewhere, enough shops are closed in the CBD as it is.
- Because people won't be able to afford it
- Only cbd should be more expensive inside square of Dana-HUmffray-mair-pleasant streets
- it is not necessary as most people move on reasonably quickly
- Parking is already expensive
- \$2 an hour is already a lot to paid it you work in the CBD.
- the extents for zone 1 and 2 are equally distanced from the cbd, Some areas in the cbd (like near corner Mair and Doveton Sts) are adjacent to zone 2 but other areas zone 3 is within a couple hundreds metres of Target

- I'm concerned about people who work in the CBD. If they have to pay for parking all day, every day, it will be an added expense especially for those in lower paid jobs.
- Will move shoppers to Stockland and Delacombe and cbd businesses will miss out on some income
- I don't understand why you would do this, why penalise people for getting a closer park to retail stores? It's just a money grab
- Workers are disadvantaged
- Revenue raising - stop the overseas trips and paying for staff to do MBAs etc - use my rates money more efficiently rather than up parking costs
- this wouldl defintely stop me from going into the cbd
- I already pay \$6.50 per day parking in Lyons St North, I don't want to have to pay more than that when the new changes come in. I don't have time to park further away from Sturt St as I have children to drop off at 8.45 at kindergarten and would be late
- Students would be in difficulties SMB Camp street
- Cost of parking is sufficient in CBD. Making it more expensive drives people away for traders. Zones 2 & 3 should not cost anything, just have time restrictions in sections.
- CBD parking fee supposed to deter long term parking, not just money making exercise
- Rate is acceptable - App will make more usable
- once again you will encourage shoppers to go to Stockland wendouree or DTC where free parking is on offer
- I pay rates
- Making it too expensive will decrease visitor numbers
- Worry it will further discourage short stay retail activity in CBD
- It is already too expensive to park and all you are doing is deterring customers from the CBD businesses and encouraging them to shop at DTC & Stocklands. Youre killing the heart of our beautiful city.
- think it will discourage local businesses and more people will shop elsewhere
- Allows shoppers and tourists to access the city. Zone 1 should be a 2 hour limit to 5 pm then unlimited onwards
- It becomes unaffordable

- I have to travel over 80kms to get to work in the centre of the Ballarat CBD every day which is already a great expense. Need all day parking at a reasonable rate so that it doesn't become too difficult to maintain.
- I would only support this if rates for residents would be reduced
- Seems unfair
- Some bays have a regular turn over of parkers
- We have clients that cant afford the car parking know, so making it more expensive is unrealistic. Or is a revenue raising exercise ??
- It's costly enough as it is. It adds up when you constantly need to fork out at every stop around town. That's why 39 mins free would be sensible. If you just need a prescription at the chemist or something then you can run in and out without worry.
- It's idiotic
- Cost is sufficient now
- Why does the Ballarat City Council insist on robbing lower and middle class hard working citizens of their money? We are fighting to reduce the amount of money we have to pay to park our cars, so no i do not support this.
- The only entity that would be in support of such a ludicrous suggestion would be the Ballarat City Council as they are the only party that sees any benefits. This is a revenue boosting scam.
- it will kill business in the CBD, people will shop at Wendouree or DTC as it is free
- The inner CBD is already struggling for parking, customers will go to stockland where the parking is free
- Doing so penalises everyone. This does not say that they are "all day" bays. This penalises everyone, especially the most vulnerable who may not be able to catch public transport or may need medical treatment.
- We are low income earners and cannot afford the extra expense
- The CBD strategy, aims to create a thriving retail, commercial, community, educational and cultural focus of Western Victoria. The parking strategy works against this. COB managers get free parking- stop being greedy
- Absolutely not. Ballarat Business are already suffering due to complaints in regard to high priced parking. Tourism is also suffering. Be realistic in your approach and think about Businesses and tourism not just council hip pocket
- Sturt street retail is suffering and making parking more expensive will drive people to Stockland , Lucas and Delacombe shopping centres
- To expensive now, think of the people and businesses effected

- It will draw people shopping to Wendouree who have all day free parking
- Parking should be free with time limits to encourage more people to shop and remain in the CBD
- Why would people want to pay more for parking in the CBD when they can park for nothing to shop in Wendouree and Delacombe
- More expensive than ones further away do you mean? Or than they are now?
- We want to encourage business to the centre of the city ,not drive it away.Businesses are struggling as it is and this would only make it worse.
- You will drive shoppers out to the shopping centres and you will kill the viability of the city centre.
- because they already are expensive
- We are a small city, not Melbourne. It is difficult enough to get parking in the CBD and we already have to walk to work
- 100% DO NOT SUPPORT THIS. YOU'RE GOING TO MAKE TOURISTS/VISITORS NOT STOP HERE, PEOPLE ARE MORE LIKELY TO NOT BOTH SUPPORTING LOCAL BUSINESSES, PEOPLE THAT WORK IN THE CITY ARE NOW GOING TO HAVE TO RELY ON (SLOW) AND NOT TIME EFFICIENT PUBLIC TRANSPORT.
- Unfair and unreasonable, no-one will bother to come to the cbd as too expensive to park
- Encourage people to shop or you will kill the heart of the city
- Depends if this is necessary as a finding option or just to increase revenue
- Don't want to pay
- Too expensive as it is
- No need
- At the moment I choose to park in the free bays in the CBD & walk to where I want to shop. I don't think it's fair if all of these free bays disappear and are charged at a premium. Although I'd be open to higher rates for some premium locations perhaps
- People with less money and or lower mobility may find it difficult
- \$2 is quite enough
- Seems expensive enough compared to other cities
- It will not encourage people to use the CBD
- this will discourage people shopping in CBD

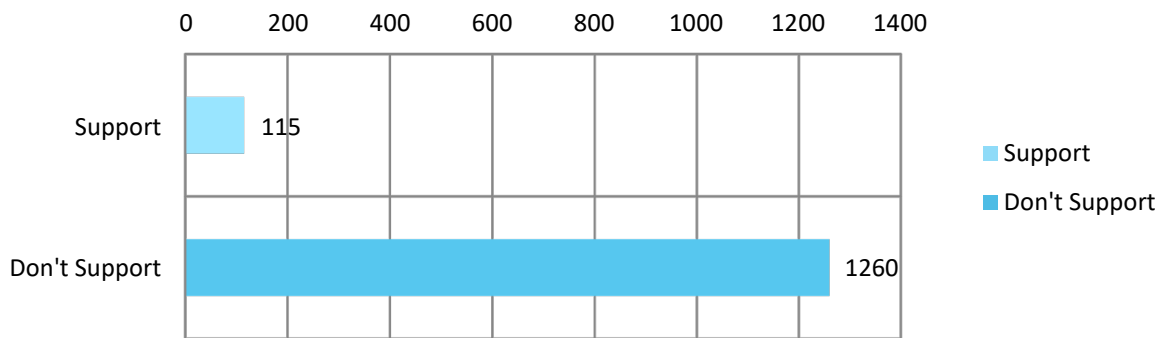


- Makes visiting the CBD expensive
- \$2 per hour is expensive enough
- \$2 & 3 hr is ridiculous I willnt use use it
- revenue raiser, no additional spaces
- The current council does not use the current funds wisely so don't want them having more funds to abuse
- I dont mind it but think current \$2 is too much
- Remove the zones & all paid parking
- Businesses will suffer , its hard enough now. I live And work out of town and many say they won't shop in Ballarat /parking expenses.
- Genral public/consumers as opposed to business people victimised for the advancement of council/developers
- Traders not getting business now, lots of free parking at Stocklands etc
- You charge enough now
- I don't support it because not everyone can afford to pay for everyday living as well as paying for parking meters, itll put pressure on people already stretched budgets
- Why do they need to be more expensive? How will this help people more around? Parking costds are already too high
- Turning shoppersd awayas a business owner – why are you killing the retailers in the CBD. Your rate a re very high – hence all the vacant shops – SO BACK OFF and support local business
- It frightens away shoppers – they will go where there is free parking
- Need more parks that are ½ to 1hr that are enforced for people to drop into shops readily
- The CBD is dead, making it more expensive will drive people away
- The city dcentre is dying and shoppers will go to Wendouree and Delacombe to park for free. As above first 2 hours free or cheaper
- This makes no sense
- Discrimination. Currently inner city parking is not fully utilised during the day – make 1hr parking on Tuesdays free incentive for people to shop kin kthe CBD. Number and type of shops minimal when comparing Stocklands, DTC and Howitt Street (Doveton to Gillies) more than

CBD. Rate payers should not have to subsidise CBD businesses that are not relevant massive congestion in CBD due to Council planning, design and lack of foresight. No practical outcomes

- Not necessary – already expensive
- If you want to encourage business in the CBD you must not charge more. People are extremely sensitive to parking fees and will stay away if the fees are excessive
- Drive customers away from CBD Turn customers away to other shopping areas

## Extending paid parking in Zone 1 to 7pm Monday to Saturday



### Why are you supportive of extending paid parking in Zone 1 to 7pm Monday to Saturday?

- It's a 24/7 world we live in....
- Allows workers to extend working hours.
- Not sure if it helps or not.
- again turnover of cars
- allows people to park close to shops
- Good idea.
- This seems to make sense.
- but not for the whole day - just til 1pm
- To free spots for evening diners etc.
- Doesn't affect other zones
- Help with council finance
- I personally wouldn't be upset about this proposal and think its reasonable
- I believe this should be trialed for street blocks that need it e.g. perhaps trial it in Armstrong St Nth adjacent to restaurants, otherwise it appears to be a cash grab by Council.
- There are parking bays in the town that are 15 minutes only but people park there for extended periods of time and it is not policed which creates issues of enforcement if yes support it. .
- May make it easier to get a park in the CBD in the evenings

- It means that attending the movies or going to dinner is possible
- If you have to implement its only an extra 1 1/2 hours
- as I work in the CBD it would help
- Helps those who work
- I rarely park here so it doesn't affect me
- Going to get dinner down the street at night makes it hard when people just park there to go to the cinema or to take multiple cars down for dinner. It would make the parking better for dinner time.
- Pay for convenience
- Not fair in commuters
- Many businesses are now open for longer hours, so the flow of car parking spots is required
- yes but zone 1 is too big, focus on the problem areas.
- As a resident within Zone 1, Doveton Crescent, V line parking on a Saturday can equal school holiday parking mid week
- Could make life easier if parking close to town. However not sure this won't cause more problems for people trying to find a park
- lessens congestion during busy times
- if you worked a shift work and could park close in town this would be good. However very costly to the individual.
- Cost-effective
- Suits me
- will help visitors to hospital especially in winter time
- Businesses are open for longer, and parking in cbd very hard after 5.30 around eateries.
- I THINK IF THERE WERE CERTAIN LIMITED ZONES FOR LONG TERM PARKING THIS WOULD BE SUITABLE. BUT I WORRY THAT OVERALL THERE IS LIMITED PARKING AVAIL AND WORKERS HAVE TO PARK ALL DAY WHICH WILL LEAVE A SHORTAGE OF PARKS OVERALL
- Better for business
- People will take taxis to go out to dinner or walk or get a shareive reduce traffic and drink driving
- There are a number of key zones (Armstrong Street) where there needs to be a limit

- Hopefull again this will encourage users to utilise Zone 1 more.
- The night life will suffer. And that's the last thing it needs is people to be discouraged from it.
- Trading happens on Saturday too. If it's good enough for Monday to Friday
- not concerned
- Not sure about this one
- So more people can park there for longer
- This would have no impact on me.
- That would be good especially for people who are attending the cinema, dining out and shopping.
- This would not encourage people to visit. Again a shameless money grab and defacto rate rise.
- should not be paid for but extended yes
- Thought it already was
- Night life/ city centre busy in Ballarat
- There are times when I need the extra time to spend in town.
- I currently find it near impossible to get a park in Lydiard and Armstrong Street in the evening. This is very frustrating when you just want to pick up takeaway or go out for dinner and only need to park for 1-2 hours.
- Seems like the same need to manage parking availability exists during the early evening as during business hours
- Parking limits are purely a revenue raising project otherwise restricting parking freedom.
- Shopping is now all day Saturday so the parking should be the same as through the week.
- Why Not?
- Business often runs to 6 nowadays, but paid parking shouldn't be any later.
- Terrible idea. Just money making scheme.
- Encourage walking, cycling and public transportation
- Charge them more
- convenience
- A ridiculous idea. The demand is not there. This would merely be perceived as a money making venture.
- So long as it's managed well this may help situation

- It minimises any alteration. We have to look forward to the future.
- It is impossible to get a park near the restaurants in Armstrong St. So paid parking should encourage more movement. However, I think 3 hours in evenings would be better.
- Not necessary money making proposal only
- Still busy at these times.
- It there is not a zone 3 and it not extended in zone 2
- This is unnecessary make the city, transport accessible welcoming, need parking turnover, transport and incentives to car pool etc
- Reflects extended times of activity
- Means better turnover of cars in high use areas
- Don't have an opinion either way
- For benefit of movie goers and diners

## Why don't you support extending paid parking in Zone 1 to 7pm Monday to Saturday?

- For anyone who works past 5:00 pm, this will add even more costs to daily parking (\$2,400 per year) which is unfair.
- It should only be to 5pm.
- Not needed
- This is clearly a cash grab. There is generally no shortage of parking during these additional 2 hours
- makes it hard parking when dinig out with young kids
- There appears to be no shortage of parking spaces after 5.30 on any evening.
- I am an aged disabled pensioner living in [REDACTED]. My wife (carer) and I must visit Ballarat CBD for various reasons, such as specialist doctor appointments, hospital appointments, shopping and business. I can't walk from Z2 & my wife doesn't drive.
- Revenue raising. Not fair to community
- There are ample parking spaces available in the CBD after 5.30 - Charging after this will not effect parking availability - but be seen purely as a money grab. Potentially effecting cafes etc as people choose to eat elsewhere.
- this is purely a way of increasing revenue. Saturdays should be free within the zone 1 area, to encourage people to come and shop.
- But this might help out hospitality industry as some areas are impossible to get parks around for dinner
- You want to kill of the city in the evening as well?
- I dont see why this is necessary
- Businesses close at 5.30 so it's unfair to penalise people then going out for dinner which again will send people elsewhere that is not paid
- It will drive people out of town to eat dinner etc.
- It's ripping off rate payers even more. After 7, you might be going out for dinner, movies etc... It's just more money to add to the night.
- This is just revenue raising and will further stop people going to the cbd
- More money for council, less money for people wanting to go out early for dinner, drinks etc...

- That's just being greedy
- This is just plain greed.
- No one will travel to shops during store operating hours
- Will discourage eating out in the cbd
- I will stop coming in to town for dinner if we have to pay for parking at that time of night.
- Money grabbing exercise. Bring people into the city centre for shopping, theatre, arts, restaurants, clubs, etc.
- Free parking weekends if you want people to shop here and after 5 is hurting restaurants and movies
- Just being greedy & weekend parking should be free like Geelong
- Lots of shops close after 5pm
- Shops close at 5:30 pm - this is pure greed !
- That's absolutely ludicrous a complete money grab
- Because this is just a money grab.
- People are under enough financial strain why extend it
- Now I have to pay till 7pm? Why other than revenue?
- the restaurant scene in Ballarat is thriving extending the parking times may work against this
- As a student at the central Australian Catholic University campus class can go until late, and if we want to study on weekends we should not be penalised. Accessing affordable education is difficult enough already.
- Too greedy
- Makes it harder to justify visiting cbd
- There is no need to extend to 7pm, particularly on the weekend.
- 5pm is late enough.
- This will affect the restaurants and the cinema in the cbd and will cause many people to leave this precinct. You're meant to be reactivating the cbd, not killing off the night time use as well.
- that just sounds like revenue raising to me.
- Why? Just to make more money. That's not a good reason.



- Again killing trade and vibrancy in the city
- Why does it needs to be be extended
- this is just revenue raising and again slugin people to come to the city will not attract people - they will go eslewhere eg Delecombe TC
- Because there is no rationale or evidence for this-it would be purely revenue raising
- What happens if I visit family who live in the zone 1. Will I need to pay parking
- Already pay too much
- Dont want MY PARKING OUT FRONT TO BE exploited Its a residential street !!!
- This will damage the restaurants, not being able to find a free park when you're going out for dinner or a movie - it's madness! Going out is expensive enough, adding onto that is not fair.
- Zone 1 is dead after 4pm.
- not all shops are open on Sundays especially in Winter.
- As above
- I think it should stay they same
- 7pm is too late
- Really what ideas are here that actually encourage business and jobs
- If you are going to a restaurant or the theatre become more costly
- Not sure the reasoning behind this. Seems to be penalising eating businesses and those trying for late night shopping.
- Restaurants, theatres? You want these patronised.
- OMG we are not Melbourne Need more money do we City council???
- again a grab for more cash
- This will hurt local business, especially eateries
- It's expensive as it is
- Paid parking on a Saturday will radically change spending habits for the worse
- This extension is not necessary!
- For what reason?? Again hitting people to park, that maybe going out fot tea. It could make the difference between utiling the CBD resuarants or not.

- People won't come close to town they will park some place else
- Why would you?
- There would be a turnover after people leave work and others enter the city to eat or pursue other activities. It seems to me that extending the limit to 7 pm is just revenue raising.
- After 5pm our city should be available for restaurants and entertainment customer parking
- I believe that the model should be simplified so that all zones have the same parking times. The proposed model is overcomplicated. I also don't support Saturday parking fees. Bendigo and Geelong do not require residents to pay for parking on Saturdays.
- its just greedy - saturday should be free to encourage shoppers and tourists
- All residents and visitors coming into the cbd for meals or events need to be able to park free from 5.30. Public transport options are appalling at that time of night
- It would be more cost for people attending theatre or going out for dinner
- That's a money grab and has nothing to do with parking availability except trying to charge people who are spending money going out to dinner in the CBD already contributing to Ballarat economy
- Unlikely to be popular and Ballarat businesses need more patronage so this would discourage people
- The parks are vacant now after 5pm and on Saturdays. Making people pay will not get parks used any more. People will go to other shopping centres. Bad enough paying to park for work without paying to work late in a salaried job with no overtime.
- Still wouldnt help hospital late workers
- I like the idea of freeing up parking spaces for me to go to a restaurant in the evening BUT extending paid parking won't achieve this. It will only antagonise people who park.
- Affects attending leisure activities such as movies & meals
- No need to do this as when workers leave CBDs parking available particularly in mair st.
- stop gouging residents
- people live in these streets and should be able to have visiots in their cars be able to park outside their own home and not accomodate shift workers over owners
- this is detrimental to CBD restaurants and provides no benefit as traffic in CBD is much reduced after 5.30pm
- Ridiculous idea--who would benefit?
- Really! The place is like a ghost town most nights.

- Paid parking should be 9-5pm Monday to Friday and free on Saturday and Sunday. Free parking will get people back to shopping in the CBD rather than going to DTC or Stockland. Extending to 7pm at night impacts on restaurants & cinema etc.
- This will kill the restaurant trade in the CBD
- Why? What's the point?
- Money grab
- GET THE PEOPLE TO SPEND THEIR MONEY IN THE BUSINESSES
- during south street attendees will remain all day
- All gone by 5.30pm
- shops are closed. restaurant meals start at 6pm
- Its hard enough for workers to get a park, let alone extending the time to 7pm!
- Why? More revenue raising
- For what reason? Most shops close at 5.30pm
- no
- Too expensive for workers who have to park & work in the area
- I don't support revenue raising for council
- Most businesses are closed by then.
- No need to
- Money grab by council
- Are you kidding? You will kill the dining and shopping in the cbd! I'd rather shop in Geelong
- It's extortion! You must think residents are an infinite source of income for the City of Ballarat.
- why?
- I don't feel this is necessary
- its a revenue grab
- I don't understand why
- Paying to park on a Saturday will severely discourage shopping in the CBD. 7pm is off putting for workers who might otherwise finish work and then go out for dinner/drinks in local restaurants.

- Bendigo / Geelong offer free Saturday / Sunday parking.
- Do not support paid parking beyond 5.00 pm, and free parking after 5.00pm will encourage more "after hours" shopping and dining out.
- money grabbbing by the council and again penalises business owners and workers in the CBD
- ????
- Why do we need to pay after 5:30pm?
- Seriously? Purely a revenue raising exercise! Ridiculous idea.
- 5pm thank you
- 5pm or 5.30pm is the most suitable I believe.
- People dining or visiting entertainment in the CBD will need more time to enjoy themselves as well as spend their money at local businesses without stressing about filling Ballarat Councils coffers
- Surely we pay enough for parking as it is
- This is blatant revenue raising
- The community is sick and tired of the blatant revenue raising by our Council. Not all residents of Ballarat have the financial means to pay for parking. We are not all on a Councillors salary.
- Not sure why this is necessary.
- Weekends should be free.
- I think the demand is during business hours so would expect parking fees to be incurred during this key time
- No. Another anthony Schinck type rip-off - this man's ghost still permeates Ballarat Council
- 7pm!! and on a saturday. way to deter going in to town especially on the weekend. if there was decent parking options then i would be more inclined. parking over the evening on the weekend is awful.
- I run a motel and it is free currently. Having paid parking outside our motel will create a big problem for my business as we have 80% parking for guests. I also get trucks which obviously don't fit in the car park.
- Because there will be no free parking zones within walking distance from where I work. I will be forced to pay for parking full day each day
- Unless you work in the CBD the times (1-3hrs) in long enough, except around the movies

- this would be perceived as punishment as melb parking precincts in higher demand areas usually offer unrestricted parking on a sat up to 1:30pm. this may hurt traders maybe push to 6pm
- Residents in this area should not be paying of an evening
- how to kill off the hospitality trade for families wanting to dine before 7pm. dumb idea and extremely poor thinking
- Why would you?? Most businesses close at 5.30.
- Cash grab
- Just a money grab
- come on ... think of the shop keepers ... and where do i park for the movies or do you want the regent to close ...?
- Same response as all my typed answers.
- Shops close at 5:30 pm - only once a week they are open late - give the people some benefits to park for free for an hour or so after 5:30 pm !
- As per response to 1st Q
- I don't have an opinions about this topic, but this survey will not allow it to be skipped? I will write
- 'don't support.'
- If the plan is to kill the city....go ahead.
- Much longer than many businesses in those areas would be open.
- I don't think people should have to pay parking at the hospitals on a weekend to visit someone who is sick.
- parking is too expensive now
- As above
- Ballarat does not require this regardless of the new jobs that are coming in. I think this can be reassessed once the workers arrive in 2-3 years time.
- again just seems like a money grabbing exercise, come about 5pm there is hardly any cars parked i don't think they need to pay.
- Hurting the hospitality industry which is the lifeblood of the CBD
- i don;t want to be paying parking people overtime any more than the council. places like armstrong street will be busy no matter what, but don;t penalise people who want to go out for dinner.

- money making idea..disadvantages after hour activities and business in CBD
- You will drive people out of Ballarat CBD
- Cost to ratepayer to police.?
- This will have a negative effect on the cinema and restaurants
- I think this is a bit greedy
- Why would you do that? Seems this is just revenue raising.
- Normal business or trading hours are to 5pm or 5:30pm so anything after these hours will affect the entertainment and hospitality industries in the CBD. We need to continue to use the city centre as a meeting place rather than deter people from it.
- Not encouraging people to be in CBD
- Costly for users
- That's just a money grab!
- Works ok as it is
- why?
- unsure if this will be good or bad???
- Please limit paid parking to the busiest times.
- Weekend parking should be FREE
- as above
- Because it will keep people away from the city and reduce patronage for services.
- It will push diners out of the city.
- Leave parking limits the way they are.
- more cost to individuals and discourages going out for dinner or movies etc.
- what possible justification could there be for this (except more revenue). I suspect there is no
- parking pressure anywhere 5-7pm unless maybe Fri and/or Sat?
- from 6.00pm onwards the profile of the parkers changes to those attending restaurants and theatres. There is no demand from CBD shoppers/workers
- Not necessary

- As above you need to improve other public infrastructure. In Melbourne you don't need to use cars because of the availability of public transport which we don't have here
- Most parking is vacant after 5pm. There is no competition for parking after 5pm particularly beyond Armstrong St area so there is no rationale for paid or timed parking after 5pm.
- Parking times in the CBD are currently sufficient.
- Should be free
- Leave after hours alone
- This is a scheme of CoB to pick most of the money from people, it is not people friendly at all
- You will find people will shop out of town
- Punish people for supporting cbd business
- Should only be office hours Monday to Friday.
- Punishes workers who need all day parking/ evening parking for shift work in safe areas
- Pretty simple, should not have to pay for parking outside business hours.
- Just ripping off the people who have to park for work at odd times
- Why would I support that? Just money grabbing.
- Money grab for the Ballarat city council. Big con
- Most business close at 5.30 extending beyond this is again council money grab
- Getting more money for parking does not address the lack of car parking spaces. The CBD needs more multi-story car parking.
- I don't see why this would be necessary.
- build more multi story car parks
- This just feels like a cash grab. If you must extend it then make Saturday free and extend only for weekdays
- Need to encourage people to come in and dine or late night shop. Ballarat has a large proportion of pensioners and unemployed people who will not support Ballarat.
- Parking is not an issue after 5.30 pm.
- Surely you are not going to extend it so that people who are dining out have to pay as well.
- Shops are not usually open

- Does this mean that parking inspectors will be working until 7 pm to fine offenders?
- Peak usage ends at 5.30pm
- don't think its nessesary
- Not necessary. People won't want to pay for parking to go to movies, restaurants etc
- Just revenue making
- Would prefer a 6pm finish as it may impact the entertainment precinct
- This will impact restaurants ad their employees (low wages).
- Added cost. I won't be using the CBD in the evening if I have to pay for parking up to 5pm is ok. After 5 is afterhours.
- Making a night out more expensive, no thanks 9-5 is long enough
- Greedy move by the Ballarat council.
- This is such a short sighted response. What consideration is given to city workers . This will greatly increase the cost of going to work. I might as well walk from creswick. Ballarat council you are hitting the pople that run your CBD - SHAME!!!
- not conducive to attracting people to spend time and money in CBD.
- I don't understand why this is even being considered. This is still a Regional city and we are trying to bring life into the CBD through the promotion of our restaurants and shopping. People will need to pay for this - not good.
- I am a weekend and late night worker
- Inconvenient
- Again, why?
- Because paid parking is rediculous
- There is no fighting for parks after the general business hours have finished. 6pm should be the absolute latest for payments
- Don't use this
- BECAUSE PARKING SHOULD BE FREE
- Don't want to pay
- Why should it go beyond standard business hours?
- Parking should be free as stated above



- One good thing about Ballarat is CBD parking is free at night. Help us support local businesses
- Already paying expensive parking fees
- Doesn't need to be
- Why change this.
- Paying for parking is not ideal as I already struggle with money as a uni student, so every dollar counts
- I believe this is a huge safety issue for workers who work later than the normal, because they have to walk so far after dark, most people that I know go during their dinner break to bring their car closer, but that would not be possible with this plan.
- Will kill restaurant trade
- This seems to only be a money grab
- 5 Pm is time enough
- Free after 5:30. Everyone should be able to have free parking when providing local businesses with business
- Most shops/businesses close 5.30ish so extending paid parking to 7pm just looks like revenue raising rather than improving parking management.
- Will negatively affect dinner time food outlets and leisure venues
- Shouldn't have to pay on the weekend
- max Mon - Fri
- Many resturants are open of an evening.
- Parking is very expensive. And inconvenient when you have to move your car continuously and keep paying money for the parking. People working all day spend hundreds of dollars extra on parking which is unnecessary just because the government wants money
- the CBD is already suffering this stupid idea will increase empty shops even more
- No need. Where is the research statistics???
- Parking at these times doesn't seem to be a major problem. Why charge people for it other than revenue raising?
- keep it in business hr please
- What the fuck? It's barely busy during during those times after rush hour and people are relaxing at home. Besides Friday nights when people go out. WHY PAY MORE

- Parking outside university shouldn't be paid for. We pay enough as it is, most of us aren't eligible for government assistance
- Not sure about his
- no reason for this except to make the council more money
- Too much money wasted on parking, if working a whole days work.
- Again, I think this makes going into Ballarat complicated. Particularly after 5pm - I'm less likely to go out for dinner/utilise local businesses. Economically all round this is not ideal.
- A lot of people enjoy parking their car in those areas and not stressing about having to put more money in or moving their car. Especially if people are out for tea or going to the movies etc...
- Parking should be free and all day
- Seems revenue raising, no other reason
- Parking fees are only Drive people out of CBD
- Discourages business and shoppers
- Those working in CBD will have to pay for parking for longer
- You would be ignoring the rights and amenity of residents.
- again it will drive people out of the CBD
- Retail shops close typically at 5:30 and consequently the need for parking diminishes. Cafes, restaurants and gyms need parking at the time.
- Just money making scheme. Milking the residents who also pay high rates and council salaries.
- Just a money making grab by council
- Again, tnhis will deter people from using the facilities in zone 1 included retail and dining especially if you had already paid for parking for work purposes during the day
- I am a full time shift worker. This proposal is unfair to the people who have to utilise Zone 1 for parking.
- Try to make ends meet niw nit going to work to oay to park
- Not relevant
- Annoying
- This would not be good for the dining and social establishments around town. Just another stupid suggestion and confirmation that this is a money grab.

- Because I live in zone one and my parents should not need to pay to be st my house on a Saturday
- Money grab! It's BALLARAT not Melbourne.
- Get a life Geelong and Melbourne shopping is way more attractive. You will find me there on weekends.
- Again we need to encourage people into the CBD to shop or dine out, this will discourage people to the area
- Why? what is the exact reasoning for changing the parking hours other than targeting the health care workers and visitors to their loved ones within the hospital precinct.
- revenue raiser!!
- This is just a way that you are cashing in on people who are working late or going out for a meal early
- Encourage restaurant patronage
- Because it is clearly just a money grab
- I disagree, it makes it difficulty for working people as it will cost them more money just to go to work
- Should be free Saturday
- Its a money grab. further deter people from parking and make it dangerous at night during the winter months for people to go out for dinner ect as they will need to walk in the dark.
- Why would you even think it's a good idea? It's like you dont want the CBD to grow or mature
- beause its affects hospital staff
- I thinks it's disgusting making people pay until 7.00pm for parking.
- It will discourage people wanting to wine and dine in the CBD if you have to pay for parking as well.
- paying for parking after business hours is wrong. Driving people again out of the CBD- cafe's will suffer
- This only relates to raising revenue not solving parking rotations, the wealthy won't care paying more
- This will kill retail in Ballarat CBD. Find other ways to make money or sack staff in irrelevant roles at Council. Does every footy ground need to be like the MCG.
- No rational reasons to apply \$\$ to the zones 1, 2 and 3 indicated in the plan. Increase cost to pay CoB workers to be parking inspectors until 7pm.

- When can I spend a decent amount of time at the library, or BMI or PROV, or an exhibition at the Art Gallery? Only time you could do anything would be Sunday, & most things aren't open then.
- Not necessary, just more revenue making for the council at the cost of staff and people.
- I feel that this would really limit how people access shops and do their shopping around town. I think this would be detrimental to shop owners.
- Who is this helping? Sounds like revenue raising to me. Parking Officers will also have to work extra time.
- We choose not to live in Melbourne to avoid things like this
- For the restaurants etc it would be problematic.
- There is already too many problems with parking restrictions around vital areas like the hospital as it is. It would make things even more of a problem putting longer restrictions in
- For people who live in this zone, it puts increased stress on finding somewhere to park multiple cars each day. Hospital staff on a shift later in the day also have to park further away putting them in danger late at night when they return!
- I don't support having to pay for longer
- It is unnecessary.
- Who does that help and where is the demand? This is Ballarat, not Melbourne. Most shops shut by 5/5.30.
- People who work full time need to go into town on Saturday. Don't punish us for supporting your economy by charging parking fees.
- After standard business hours this seems ridiculous-
- 5:30pm is late enough!
- 9-1700 is business hours. Extending to 1900 just takes advantage of dinner business - I think this is unfair to businesses relying upon dinner trade.
- There is no reason to this as these are not peak times (even the current increase to 5.30pm is unfair)
- I like many others believe this to be a blatant money grab
- Revenue raising
- Many people drive into the CBD for a short stop to pick up food, but will go elsewhere if parking is not free. Very damaging to local businesses.
- 1730 hrs should remain. any later seems excessive, there isn't anything open around the hospital etc at that time.

- As above. My question is why????
- disadvantages families who want to venture out for an early dinner
- I don't understand why this would be necessary other than revenue raising.
- Again why extend the paid time, revenue raising???
- NO
- Weekend parking should be free to encourage more visitors to the city centre.
- Not required, parking always available this is just a revenue generator
- Ballarat is a regional town
- Just revenue raising. Need to encourage people into the CBD or it will look like a ghost town
- Where I park now is free but when the new proposal is in place it will cost me \$12 per day/\$60 per week. This is a lot on a limited budget. Also to not pay I will have to walk 5 blocks to work and when I finish work at anytime between 8pm-11pm I'm unsafe.
- because it's going to cost more for us rate payers which the rates have gone up as well which we don't like either
- the street where I live will be full
- No one will go to the restaurants, it will be another bill !!
- There's no parking as it is,
- No, more money grabbing
- Same answer as previous
- Restricts people from coming into the CBD to attend the cinema or food venues. Instead people can visit Stocklands or the Delacombe Town Centre to have more safety and free parking.
- People like to go out to dinner without having to worry about paying for parking
- Think that is extremely prohibitive to people wanting to use the amazing restaurants in Ballarat's CBD. Especially over the winter when if people think they will need to avoid parking fees by parking further away and having to walk in cold
- why should we have to pay more money??!!!! It after hours it should be free.
- Need sometime for free parking
- shops close earlier. again just revenue raising

- see answer above
- Affordability.
- This is a joke. Pure money grab.
- People visiting friends living in that area will have to pay after work hours which is unfair considering the high rates we pay already in Ballarat.
- It shouldn't be extended beyond 5.30 and should be free parking after that
- Harder and expense to go out in cbd
- Council getting greedy
- More expensive to eating out or going to the pictures
- After 5:30 most shops are shut therefore why does the parking fee need to be extended?
- Yet another deterrent to attending restaurants and shops in the CBD, likely to particularly be detrimental to small business who lose customers
- I believe this would adversely effect businesses which rely on after-work/evening trade. I do not want to live in a city without small, independent businesses which give Ballarat its character.
- Money grabbing, give us a break
- Another reason to keep people out of the cbd in the evenings.
- What don't you people understand the demand for parking along Sturt street isn't that high, what we have there currently is sufficient 99% of the time.
- Again, cash grab. Why is this necessary? Who benefits besides council revenue? Where is the modelling to see how this will impact businesses, visitors and residents. Until there is evidence of this work, extension of paid parking is not supported
- It's only eateries that are open after 5.30 so no need to make people keep paying
- NOT necessary
- Just money making. We pay rates not sure what it is spent on now!
- lots of business closed by then so why pay.
- Not necessary after 5pm
- Stupid idea
- Yet another cash grab
- not many businesses open at that time only eateries, so waste of time

- This will deter people from dining out and why pay when shops are closed!!
- More money making?????
- this will deter individuals going to support local business after work as they will again be forced to pay for parking and it's not safe to walk so far when dark
- Money hungry council
- This is just money grabbing. This doesn't fix the congestion of parks in the CBD at dinner times.
- This is just about you making more money, I go out for a meal with the family at 6.00pm and now I would have to pay to park
- Bridge Mall already has many shops closing
- Yes extends the hours so the council can get more money
- Shift workers work all around the clock. It is unfair as it is to pay for parking that was previously free let alone the hours being extended.
- Griddy council
- We should encourage ppl to come out for dinner in Ballarat and paying for parking is just one more thing ppl aren't going to come out for
- Free parking
- It's already hard enough why make it worse? Why pay after hours? No one will go out!
- Again, I believe all parking should be free but time limited and monitored by parking inspectors instead. This will ensure all can access the CBD, not just those with money for parking.
- I do for some areas but not all as then those with lots of money/high paying jobs will park in the CBD all day every day. I do think the hospital needs to make sure their workers have somewhere to park though
- Bullshit meaningless crap
- the CBD will become a ghost town, people are opting to shop at free parking shopping centres, .. there are already a large amount of empty shops in CBD, parking costs even less people will want to shop in CBD.
- Too expensive
- Revenue raising only
- So you CAN CHARGE more? NOW WAY either!!!! What a joke!! Our shifts at the hospital are 12 hours either day or night. I refuse to HAVE to pay for such an extended period of time!

- The times we presently have are ideal extending these times is revenue making and not in good faith of the public
- No 5:00 is fine, park further away & walk
- It's just a money grab by Council .
- People going out for meals will have to be concerned about parking,also discouraging people from spending time in the CBD on Saturday afternoon
- This is blatant revenue raising
- PURE MONEY GRABBING EXERCISE
- This is just revenue raising for council
- It would seem like a money making exercise
- this will impact further on business in these areas, especially eateries. people will go to those where they can enjoy no cost parking
- Common guys we really don't get much free as tax payers do we?
- Same as above
- Close of businesses is 5pm. A money grabbing exercise
- Your Limiting people/shoppers coming to the CBD. In fact you may drive them away
- Again just more money grabbing proposal by a council keen to get its hands on as much income from wherever it can. The main businesses that will suffer from this are the eateries within the CBD. Not aimed at attracting business to the area. Many tourists
- Just a money grabbing exercise. Will discourage people from coming to the CBD for anything after business hours.
- Great and the city slogan can be changed as well to “ Ballarat the place to \$\$\$\$\$PARK\$\$\$\$\$”. Most people want free 2 hour parking to visit the shops!
- this doesn't seem necessary
- extending paid parking til 7pm is clearly revenue raising, yes there is limited parking spaces within CBD particularly Armstrong/Lydiard St area, this is due to council lack of consideration of parking when these eateries got approvals not public's fault
- Money grab, it is unfair to ask the busy hospital staff who are already struggling with the workload to have to pay up to \$80 a week for parking. This will just put people to park further outside the zones and in front of people's houses.



- If I understand correctly, you can park ALL day in any of the zones providing you are happy to pay the price - this will completely congest the CBD with all day parkers, prohibiting one hour shoppers to come and go using the CBD in any way - FAIL
- Business hours is acceptable (9AM - 5:00PM) but you need to encourage people into the CBD area for dining and entertainment purposes and not have them walk in the dark, rain or cold or feel unsafe going back to a car park not in the vicinity of the CBD!
- Should be longer but 2 hours free as it's hard to park in zone 1 at night
- Again, this would drive business away from the CBD especially restaurants and entertainment. Commercial leases are high enough without giving another reason for people not to come into the CBD.
- Way to kill the restaurant and takeaway trade
- Unnecessary as most retail outlets close earlier than 7 & more cynically it appears to be an attempt to 'cash' in by charging those who enjoy dining out
- Unreasonable
- Why are you making it so difficult to make the CBD accessible. This is not Melbourne, hence one of the reasons why people move out of Melbourne
- Why? Revenue raising?
- Excessive parking meter that extends beyond standard business hours is ridiculous
- Because it is a shameless money grab by the council.
- This is not good as it affects the shift workers
- Feel this just a money grabbing idea!
- There's no real purpose to this. It seems like revenue raising
- City shuts down before 7pm.
- This will encourage people to supermarket shop after 7 pm reducing security. it will increase costs of shopping. People are seeking free parking places close to CBD because they are poor!
- 5.30 pm is late enough.
- this is clearly revenue raising and will not solve congestion.
- We should be encouraging people to come into the city at night, not disincentivising them
- Saturday afternoons should be free parking to encourage people into the CBD for entertainment and dining.
- It looks like a cash grab, I see no need to take it to 7pm at all.

- Absolutely against extending parking to 7pm. There is no justification for this paid time extension as the majority of workers, shoppers leave the CBD by 5.30pm. An extension of paid parking to 7pm appears to be nothing more than a Council money grab you're just ripping us off
- Money grab by council with no perceived benefit
- will stop tourists using restaurants
- Why to that time on Friday & Saturday? Ballarat shops are mostly shut, pathetic.
- Dont support more revenue raising for the Mayors trips?
- 9-5 Monday to Friday is enough
- It's too late, paid parking in Melbourne generally does not extend to this time. And let's be honest most people in Ballarat have generally left the city area by this time. It would discourage me from popping down into the city at this time
- NO NO NO! With a single garage and kids with cars they need to park out front from 5.00pm unencumbered
- Why??? So you can get more easy money
- Impact on eating venues too great.
- Would kill the restaurants in CBD
- too expensive
- That's just revenue raising
- Shouldn't have to pay after 5 or 5.30pm
- This is just a cheap grab for cash. It will discourage people from coming into our CBD for meals and will kill off our burgeoning restaurants.
- Again money hungry!! It's hard enough finding a park to go out for tea let alone being charged!
- It does not take into account the effect on residents
- I see no reason to pay for parking at all in the CBD - people don't pay at other shopping centres
- The we'll never eat out or use the cinema in town!
- Saturdays should be free to encourage shopping etc.
- Where do you park to go to cinemas or out for lunch that won't cost a fortune, once again we can go elsewhere and there will be more lost businesses

- Because it will deter people from coming in to CBD for shopping/film/exhibitions etc. if they have to pay for propably empty areas after workers have left. It is not necessary for "parking management" this is just transparent "money grabbing" by Council.
- I am not going to come into the cbd for dinner if I have pay to park
- CBD is dying
- I don't feel there is a need
- Cause it's greedy.
- Don't think parking is a huge issue later in the afternoon/early evening.
- A family dinner is already expensive enough without adding parking costs. Little legs will not be able to handle the walk to free parking
- MONEY GRAB by council. No new facilities or improvements for the users using the car parks.
- We are not Melbourne, there are parks available after 5pm for when I eat at restaurants in the CBD, this feels like a cash grab rather that a resolution to an actual problem. We should be encouraging people to visit the CBD not penalising them for it.
- This is an unnecessary step
- Ridiculous
- This will deter people (families especially )from eating in the CBD if they have to pay after 5 pm
- This is not regular business hours. Will impact on where people will eat for restaurants or will make people walk further in the dark and inclement weather which may impact on safety.
- this is solely a money making adventure and would not free up any parks
- Believe it will reduce the amount of people wanting to come into the CBD for early dinner or late shopping. Especially since walking around Ballarat when it's dark, isn't always safe if parked further out.
- Diners would need to be feeding meters during dinner time
- No as people go out to dinner and if people park in those parking meters until 7.00 p.m. there will be no available parking for people dining out.
- This seems like it's deliberately designed to gouge people wanting to go out for tea etc. Personally, I would go elsewhere for tea if this happens i.e. gaming venues, which always provide FREE parking!
- No need, this is greedy as we see our nightlife venues as already constraint with finding a park let alone paying for one. and then how do you monitor this? as more employment will be required to cover the additional hours which will have a net overall

- More money making basically
- It is past peak-hour. Most shops are closed. It seems like revenue raising to me.
- Unnecessary as there are always an abundance of available parks after 5pm
- just money hungry council
- Most business, other than restaurants, closed at 5.00 pm or 5.30 pm.
- 5pm is more than late enough for paid parking. 7pm is making it hard on people
- Same as above. Why are you trying to turn people away from the CBD?
- It would adversely impact businesses who trade in the evenings
- Don't
- Dont need it until 7pm. 5:30 is fine
- I just don't feel that extending the time for paid parking in zone 1 is warranted or justified
- Why support this? What is the aim? Again are you wanting to turn people away?
- Will not pay for parking
- You have GOT to be kidding - this is not melbourne - that is just a money spinner!
- 7 pm is too late parking should be free after 5:30pm
- Costs enough as it is
- Time frame is too long. Why 7 pm? People heading to restaurants after hours need not be discouraged from a CBD restaurant due to additional fees.
- Money, money that's all the council thinks about
- It should stop at 5pm and after that time it should be free.
- CBD workers need somewhere to park without costing them their first born child
- this will inhibit the nighttime and weekend tourism economy which is curenly growting. it would be a shame to impact this
- Why would I? It makes no sense as a large amount of bays are empty anyway
- This is a cash grab. The shops are shut and now you are penalising the restaurants.
- I already pay \$6.50 per day in parking. I don't necessarily finish work at 5 (although I am supposed to) I should not be charged for this additional time. Again, we should Ben encouraging people to come to the CBD not penalising them

- Again it would be detrimental to my business as i often work late. And not to mention the added financial burden to those patients in the hospitals..
- If the purpose is to ease congestion, then only have it until 5pm or 5.30pm when workers will leave the city. Having a time until 7pm is only a cash grab and will hurt restaurants serving dinner.
- Ballarat is a regional city and it looks like money grabbing by the council. We don't need paid parking to 7pm.
- Going to affect our already suffering local restaurants!
- I work evenings, and will either have to pay for 3 hours of my shift or have to walk over 6 blocks for ANY free parking, which on finishing at 10pm and being female would be incredibly unsafe due to how unsafe Ballarat is
- City council cash grab
- You're already killing day businesses, don't kill the afternoons and night businesses too
- The fact it'll cost be nearly \$18 a day to park, that's \$108 a week for me and that's most of my pay spent on parking! This is disgusting when it's costs me \$50 a fortnight to put petrol in my car and I'll have to add another \$108 a week.
- because people wanting to enjoy leisure time such as dinner and movies will not want to if they have to pay ridiculous prices.
- Can't afford to pay for parking on sickness benefit
- As a shift worker at BHS I often finish work at 9.30-10pm. I could not afford to park close to BHS if paid parking is extended to 7pm when the car park is full, & it is too unsafe to walk to my car late at night if it is parked in zone 2.
- There is no advantage other than additional funds for City of Ballarat. This is an additional cost for people going to the movies, restuarants and cafes. Encourage tourists, not discourage them to visit our city.
- Parking should be cheaper at weekends eg. Bendigo, Geelong
- This is a money grab and not necessary. How much congestion is there in Ballarat at 6pm on a week night in Ballarat?
- To what end? All this does is deter people from the restaurants and cafes in the CBD
- At this point in time there would be absolutely no need to extend paid parking to 7pm Mon-Sat as most business are closed by 5-5.30pm Mon- Fri and 1pm Saturday after that the street are deserted
- Again it is limiting the desire to park in the cbd. Why would you want to shop and spend time in the cbd?

- Money grab for Council - shame on you! Customers will not pay after hours when they can park out of the City for free. Council should be supporting inner city Businesses, not limiting their ability to remain competitive!
- Because the shops close at 5pm.
- Just a cash grab
- This is a money grab. Majority of businesses & most shops operate in business hours 9-5. No extra service offered for extra cost.
- resident areas of zone1 - have no proximity to entertainment or shopping centers. It is unreasonable to expect to pay for the right to park outside homeowners house for visiting
- This is revenue raising. You cannot go into the city of a night out for tea without paying. There is no why should we. there is no need for it. You will be killing off business. eg. Criterium would have to pay to come & see the race. You will kill off
- I dont even see how this could be supported! Are the council trying to alienate people from the CBD all together?!
- NOT REQUIRED
- I don't believe this is required, and I appreciate not having to pay when visiting restarurants and other businesses in the CBD after work, and on weekends. It would probably push me more towards getting takeaway rather than visiting the CBD.
- This appears to be revenue raising and will negatively impact on retail and restaurants in the CBD
- I think this will adversely impact business in these areas.
- Leave the system the way it is, it's really not that hard to find a park after business hours. Why are you trying to make this more difficult for everyone?
- Clearly a money grab
- further analysis is required for such measure (useage/ demand 5:30- 7:00) otherwise measure is purely revenue raising
- you are kidding!!!! I go elsewhere.
- No sure about this one
- Inconvenient
- This personally would affect me coming into Zone 1 to go to theatres and eateries. Why is it necessary to charge people after 5.30pm. You are deter people coming into the CBD
- Business will take a further hit

- as above
- I don't believe this is required as it works fine now.
- dont support paid Saturday parkig after noon
- Seems like it would put people off coming into the CBD for the evening.
- Because it is a rip off for those work in the CBD
- I only come into the city centre after the current paid parking is not active (after 5.30).This is worse.You're going to kill the businesses in the city centre. I will shop elsewhere where I don't have to pay for parking (StockLand, Delacombe Town Centre
- Waste of money it's fine how it is
- Not sure if there is the need for this.
- Some people may not be able to afford, limiting accessibility
- no
- We are not Melbourne!!!! We are a regional centre cars are essential
- There should be no charge for parking. People should be free to go about their business without the worry of receiving a fine.
- So people going out for dinner and hospitality workers now also have to pay to go to work?
- Don't believe there is a need for this! It seems as if the council is just trying to get more money from the residence
- as above
- Again, we dont need to pay any more money.
- money grab
- Not necessary
- It's too expensive for university students
- Going out for dinner should not cost anymore than it already does
- So bcc can get more money again. Are you trying to encourage ppl into Ballarat or discourage.
- Community benefit is nil
- its ballarat not cbd melbourne


- Shopping isn't open on most weeknights later the 5pm and the businesses that are open would most likely be the ones to suffer
- Not needed (unless funds required by shire). Regulate with time restrictions.
- From 5-7pm is the prime time for family's and singles to go down the street after work or school to do their shopping. It would be very inconvenient for this to be extended
- EXPENSE
- That is just a money grab
- Hospital staff should be exempt from these requirements, its already extremely difficult for them to find and keep a park as they dont receive a long enough break to walk 4+ blocks to change car parks every 2 hours.
- that's ridiculous we pay rates why do we even pay parking
- Waste of money and time as its usually quiet after 5pm in town...
- That is a revenue raiser only
- It is just a money grab for the Council
- normal office hours are all that is required
- High cost.
- How will that help people. Most still need to park to come in for Saturday night. If yiu wish to extend the time why not till 9pm? Revenue raising?
- It targets students, health care workers and the sick, those ALREADY struggling financially.
- fair crack of the whip. Not quite that big a city yet. baby steps if you dont want anarchy. take a strategic staged approach that responds to city growth and parking growth patterns.
- Around 7pm many people are only in the CBD to buy food
- 7pm is too late geelong don't even do that, we don't even pay for parking on Saturdays and it's in a smaller zone then your proposal
- No paid parking for workers
- Big rough going past 5pm honestly. Can't even do grocery shopping without paying more for parking
- weekend shouldn't be applicable
- Restaurants will be disadvantaged.
- Not sure about this idea



- I just dont want to pay for parking over the weekend, that the best time for me to go into town and get things done. I pay enough to the government to then have to pay them more.
- Why?
- the need to park is considerably less after 5-5:30 hence why there shouldn't be a cost
- Bridge mall area is being used less, higher parking fees will kill it.
- Build more car parks. People will still park in car parks and i dont want to be paying extra on Saturdays especially when there's a high chance of not having close by parking anyway. Build more carparks dont charge more or for longer
- there is no need to charge your citizens more money to park. it discourages them going out and spending money on local businesses
- Student that financially struggles
- Again self explanatory. Why would the public want to pay more money for parking?
- Discourages people shopping in cbd and especially families eating dinner early in cbd
- again just a money making effort and would have a negative effect on the local bussiness in terms of customers
- its too late be reasonable
- It's nice not having to worry about parking in the evening if you are going to dinner or the movies
- i feel it is just money grabbing. 5pm mon-fri, and free on saturday. paying upto 7pm will stop me shopping after work in the cbd which i do at least 3 times a week
- Shops are shut and this is just council making more money. Easy to get a park after 5pm.
- why is that necessary? what is 2 extra hours going to do to benefit the council and just more hassle for us
- This is not reasonable for a small town like Ballarat. This is Melbourne zoning. Ballarat shouldn't align with Melbourne or it will deter people. People move to Ballarat for country living
- Paid parking over this time will impact the growing restaurant scene in the area. People may not be willing to monitor paid parking until 7pm, especially on Saturdays.
- Not welcoming people into our CBD restaurants
- There is no demand for parking in these zones after 5pm most evenings
- It should stay the usual 5.30pm

- Parking should be free
- There is enough car parking after 5 pm to not have to charge, charging until 7pm is just an excuse to make money
- Some people are in a rush, and changing the times mean more people will end up with unexpected fines- making citizens unhappy and grumpy.
- Because that's just ridiculous- it is fine the way it is.
- money hungry, people going to the gym after work now having to pay
- Friday and Saturday I can understand as being appropriate but not all week. Some people move their car closer to work in the evenings for safety reasons. This would be affecting the community safety
- No clear feelings either way.
- having to pay after hours will make less people go into town
- patients do not need to pay to come to appointments at the hospital
- Saturday is NOT appropriate in residential streets. Perhaps in the vicinity off the hospital, but there are many streets in zone 1 which do not need saturday paid parking. Saturday paid parking should be restricted to the immediate CBD area.
- There are many residential properties in this area that will now be significantly disadvantaged, particularly as only 1 permit per property is being allocated - and you have to pay a fortune for subsequent permits!
- there has to be a time allows to park without worry at some time when shops and restaurants are open
- read above?
- It means people will avoid shopping in these areas, meaning less people in the cbd
- People who go out of a night time should not have to pay the extra money for parking when going out at night is a bonus as you don't have to pay extra for parking.
- some residents home land in parking zones. if they finish work at 5.30 they would be home after 5.30 and not have to pay parking. charging people to park outside their homes is a violation of human rights.
- This will generate revenue but I doubt council will have enough resources to enforce compliance
- We should not have to pay for parking anywhere in Ballarat
- Again will harm businesses ,such as restaurants. Female shop owners and workers will not feel safe walking greater distances to long term parking.

- Because I have uni class that runs from 3-6:30pm and do not have time to move my car. Also cant afford to pay for parking
- Again, it just seems Ballarat city council wants to get more money out of stuggling people already
- Not required
- Payed parking is not practical in any form to my life
- Ridiculous to put further fees onto people living centrally other than the persistent rate hikes above
- CCI over the past 10yrs.
- people shouldn't have to pay to exist
- if there is to be paid parking, you should only have to pay up until shops are open for...
- Ridiculous. Simply a money drive.
- now that's just greedy
- Why would you need to increase the time that it's paid for?
- Enough is enough.
- Why are you making university students and medical staff pay more than they already do to go to work and university? This is a terrible idea.
- Business hours in Ballarat are mainly 9-5.
- Just a chance to grab more revenue. Keep it as it is: 5.30pm.
- Just dont fix what isnt broken!
- Again, no incentive to come in to the CBD for dinner or after work drinks/entertainment when you are still having to pay for expensive parking on top.
- There is no need,
- Business hours are between 9-5pm. People will be discouraged to go out for dinner in the CBD if they have to pay for parking into the night as well.
- Will not alleviate any current stresses on parking, particularly around armstrong street. That area will be busy for parking even if you extend time in an effort to provide more spaces.
- I totally disagree with this is - this should remain at 5.30pm - and appears to be revenue raising at its finest :(
- Enough is enough how about free

- This measure seems to me revenue raising only and does not consider safety aspects when people can not afford to pay for their parking. Public transport is not adequate later either.
- this is just a cash grab by a greedy council that don;t care about the people
- people won't easily be able to visit the hospitals
- Dont think changes are needed to current arrangements - making it impossible for workers in the CBD to park anywhere without cost.
- Ridiculous to expect people to pay until 7pm
- Allow visitors to access restaurants or they will suffer (businesses)
- Most businesses close at 5 or 5:30 so after that people are parking for social reasons, paying for parking when you are out for a meal is unfair
- No need other than revenue raising
- Should be free after 5:00pm
- Sounds like a money grab by the council
- Seems a bit greedy, should be encouraging nightlife in the town
- Just keep it the way it is. This is Ballarat not Melbourne for fuck sake
- not needed
- Keep it till 5pm
- Definitely NOT agree with this, leave the time as it is now, you are already closing the CBD down, with these stupid ideas, you, the 'Council' come up with. Money hungry is what it is.  

- What is the need ? Working hours are complete then.
- Please stop trying to steal more money from us, this is becoming very expensive, and will slow business
- Council greed
- after 5 its free
- Don't agree that an extension to 7pm is required when most people working in the CBD will finish by that time and a demand for parking should have reduced by then
- Ridiculous,
- Money Grab by council

- It is outside business hours
- No parking should not be paid for after 5pm
- all parking should be free
- volume of business doesn't warrant such a move and for those that are open often a good time for 9-5 workers to "do business" once they've finished for the day and on the way home - don't penalise us for doing business in town at a time that suits
- Absolutely not. Once again will impact on decisions to go out for dinner or movies etc one will not come into the CBD
- Once again this is a further money making initiative for the City of Ballarat and will drive people away from shopping locally in the CBD.
- Usual working day is 9am-5pm. I think that's suited to paid parking.
- 7pm is too late if you want to go out to tea and a movie.
- This move would hurt local residents as again visitors would have to pay to visit.
- money grab by CoB as parking isn't a huge issue after 5.30 as a lot of businesses close by then.
- This is a money grab need to encourage people into the city after 5 to encourage a night life.
- Sick of everything being a grab for money rather I han a behaviour change
- Will be annoying if going out on evening to have to pay for first hour but not the rest. Seems like a money grab rather than strategy to change behaviour
- The CBD businesses at these times need more customers, the city should encourage that by making access as easy as possible.
- Paid parking is anti business and a bad experience for CBD shoppers. Free parking in Sandringham, Highett, Bentleigh etc works really well and the commercial areas are BUSY.
- Should we when shops are open. Might suit in some areas near restaurants
- Why? Is there a real problem at this time? Or you just want more money for nothing?
- I'm not sure it's necessary
- 9:30am to 5:00pm gives opportunity for a little bit of free parking and shopping at the start and finish of the day.
- parking should be free
- I believe this may just confuse people as it is different from what it has always been - people may cop fines they may not be able to pay simply because they didn't know they had chnged

- you would be limiting the attractiveness of going into the CBD for dinner
- Why till 7? Most stores are not open that late and people need to eat and it could disadvantage food businesses
- This is just stupid, especially on a Saturday
- would not shop in the CBD when parking is free at stockland etc
- due to the regular issues on the train line, even extending it to midday wouldn't be of any use to me.
- 5pm is long enough
- That is so bad for us who love to go to the pictures and now we have to pay for that after business hours is an absolute joke as it is THERE IS NOT ENOUGH 3 HOUR PARKING FOR US TO GO TO THE MOVIES NOW ESPECIALLY THE ELDERLY
- Money grubbing, see above
- This is still Ballarat, night time is not exactly humming. This will be meaningless in view of your free first 2 hours. People often go into town for a drink after work and leave before the dinner crowd ar
- It is hard enough to find a park in zone 1 around dinner time. It will make it more challenging if people have to pay for a parking, and the night life in Ballarat may further reduce.
- CBD is for business, Business hours are 0830 till 1730
- Those who work late hours would have to pay more for parking
- The extended times are not aligned to Ballarat needs. This is not Melbourne and people should be able to readily access free parking in lesser times slots
- Banks don't open after 4.30pm so parking should be free after shops and offices close at 5.30
- Again get people into the cbd for shopping , eating etc
- that is ridiculous - only turns people away
- Business hours only.
- Why should we have to pay for parking after most businesses are closed?
- not in favour
- People are going to spend money on a meal and entertain friends. Employing people. Till 5.30 is enough
- This is just a money grab by council
- Too expensive for workers

- It makes it very unfair to workers who are having to walk in the dark because they can't afford to park close to their workplace.
- Don't support any changes to parking
- parking after 5:30 isn't generally a problem.
- Council getting greedy revenue raising is unfair on Aussie battlers
- This will not solve the chronic lack of evening parking in the restaurant precinct surrounding
- Armstrong St Nth. I no longer visit Noodle Box because I have a disability and cannot get parking nearby on any night of the week after 6 pm.
- It will affect businesses as our family will stay away from CBD to dine out
- Money grabbing
- No no no
- Again, affecting low income families.
- Where else has that?
- Is there a real need for this other than revenue raising, impact on food scene
- AS ABOVE
- When shops shut should be the time
- Why extend the time?
- Already impossible to find a park in the CBD
- NO! Most businesses close at 5-6pm. This targets people going out for meals or to hospital! The businesses are already dying in Ballarat. Don't discourage people putting money back into local businesses when it is so easy to order food online.
- It is too late and is a discouragement to going to events or restaurants in the CBD in the evening
- Why penalise those who wish to dine earlier in the evening such as families with younger children?
- This could push people to dine later, putting strain on businesses at a busier time rather than helping spread the patrons out over the evening.
- This is just Council's way of trying to squeeze more revenue from people using its parking areas. Extending paid parking till 7.00pm is Council's way of trying to cash in on people wishing to dine out.

- seriously? it should be 8.30 am to 5.30 pm at the latest! Charging people after COB is unfair and unjust.
- I don't support paid parking expansion at all in Ballarat. It's just a cash grab by a greedy, selfish council
- Good way to discourage people from coming into town for dinner and later in the day
- It stops patrons going into the CBD at night, resulting in the CBD to be deserted after the shops close. There needs to be a mix of retail and hospitality to encourage visitors into the CBD all hours.
- Allow restaurant goers free parking after normal business hours
- Ridiculous to have to pay after work hours if we visit CBD for a dinner. We are not Melbourne stop thinking we are
- Try squeeze as much of our hard earned dollars out of us why don't you!
- Ridiculous for Ballarat
- Because that is just ludicrous money grubbing
- Not even in the CBD of Melbourne do we have to pay parking after 6pm.
- This would personally stop people from heading into town to shop, I personally love shopping and supporting CBD businesses but we now have a cinema in Delacombe, restaurants in many other suburbs etc.
- Not required, we live in Ballarat
- its very greedy. those of us that start at 9 and finish at 8 will be most penalised. as working members of community we deserve to park with a safe distance from work for free. penalise the dole bludgers
- Come up with a better plan than simply charging people more
- Why do we have to pay more?
- Businesses close at 5 or 5.30 - why charge for parking after that?
- feel sorry for all the people working in the food industry having to walk blocks in the dark-very late at night. need central Square car park open later so people can go to the movies or dinner- not sure if the 7pm time will help that much
- Where are evening staff to park? Who will provide security & safety for these staff to return to their car 3-4 blocks away? Where will people park that want to have dinner?
- Money grab by council once again.



- People who work late need all day parking close to their jobs for safety. Multi-level car parking should be open 24 hours to support workers & patrons who go out to dinner/movies
- Again, Why should you have to pay hr parking until 7pm. People do not like to pay for parking.
- People will avoid CBD after 5:30pm will impact on restaurants
- Another money grab by council. Ballarat is the only place that charges Saturday afternoons. It would discourage movie goers & those dining out from parking in CBD
- Ridiculous. You are trying to get money from people who are eating out & visiting hospitals as well. Shame on you. Shops mostly shut at 5:30. After that lots of people are enjoying the cafe's. Ballarat is a wonderful alfresco place. Let us enjoy it
- Again, don't you want people to come into the city. Perfect way of discouraging people away from the city
- Should only pay for parking when retail shops are open and when parking is by user
- Leave time as it is.
- why shops are closed and we're out for dinner at 6pm
- I can work until 8pm and it makes parking very expensive
- No definitely not. Business hours is why you want to move cars out of parks, not in the evening.
- That's just a money grabbing move.
- Ridiculous suggestion, not peak demand after 5pm or on Saturdays
- What does this achieve, it is such a random time, 11 would make more sense but are we not trying to encourage people to come out in the evening so no. 5.30 is where it should stay
- Are you really trying to dissuade people from using the CBD? Good way to go about it!!
- This is pure revenue raising.
- CBD Ghost Town
- this will affect restaurants in this area
- This will affect the restaurants & shops & may close down some of the food places if less customers stay after working hours
- Only serves to be money grabbing
- There isn't sufficient pressure on parking yet to justify this. It would be worth considering for the future though.

- Looks like a money grab - paid parking for business hours only.
- See no need to extend the limits beyond normal business hours.
- This plan fails to indicate if time restrictions are to be removed or remain. All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD. Force longer term parking to designated areas, or public transport.
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- All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD, make parking free!! Force longer term parking to designated areas, or public transport.
- Where else in the world is this a thing? Really?
- Rediculous idea
- will stop people from going to restaurants
- Increasing the cost of parking in this zone will have a negative impact on the local business. It has to be cheap and affordable.
- Ballarat's food and wine culture is only just getting off the ground with some exciting new restaurants, pubs and bars, extended paid parking will discourage people coming into the CBD.
- We don't need these zones? We're not Melbourne.
- As above
- Fewer customers would use CBD.
- This isn't a good idea for business or the low income
- Like my above answer, seems like all you want to do is take away from the residents without giving anything back. Absolute highway robbery.
- This will not do anything to help parking. Its just a revenue grab.
- Unnecessary. Residents already pay significant rates and this paid parking plan is just another money grab by council. Deters residents from going out for dinner in the CBD at the expense of CBD businesses.
- Saturday should be free parking for all to encourage tourists to use our facilities and support our businesses.
- Most CBD businesses and retail shops are open until 5.30, think of the other business that this will have an impact on.

- So its not enough that I have to pay for parking to come to work? YOu also want me to pay for the privilege of going out for tea or to the movies? THis will encouage me not to go into town. It will cost bussinesses their liveilhoods.
- Going out for dinner, the movies. All extra cost to supporting local business. Can families afford the extra cost or will they just not bother? DTC has free parking for movies. People will move away from the CBD and utilise other upcoming area
- Leave as is
- Why? Weekend parking should be 100% free. Help bring business back to Ballarat CBD by having free parking on weekends. Better yet demolish that hideous eyesore civic hall and build a multi storey car park. Restoring it is such a waste of tax payers money
- See response above.
- Money grab!!
- So you can gouge more money out of people?? Do that and watch people go ANYWHERE ELSE for dinner. Who comes up with these plans anyway? Do you actually live in Ballarat? Do you earn less than 6 figured a year??
- Ballarat does not need this after 5pm. We are not Melbourne or Sydney. People will go elsewhere for entertainment and dining out where they don't have to pay. Too many small businesses struggle to survive now, increased paid parking would make it worse.
- makes dining and entertainment in the city less attractive - people will just go park free at a pokies venue - and that doesn't seem good!
- So the days people do work or after hour work hours you want them to pay for parking.... yeh nice move. So smart
- Many businesses close earlier than this (excluding restaurants, theatre etc).
- Not in favour
- Will prevent people coming out for dinner, shopping at locate trade stores. Penalizes late night workers
- Free parking everywhere you crooks
- My question is why? So you can make more money of the people coming to visit their dying loved ones after hours? No business's are even open till 7, it's ridiculous. Ballarat is not Melbourne!
- Serious??? Why? Have we turned into Melbourne???
- because there's not the demand for this parking after 5pm at the moment. we need people to be able to come into the CBD for recreation and to keep the city alive and prospering after dark

- It means any time that we go the restaurant, we have to pay the parking until 7pm? Why? As I said Ballarat is not capital city or big city like Sydney or Melbourne.
- What is the reasoning for this other than increased revenue?
- stop bleeding citizens of their spare (no wage rises most living below poverty level i.e. pensioners, persons with a disability single income families etc.
- Again, this is outrageously stupid and just raises money for the council who sure as hell dont need it.
- This limits options for dinner etc.
- Money making for council. Doesn't support hard working locals c
- Another innovative way to kill Ballarat's recently burgeoning hospitality industry. It's not Melb.
- What are we paying for??
- Unreasonable
- Usually not a major issue after 530pm it appears its more of a money grab for council
- Sounds like a blatant money grab to me. How many people are in Zone 1 after 5pm? Would make travel to Melb for work etc unnecessarily expensive. Detracts from B'rat being a commuter city.
- Not fair on those going to movies or tea
- 7pm is overkill 5pm would be better suited as it follows business hours it should be 1 pm on Saturdays as the proposed zone one area is dead after 1pm on Saturdays
- Deters people from going to the CBD.
- makes no sense when the majority of shops are not open that late
- This will be a disincentive for people to visit the city resulting in loss of business.
- Cannot understand why this is the case
- Nothing is open in ballarat until 7pm except restaurants. Its not difficult to find a park after 5.
- Absurd! The idea is to bring people into the CBD to enjoy what this city has to offer. Again, council must learn to manage finances in a more cost effective way.
- 7:00pm too late. 5:00 late enough
- 5pm is late enough

- targeting people who come to enjoy CBD's food and entertainment areas, do you not want people to come here, honestly, at the Regent now a film is 3 hours most times, paying the fees now until 5:30, thats enough.
- 7pm is too late, stick to business hours
- Again, people will not move their cars so there will be less spaces available
- Hospitality Businesses struggle enough as it is and this would again deter people from eating out.
- That's way too late to be charging people for parking. How ridiculous
- No because the demand isn't there after 5:30, just a money grab for you.
- That's 2 hours later than what us already in place. Just a money making exercise
- Paying till 5:30pm is long enough! Let's not get greedy
- Maintain office hours
- Again people can't afford this. People who work in the cbd will be paying so much money on parking, or having to walk 20 minutes from their car
- Who the hell is out shopping on a Monday at 7pm (except for Christmas Eve)? What market are you trying to capture with this idea?
- Again with restaurants at Wendouree and Delacombe why not eat out of town now too.
- Visitors have told me they are shocked about paying Saturday afternoons, they were from Bendigo.
- Why is this necessary? Is this a money making venture?
- Will reduce restaurant usage and movie usage.
- It will discourage people from utilising restaurants in the CBD
- Business hours is enough.
- Not necessary and annoying to tourists
- Shops close at 5pm - why pay for parking until 7pm? More money generating for the Council but no benefit for anyone else.
- Shit guys 5pm is long enough! Don't be greedy.
- not necessary
- After 4pm it is not busy.

- This is part of your solution to parking congestion ( number of cars in vs parking spaces) it addresses neither of those 2 factors.
- Increasing parking revenue for what purpose? How can council justify the extra paid parking time?
- Because I think this is just revenue raising and not solving the issue
- Try working in the CBD its expensive all ready..hence we are going to relocate from the CBD
- limits people coming in to shop
- Nearly all shops close at 5.30 relieving any congestion. Cafes, pubs, cinemas and restaurants need to be supported to keep the CBD alive and not restricted by unnecessary parking restrictions.
- More expensive to gove to the movies, dine out, shop and not a smart idea to tax people more.
- Why do that? Sounds like revenue earnings for Council.
- Longer bays mean less people into the area.
- Ridiculous
- we want to encourage the community to come and enjoy the city in the evening and support local restaurants in the early evening
- I will have cars parked outside my house for 7 days a week... not happy at all. neither are the residents outside zone 3.
- No
- After 5.00pm is not a problem as it is city workers that clog up the street
- Too excessive. 5:30pm is fine
- This will move shoppers away. After 5:30- 6:00 pm usage slows down.
- not necessary for most workers/volunteers
- free parking on saturday will encourage CBD users i.e. same as shopping centres
- 5pm m-F is enough
- Weekend activities in Ballarat will not be supported & does not make it family friendly
- No 5pm weekdays 12:30 Saturdays
- Most banks/shops are closed from 5pm

- Too long
- No chance buddy
- why extend when shops not open...this would just disadvantage visitors
- Should not have to pay to dine at night!
- Saturday should be excluded
- People will not come into the CBD to shop on weekends. They are also not likely to visit the market in the CBD. the CBD will be deserted on weekends
- This is only for revenue raising and will result in a less lively and active CBD space
- There shouldn't be any extension of times, up till 5:30 is more than enough without using A new plan to get away with a blatant attempt at a money grab ripping off residents!!!
- Most shops close by 5.00 pm to 5.30 pm; 7.00 pm is too late for diners - will greatly impact the restaurant trade.
- Because 5.30 is already late enough
- This can cause many to park further from venue and lead to danger when sky is getting dark
- So we can pay more \$\$\$ come on fair dinkum!
- Revenue raising because you waste money already
- This is ridiculous. All about making money
- Its unnecessary.
- You're just trying to get more money off people
- 5.30 is late enough, thinking of people working again.
- Shallow money grabbing exercise.
- I would like to go out for tea and not pay parking
- People visit friends and family within those zones after work and shouldn't have to pay for parking
- I feel this will have a negative impact on Restaurants and cafes in the area
- Don't be do bloody greedy
- The all day parking scheme proposed is not supported in any location. This form of all day parking does not exist in any other CBD in an Australian city.

- This will only discourage people parking in the city at night when going out for dinner
- Because it's more revenue raising
- Terrible idea
- Already expensive enough
- do you want the restaurants to thrive or fail?
- Same answer!
- should be normal hours
- Paying until 5pm is bad enough
- We odn'y want all those parks taken by people who can afford to park there all day
- Do not see why it should be extended beyond standard business hours
- Money grabbing
- Why 7pm? Surely that's outside of business hours...
- Parking should reflect the business hours you're parking near EG a bank opens 9:30am-4:30pm Mon to Fri
- Money grab
- This is just a money grab for the council. Apart from dining most business do not have late shop hrs exceeding 530pm
- Living costs are already expensive, and imposing more costs is only going to hurt people visiting the CBD
- MOST PEOPLE HAVE GONE HOME AND THE EATERYS NEED AS MUCH PARKING AS POSSIBLE
- Its long enough already
- Shops are closed - so now make your meal more expensive - not fair!
- I think the Council want to make more money. Apart from the entertainment areas, theatres and restaurants, the city is really quiet and only punishes people.
- Rip off. We need more free parking areas.
- I would ask the question "why do we need to extend the time"/
- There is limited need for parking after 5PM, why charge - this would be a pure money making exercise.



- Prevents use of parking for movie going etc
- it should be free parking around the hospital at all times, its a joke how far we have to park now just to get to work.
- Why? Plus, traffic officers don't work beyond 430pm/5pm, why extend when you don't even have any monitoring done!?! If you do have monitoring done, then having extend paid parking in high traffic area makes sense eg. Armstrong street, Sturt st.
- I don't see the benefits to anyone other than Council coffers. How will it benefit traders or CBD workers or residential properties in the area?
- What a way to explore more money from 5pm till 7pm
- Parks are all empty by 5.30 anyway so a waste of parks that could be used when its dark
- Because then when you're out with friends at 6:30 you still have to pay every hour!! We should just be able to have free parking
- You are making it hard for business.
- Don't think it will make more spaces available
- Outside of general business hours - Geelong's free parking on Saturdays is genius for cbd activation.
- Costing families out of going out on the weekend. Won't assist in issues of congestion. Greedy.
- Business trading hours are usually until 5pm, the plan doesn't make sense apart from a financial point for the City of Ballarat to keep charging for car parks beyond this time.
- unnecessary revenue raising
- Affects restaurants. We need to encourage active cbd night culture
- Makes it difficult and dangerous for those having to walk distances to vehicles in the dark and inclement weather
- Most retail and service businesses are shut so this is hitting hospitality and entertainment businesses disproportionately
- Money grab
- Grubby little money grab.
- No reason to have it going that long.
- Nor affordable for workers that have to park there every day for their job. Parking fees are an expense majority of ppl cant afford in wage pkt
- no good reason

- Most retail businesses close at 5pm
- It shouldn't be past 5pm
- Very unfair. Paying stops at 5.30 pm now as shops close. Why 7pm?
- Businesses and retail are not open beyond 5.30 so why penalise people going to restaurants in the CBD.
- Shouldn't have to pay for parking on weekends
- Just revenue raising
- For businesses to survive, customer rotation is needed. Unlimited parking let cafes employees park unlimited time. This restrict available customer spaces available. Increased parking fee restrict customers further. Free 1H parking with strict time restriction
- I object to revenue raising by councils when no service is provided in return.
- No need to charge people to park at this time. The only place it's busy at this hour is Armstrong / Lydiard St.
- Will effect restaurant business
- Price gouging.
- seems to be aimed at gouging more money from people who might be wanting to dine out in the city - doesn't encourage more patronage to local business just more money to the council
- Why extend it? That's just silly to be honest. 5.30pm if late enough!
- Ridiculous. Especially on weekend, why should my parents pay to park out the front
- This is just a cash grab. Making it harder for people to support our local businesses
- Congestion should have eased by 5:30/6pm. People should be able to park close to restaurants when they will be returning after dark
- Why does it need to be extended? Seems like an unnecessary extra cost.
- I think this is just plain mean! Come in to the CBD after 5.30 and there is plenty of parking available.
- Would kill cinema
- Would be hugely detrimental to the theatre and restaurants. At the moment at least you don't have to watch the time after 5:30. Don't make it worse!!
- Dark and cold for eight months of the year, after dark. Unreasonable to require people going out to take public transport.

- Same reason as the previous question.
- Fucking ridiculous idea. Goodbye city nightlife.
- This seems like a council cash grab to me!
- People go out for dinner at this time, it is absolutely ridiculous to ask them to pay for parking at this time!
- I think paid parking in zone 1 would be more suitable to keep roughly in line with business hours.
- What for, there are plenty of spaces available now- are you going after the restaurant crowds now
- Should be for free
- No need to extend the time to 7pm. This will impact on people eating out
- cash grab.
- This is a money grab- a rip off the cbd will become a ghost town after 5:30pm
- It is becoming a council money grab not a repair of the parking problems around the city
- Shouldn't have to pay after 5:30
- We would people to come into the CBD and shop and eat there and keep the city alive. But it could work if we didn't extend pay parking to cover many of the residential streets
- Most businesses close between 5:30-6:00 only large department stores are open for longer hours. parking is not difficult to find after 5:30
- If I come to the CBD in the evening I specifically do so after 5.30pm to avoid or reduce potential parking fees as this makes a night out even more expensive.
- Ridiculous- shops not even open at that time / do you not want people to support business in cbd for dining options??
- I don't usually finish work until 6:30 - 7pm, and because I'm trying to earn money this will be deducted in addition daily, no thanks
- Again just a money grab, I see no logic behind this, people will just park further away, clogging up those spaces, or will consider online shopping
- Workers are disadvantaged
- Will just encourage people to shop and dine elsewhere and hurt local business
- once again I will not go into these areas

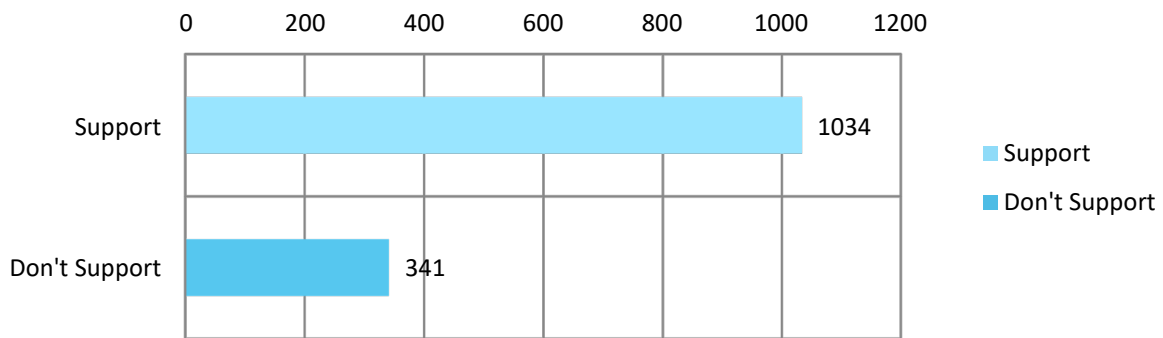
- This just looks like a money making option.
- Safety concerns for workers who may be forced to park in unlit areas
- This again drives people away from the CBD. The appeal of Ballarat is that it is a country town, not Melbourne or Auckland or any other major city. The council appears determined to ruin what makes Ballarat wonderful.
- This may affect the early dinner crowd (although they will most likely be in the free period I believe very few workers would work till 7pm)
- cannot understand the need for this
- Not necessary
- it will kill dining out in the area - its expensive enough without having to pay for parking after 5.30pm
- No one in town after 5.30
- We need to encourage diners into the CBD and having to pay will discourage them
- I will avoid CBD take away food/restaurants in favour of those further out
- already too expensive, don't agree with the increased area of Zone 1 & think you are not looking after the best interests of customers & patients. Hospital & school are growing employees so they should provide additional parks at their expense.
- think it will discourage local businesses and more people will shop elsewhere
- Paid parking is usual to finish at 5:30 to allow for evening visitors to town. A 5:30 pm end of paid parking would be consistent with other towns and most of Melbourne.
- People won't even use city after hours
- As above (week days)
- parking to 5 pm paid and thereafter free parking
- Come on! 5pm is late enough.
- Where are workers meant to park?
- Again, let's not punish businesses in the city
- I'd expect it to be till 5:30pm
- You want people to come into town to shop, well if you have pay for parking longer restaurants,

- shops community services are all going to decline in business, Ballarat community can not afford this !!
- You can get a car park anywhere in the CBD at anytime. It just might not be directly outside the shop
- you want to go to. This is another example of blatant revenue raising.
- I don't believe we should need to pay outside business hours. 7pm crosses over evening activity so is impractical and could discourage patrons who can park for free in other areas when dining out etc.
- It ruins food businesses
- Council money grab
- This does not benefit the community utilising the parking spaces in any way so I do not support. We already spend so much money on parking and now the council is proposing to take a little more of our money? ridiculous.
- Revenue boosting scam. Leave it as it is at 5.30. There's nothing wrong with the way it is
- People will not pay, plus COB would have to employ more resources to cover the area and hours.
- Massive for not a lot of return
- Ballarat is a lower income and that will further disadvantage the hospitality businesses in the CBD if patrons need to pay for parking
- This appears to be a money grab. Streets are not parked out at this time and really just penalises workers - daily cost of \$20 is more than car parking options in central Melbourne. Darkness makes long walks unsafe for females.
- Does not align to the CBD strategy 2010 - 20-25 year strategy
- Just another expense for customers and visitors.
- Think of the Businesses already suffering, people getting pushed away and would rather go to
- Melbourne or Geelong to shop than pay for parking
- This will deter people from using the restaurants in the area.
- Greedy council, longer paid parking
- As most businesses close at 5.30pm it's not needed
- Parking should be free with time limits as per Geelong
- This is just revenue raising

- I don't see the need for it outside normal business hours, and I think it would hit entertainment businesses like restaurants rather harshly
- We can't all be feeding the council parking meters when we we want to spend our money in the local shops instead .
- It's mostly restaurants and cafes that are open late. It is already expensive to eat out for a family so if you add parking costs you might stop people coming in to the city to dine.
- I think less traffic will come into town if they know they have to pay past business hours. Are the bcouncil going to pay staff to patrol the meters after business hours?
- I always get excited when you can come and do a little shopping outside the parking meter time zone. Business who do late night shopping are already quite, they will loose business.
- ONCE AGAIN, LET'S STOP PEOPLE FROM BEING ABLE TO SUPPORT LOCAL BUSINESS' AND EAT IN TOWN, SEE A MOVIE, LATE NIGHT SHOP. WHY RUIN A GOOD THING? PAID PARKING TILL THAT TIME IS RIDICULOUS, THIS ISN'T MELBOURNE FFS.
- Again very unfair on everyone!!
- Going out in the evening may be made much harder by having to go back to move your car or top up a meter. With out testing to see how the parking Ap works the first point may not be valid
- Should o my be to 5pm allowing people to dine and drink out on the town.
- Don't get the need for this at all
- Time to relax and switch off wind down don't need to be thinking about parking.
- Stupid idea
- Until 5pm is long enough
- No need
- Why should you pay for parking in the evening on a Monday or Tuesday when the streets are quiet.
- This may have a negative impact on restaurants and shops. These extended hours are when people are relaxing and enjoying themselves in the CBD.
- This seems like revenue raising to me
- Doesn't encourage activity in the cbd in the early evening. Businesses will not benefit
- Doesn't make evening visits attractive
- I think extending parking to 7:00pm will impact a lot of restaurants as I I have the choice to eat somewhere with free parking or having to pay I'll choose free!!

- Money grab will affect hospitality businesses. Other businesses (apart from hospitality) close at 5 - 5:30 pm.
- Should remain as business hours not extended to dinner time
- The extension of paid parking to 7pm will deter people from early dinners and late shopping in the CBD. Will send people to Stocklands and DTC rather than building healthy inner city.
- Not helpful to all those shop traders or food establishments
- Having to pay \$2 an hour up to 7pm will stop people dining in the CBD. Do not agree with the current Sat time going to 5.30pm it should be 12.30pm
- Not until buses are in full force after 6 pm (unlike now) - then those of us on concessions who want to go out but don't need an additional expense would be covered. Maybe to 6 pm but I think 7 pm is too late. Surely 6 pm would stop full time workers.
- that means own business owners can afford it
- not necessary
- Too long
- Think that it should be 8am - 5 or 6pm at most
- Remove the zones & paid parking
- go out for dinner and pay again

## Providing a free residential parking permit (with the option of a second or third one) to each ho...



### Why are you supportive of providing a free residential parking permit to each household within the three zones?

- If that's what must be done for them
- Because home owners need to be able to park their cars especially if they don't have driveways.
- They should have at least 2 free permits each though.
- Allows visitors to park
- This will help residents, but obviously doesn't solve the problems this plan creates for visitors, multi-car households etc
- Allow the permit to be used in any car registered to the property - not limited just to one
- With a visitors pass
- Because it's fair.
- So residents should be entitled to free off street parking
- Residents must be able to park near their homes. Should allow permit to be used by any car registered at the address. Should also have some permit only areas in busy locations.
- Providing they done have their own off street parking
- It needs to be transferable to persons visiting the residence. Where do visitors, tradespeople and health care workers park?
- Residents should definitely have access to park freely outside their own properties. Two additional permits would allow visitors or other family members with cars to park there too, which I think is fair.



- They should get a smany free ones as there are vehicles at that house
- Because so many people live in central Ballarat, they are rate payers too and should NOT have to pay for parking AT ALL
- Already pay rates.....
- Central ballarat residents should not have to pay AT ALL, to park outside their own home!!
- Provided the extra permits are available for free.
- Homes in these areas are heritage, without adequate parking provision within the property boundaries.
- They won't even be able to park near their house- imagine with a baby or groceries what a nightmare! Glad it's not me
- However who will be responsible to maintain the area in front of my home - the road-side verge
- Residents shouldn't have to pay to park in their own street
- This is VERY IMPORTANT AND SUPPORT FULLY - second/guest parking permit should be provided free as well - third can be paid for
- Residents should never have to pay to park at their own homes all occupants vehicles and visitors should be able to park in front of residential addresses
- There should never be charges implemented or penalties imposed on residents and their visitors to park at a private home that's just greedy we already pay rates and contribute enough to council costs
- Limited spaces and blowout prices. my friend in town can't get a park near home. Ppl even park in their driveway
- Residents should have access to their homes.
- Because you can't expect someone to pay for parking outside thier own house. It's stupid to think that would ever be an acceptable idea.
- 2 per house hold should be supplied for those without off street parking
- absolutely a good idea, why should people who live in these areas be penalised
- Makes sense,we are not inner Melbourne here
- Why should they have to pay to park their car in front of their house
- Because residents should not be expected to pay to park in front of their home, particularly those that are not currently in zones areas

- Yes good, but doesn't look at the parking for workers for free..
- Necessary. We couldnt get a park outside my mother's house at 114 Dawson St Sth back in 2002 up till the time she died. Much worse 16 years later
- It is obvious
- This makes sense if the rest of the plan goes forward. I do not support the creation of additional paid parking zones.
- Homes should be exempt from paying. so yes free permits for all residents
- residents should be able to park at there home. its not there fault the lots are small and built prior to everyone having a car
- With visitors passes for residents as well.
- They need to have it
- I only support this in the event that zone 2 & 3 are introduced. I do not believe zone 2 & 3 should be introduced
- Have a book of visitors passes for family staying longer than 2hr
- It's the least you could do
- should not have to pay to park outside your own house, most houses have more than one car, and not all houses have off street parking
- Idea for property owners and family
- We pay exorbitant rates. Free permit for at least 2 cars per house.
- Residents pay for their homes and the majority have a car or more. When those properties were built most didn't own cars. Times have changed.
- In a lot of cases they do need extra parking
- I think that is obvious. Why should residents 'ever' have to pay to park outside of their own home.
- Some residents don't have the option to park in a garage or driveway, they need to park their car somewhere they shouldn't have to pay for it
- Residents in all these zones pay a premium in rates to an extra charge to park at their own homes is insulting.
- Why should we have to pay to park out front of our own house??? Nobody else does anywhere in Ballarat. Permits are a must, but are they going to be something we can put on anyones car that are visiting us ???

- We pay our rates we should get free permits
- Residents should not be inconvenienced
- I would like more clarification about whether the second and third ones will require payment. I don't agree that you should have to pay to park in front of your own house.
- Residents should not suffer because of this reform.
- Residents and their visitors should enjoy their own place to park at their house
- I believe that residents in the paid parking zones should be offered sufficient free parking permits to support their existing arrangements.
- They need to be able to park at their house without costing a fortune
- I have one now and it works fine. However, I don't think it should be listed by rego number. I when I have a guest I have to park on the street and they park in my garage. Madness
- I live here!
- We currently have two cars normally parked outside the house in Zone 3. We also have visitors (with cars) at random times.
- Good for residents
- Most households have 2 or more cars. Also visitor to resident should not be charged.
- you charge them rates.
- we pay rates and should be entiteled to pemits
- the current outer boundaries go too far. there is no justification for restricting parking outside of the actual CBD. areas outside of the bushiness and health precincts are almost entirely residential and are not used for access to CBD.
- We do not need to pay for parking outside our own house.
- Every house should get at least 2 included
- I strongly support designated residential parking zones. As a resident of central terraced house without off street car parking, parking is very difficult at present and being in a 50c zone next to a \$1 zone I envisage it becomming more difficult.
- If there is to be paid parking in zone 3, in which I live, this will be the only concession that stops me from selling my house
- I think all residents will need this for visitors
- We will need them for ourselves and visitors.

- DEFINITELY AND TO BUSINESSES FOR THEIR WORK VEHICLES AT LEAST 3
- see next page
- should provide enough for residents
- For those without off street parking
- Why should residents close to the cbd be penalised? How is this equitable?
- residential parking is important if councillors want to remain in council
- Makes sense to allow parking to each residential area
- People shouldn't have to pay to park at their own house
- What would happen for family/friends coming to visit?
- people should have to pay to park their car in front of their homes. They already pay rates etc and if they have multiple vehicles doesn't always mean they are well off financially
- people should be able to park at their own home without having to pay
- owner/residents should be free to park on the street near their property
- So long as I can get a park
- You absolutely can't punish home owners who pay significant rates and have to put up with their streets being full of parked cars, then expect them to pay outside their house.
- Yes definitely needed
- Why not? Many residences have limited or no off street parking and quite rightly need to park as close to their property as possible. Also, many residents have more than one vehicle, eg children's vehicle(s) and / or second family vehicle.
- They already pay rates, why penalise them for something that is beyond their control
- well these place have more than one person living in these homes
- Of course they should be provided with these - do you expect residents to pay to park at their own houses??
- It all depends on whether properties have parking available on site or whether depend on road frontage. Difficult as visitors will be expected to pay. How will this proposal be policed.
- A residential household should be entitled to park in the street of their residence.
- Perhaps 2-3 cars don't fit down their driveway

- It's ridiculous to even consider that some residents would have to pay for parking at their house without this
- Would assist those households without an off street parking option. Also good to use for visitors and tradesmen on short visits.
- People who live in the areas should not have to pay for parking
- Unfair for residents in these areas
- people should get something for the excessive rates BCC impose
- because living and working in town is so expensive. i personal would catch a bus however i need to pick up and drop off children. you should NOT have to pay for parking where you live especially with our HIGH council rates which we get nothing for...
- That way i can give to customers to use whilst parked.
- Good idea, but not for shop top residents in core CBD that have been given dispensation for parking.
- Residents (who usually have at least 1-2 cars) and their guests shouldn't have to pay for parking.
- Would like it to be easy to have two res permits even if we have to pay for them, believe 2 permits would suit most homes
- i support permit to zones 2 and 3 to residents but not zone 1. businesses should also get 1 free permit
- Because I live in the zone and pay rates. Permits only zones should be provided
- why should rate paying residents curtail their rights to have visitors and a social life
- OMG. I can't believe you're asking this. Of course residents need to park free outside their homes, as should their visitors as well.
- Unfair not to
- Every house should have 2 free permits, you want to have high density living but you want them to pay for parking rates should cover this they are dear enough now without additional cost.
- I dont live there but I would expect they would need these ... although - scenario ... Visitor arrives; hand over permit thingy to put in car; visitor leaves and inadvertently takes permit with it ... then what?
- Seems like the only reasonable thing in the survey.

- Support at least TWO FREE parking permits as they will definitely be needed in RESIDENTIAL areas like Zone 3, boundaries of which need revisiting - especially all the way to MacArthur Street is outright greedy - Zone 3 should not extend beyond Webster St!
- To all car owners at household. Plus non residents should be also allowed to park in residential streets on say 3-4 hr limit
- It would be essential for Zone 1. I don't agree with paid parking in 2 and 3
- People living in those areas should be entitled to park outside their homes.
- Why should residents have to pay to park at their own house
- Why should we pay to park out the front of our homes.
- residents should have priority parking
- My street has limited access and limited parking on my property. As a rate payer we should have first preference.
- free second one to anyone that does not have a driveway should be standard.
- I support 1 per house..provide businesses with parking permits
- Most households have more than 1 car already and older properties don't always cater for off street parking.
- They need to park near their home
- I support up to three FREE residential parking permits, as many of us live in heritage houses that have no access to off-street parking and most households these days have more than one car.
- Residents should have permits as the City of Ballarat needs to protect their city lifestyle as well as help encourage inner city residential developments so that more residents are living near the CBD.
- Important that residents are not penalised for living in town centre
- I believe residential parking permits should be supplied to residents with no offstreet parking
- Seems fair
- this is a good idea for people who live in these houses so they can park on the street, however most households have a minimum for 2 cars so it should be 2 free permits
- As a general principle. Not everyone has off street parking for all cars. Transferrable permits would be best. Residential parking only spaces would be better.
- Residents should be able to park for free near their homes.

- Fair system.
- Ballarat has many driveways which are shared or unfit for purpose for modern cars , the denial of a residential parking permit for these residents is absurd , impractical and will impact property values
- Each person should have at least two, especially if they don't have a drive way.
- Leave the parking limits the way they are. If broke do not need fixing.
- in my area there are a number of properties with no OSP and/or multiple vehicle renter households. \$200/\$500 for 2nd/3rd permits will be a deal breaker for most. How about a book of tear off visitor permits for people visiting over 2hrs?
- residents need to be able to receive guests and trade services. Not possible at the moment because they have nowhere to park.
- Essential to allow services and those without off street parking. Would limit it to max of two. Also no use if street is full with all day parking.
- We believe residents are entitled to free parking permits considering the Council rates we pay
- Why should residents have to pay to park when they pay rates
- Most people have more than one car
- I support this however it's worth noting most properties have off street parking. Residents just choose not to use it.
- Sensible
- Residents should certainly be able to park in front of their homes at any time free of charge, particularly when they do not driveway access of off street parking at the front of their home.
- People need to still live in the heart of our city and enjoy those benefits
- Should have already been in place
- I live within zone 3 and won't be paying to live at my house.
- Shouldnt even be a topic of discussion. All a con Ballarat city council.
- As a resident we pay rates these rates should cover the parking fees for around our place or residence including our guest during the week when these charges are applicable.
- People shouldn't have to pay to park outside their homes.
- I'm sure this will help the residents.
- they live there and pay their rates
- Every householder who owns a car should have one.

- I live in zone 2.
- It's common sense if they don't have off street parking
- Not all resident cars can be accommodated within the boundaries of private property
- Residents have a right to park near their home. Some houses don't have off street parking. They need to have parking for their visitors.
- The free residential parking permit should be extended to the amount of residents who have cars @ that address. you shouldn't have to pay to park outside your own home. Most homes in this zone are historic and don't cater for parking on the property.
- Make it up to 3 free residential parking permits (one free one per bedroom or occupant)
- There is going to be no guarantee that residents will even get a street park near their house, so why be charged for a permit!
- It is fair.
- Everyone should be able to park in front of their own house for free
- This is great for the people who live in these areas, but what about their family and friends who come to visit? Are they expected to pay for parking for the entire visit?
- it's only fair for the people that live in the CBD we are not in Melbourne
- Fair to residents.
- Means residents don't need to pay . Needs to be more than 3 . Especially for instances in which students are in share houses with multiple vehicles.
- People park in residential areas and walk to work making it hard to find a park in your own street
- Residents shouldn't have to pay to park where they live
- If you do live in that zone you shouldn't have to pay to park
- Literally no one should have to pay for parking
- also for uni students, but should be relevant to their uni timetable
- Because this is more supportive and reflective of residents wishes
- This is common sense, you can't expect residents and their visitors to pay for parking. That would be ridiculous.
- They have a right to park in front of their house



- I shouldn't have to pay to park in front of my own house
- Because everyone in Ballarat deserves free parking
- They live there
- Shouldn't have to pay parking for their homes
- Equity
- You should not have to pay to park out the front of your own house, regardless of how many cars you have
- Residents shouldn't have to pay to park outside their own house
- Not enough parking spaces for the residents
- People should be allowed to park at their own house
- The City of Ballarat collects rates on my four bedroom house. If I have two cars I should get two permits. If not then reduce my rates.
- This would be a great idea if also a valuable to uni students
- People who pay rates and bought their house with a parking spot should not have to pay more.
- Again money grab.
- The parking should be free if it is your own residence going on how many people are living there
- Residents in these areas should not be disadvantaged because the parking has become a problem outside their house.
- There are many houses without an on site park
- But with houses with more than 1 resident and no off street parking then we should get more than one per house
- Absolutely necessary if the parking proposed passes.
- Would need more permits for households that are share houses with multiple cars
- People need places to park their cars and especially close to town, there may not be a lot of space in garages, driveways etc. parking on the street is their only option and they shouldn't have to pay for that
- the reason is obvious "what idiot writes these stupid questions"
- Residents need to be able to park outside their own residence.

- 2 permits per household should be enough, they pay their council rate as well, they also have their own garage/ carport.
- Because it is free in any rural town to post outside their house
- Paying for more than one is fair otherwise they will just choke up the streets
- As i work at the hospital this new parking scheme would be very expensive this would really help out me and my family. Especially my dad who works all over the ballarat cbd
- This seems fair. I think if this goes ahead there should be a free parking permits for students as well for areas close to ACU uni.
- While i think this is a good idea for residents, there should also be free parking permits for students. Students don't always have the finances to pay for these sort of things on top of everything else.
- Should be 2 free per residence
- Many residents have older houses and no/little on site parking
- I don't have a driveway to park in, and as a resident I need a permit to park in my street. DO NOT put parking meters / pay stations in streets with heritage overlay!
- Some households like mine have 6 members living in it like me. This would be great as we dont fit everything in the driveway.
- Should be offered to CBD workers also
- Need one for every car they own
- Part of the amenity of residential inner city living is parking. Unlimited time for visitors parking in residential streets would be a major backward step and almost certainly result in a electoral change of representative council
- And the cost of a permit would be???
- Residents should defiantly be provided with permits. And there is no charge to a subsequent car.
- Support this if free parking not an option in residential streets
- Support only if free parking is not an option
- As rate payers they are entitled. They should be able to park in front of their home
- Residents should not be penalised because the council wants to raise revenue. We already pay rates that are much more expensive than comparable City/Shire Councils.

- Of course the residents should be able to park in front of their own houses. Given how far you are pushing the workers out into the residential zones, you need to give them something
- As a resident we need the ability to park in our street.
- Rental property and multiple car ownership in these property's warrants multiple permits.
- If you live in this area you should be able to park outside your own home without having to pay to do so
- It is fair that they get one permit but 2-3 I dont think is fair cause again what about the rest of the local communitiy who have to frequent the hospital precinct on a regular basis and parking is already an issue.
- Every household should have a free residential parking permit for each person who has a drivers licence.
- Most households have 2 cars and i do not support having to pay to park outside my home. Could also have an additional permit to give a visiting tradie
- Because residents should not have to pay to park at their own homes
- You should also give free parking to residence of ballarat that use the area for work.
- We pay rates should be able to park out the front of my home we are not Melbourne
- Because my street is empty, i dont have off street parking, and it is offensive to ask family/friends/guests to pay to visit me
- because they live there
- They shouldn't have to pay to park outside their own property.
- I feel very sorry for households in this area. Visitors to thier house will be slugged. shame on you.
- Two permits per house is required.
- You shouldn't have to pay to park at your own residential address
- So many people don't have off-street parking in inner Ballarat, so they need to park somewhere. So do visitors, tradies, other people in the house with a car as well etc etc etc
- This needs to be changed. If you have off street parking, you can apply for extra car parks at a cost (but there should be options for free parking for visitors) and if you don't have off street parking, you get two free passes.
- Many homes have shared driveways, some no driveways, they need to be able to park in the street without having to pay for the honour. Note that Rates are already high because of living in CBD, think we've already paid for the honour many times over.

- People that live in these areas should be able to park free
- I live within zone 2 with 2 other car owners on our property requiring at least 3 permits. If we are going to have to pay for a permit we might as well move to a different location to save cost. The whole idea of living central is increased convenience!
- Certainly need those who own houses in the affected area to have free parking if there is not enough on their land available.
- If you pay astronomical rates already, the least you could do is provide a place to park the car.
- Well of course people should be able to park for free where they live.
- Residents should not be required to pay parking at their homes- they pay enough rates to be able to park near their homes- those near the hospitals can't do that NOW!
- this should already be the case.
- Driveways are a luxury in Ballarat, you shouldn't have to pay to park in front of your house.
- Our family home is a 3 car residence
- What else would you DO???? However, I do not support the refusal to provide visitor permits for residents who have family or friends staying.
- Yes, residents should have access to one free parking but only if they have no driveway access to park car only.
- NEED MORE
- Residents should always have first priority for parking at their home.
- Already pay rates which should be inclusive of parking
- Most households have 2 cars, so 2 are required and a 3rd for visitor or all day tradie. Permit necessary to keep with you so when I am driving for work I can park work car at my home and drop in for lunch or toilet stop. Currently I pay to use my toilet!
- because the people who live in the house or units that don't have parking on their property should have free parking
- we live in a lovely area, Victoria Ave we shouldn't have to pay to park outside our own house.
- need more than 1.
- Because these people pay their rates and should not have to pay to park in front of their own home
- Only if the free residential parking permit is for residents who do not have access to a driveway. Will only further restrict parking and reducing the number of spots workers in the CBD can use.

- To keep these areas resident friendly. Many households have adult children still at home now meaning more vehicles per resident. It is important to keep zones diverse with business and residents, parking permits will help that.
- Paying rates should be enough without more money paid out
- I know those that live close to the CBD find it hard to park outside of their homes and I don't agree with this.
- these people pay their rates and if I lived there I would expect nothing less than this protection for my visitors and family.
- Should not have to pay anything to park outside your own property
- People should be allowed to park near their homes and also have visitor parks
- Parking should always be free of charge to residents at/around their home.
- They should not be penalised for living in the street that they do. Again, they are already paying high rates and should be allowed to park in front of their house for free.
- People in these zones are already paying expensive rates and should have free permits for their cars and ?? their visitors
- residents should be looked after
- They pay rates and need permit to park in front of their house. Should have enough permits to cover the cars and what about their visitors
- Many residents in the areas don't have driveways
- Don't pay for parking now, should not have to pay to park.
- If it stops residents whinging about people parking in there street when they chose to buy in the area then it's ok. It should be kept at one though. Most have off street parking anyway
- Obviously those living around the zone should be able to park for free
- Second permits should also be free. If you goal is to make living in Ballarat difficult, this proposal would go a long way to achieving it.
- Residents no matter how many vehicles they have should be able to park in front of their house and not penalised for living in the city
- residents should not have to pay for parking
- Only 2 should be allowed
- I think this is essential. I live in what would be zone 2 and I should be able to park out the front of my own house for free. People visiting the CBD and tourists are not coming near my house as its too far from the center of town.

- Is needed if they don't have a driveway
- as it will still leave available parking for other people in specified hours. Hospital staff are being penalised here
- 1 parking permit per household. 2nd & 3rd car can park in drive or driveway
- Because residents pay rates and are entitled to park outside their home especially inner city./ heritage where off street access is limited. Residents should have access to 2 permits if requested without charge or with a nominal charge only for the 2nd
- You cannot make people pay to park out the front of their house when most houses in the Ballarat CBD do not offer a driveway or parking space.
- people shouldn't have to pay for parking out the front of there premises
- Should not have to pay for parking at your won home
- People should be able to park free where they live, their visitors too
- If you aren't charging these local residents. If you're going to charge for the parking permits, you'll see these who support the CBD leave.
- it is logical
- Residents shouldn't have to pay to park at their own home
- Households that fall within the three zones should be given premits. It would be unfair and ridiculously expensive to have to pay for parking. Many households have teenagers with cars too, so there would need to be the option of several free permits
- Our rights
- Absolutely, this will be necessary for local residents.
- Of course residents should have a free park outside their home so long as it can only be used at their home and it doesn't give them a way to park in several places at no cost
- Fair enough if you live in that street
- Obviously people who live in the CBD need access to park! We are not Melbourne!
- It's difficult for these people to park in their area and they shouldn't have to pay for it
- Should be given at least 2 free parking permits for there own homes
- I live in the parking zones and park on the street as does my partners and children when they visit
- YOU CANNOT PENALISE PEOPLE JUST BECAUSE THEY LIVE CLOSE TO TOWN

- residents are entitled. they should not be penalised. whether or not they can park in their driveway. they must have valid reason. their visitors shouldn't have to pay. some homes have 3 cars.
- Because they reside there
- As long as extra ones are free
- Residents within the extremely large proposed area should not be disadvantaged. There are a large number of households with more than one vehicle and they should be able to have permits for all vehicles registered to that address. This will move households
- Some people have no option but to park in the street; there are no driveways or more than one car in the case of large families or share accommodation.
- maybe this could include some private workplaces too?
- we all have the right to park our cars in front of our homes without any penalties, many driveways in the CBD are shared & residents need to park in the street, also most households have more than 2 cars & don't always have the room to park in driveways
- Not all houses have car parking spaces; some families have more than one vehicle and those adults/students who share a house will need more than one and should not be punished for where they live!
- It is fair
- Certainly required given the rates we all pay
- BECAUSE THERE IS A SHORTAGE OF PARKING, PEOPLE DO PARK FAR AWAY AND WALK, SO IT IS IMPORTANT RESIDENTS ALWAYS HAVE A PARKING SPACE
- Living in Zone 3 parking a car on the street, PAYING \$3,500 IN RATES!!! MORE THAN LIVING IN MELBOURNE!! Investment property in Zone 3 with no driveway. Would not like visitors to have to pay to visit me!
- These people who live in town pay huge rates and should get free permits (ie not just one - especially when they have children who live at home with cars) - at the moment already they struggle to park outside their own houses.
- But how only one, when most households have more than one car. They should be provided with free permits for every car.
- They shouldn't have to pay for parking outside their house
- residents should not be adversely affected.
- because they live there
- because people living in these areas have a right to park without charge as they have been doing. Living in a real city should mean that we don't have to be under the same restrictions that are found

- in big cities like Melbourne.
- It is the only logical point in this whole scheme.
- Everyhouse hold has right to free parking at there residence for upto four cars
- great for people without off street parking but who will stop public from using
- Residents already pay rates.
- Already pay rates, shouldn't have to pay for the privilege of parking in front of own home
- Residets must be able to park near their homes
- Of course you will have to do this but hey easy money for council if you don't. Just get park inspectors to roam zone 3
- Must happen or Council will have a second Eureka event happening!
- Nedds to be transferrable thou
- shouldn't have to pay to park outside your residence
- They should have free permits ongoing. They pay their rates.
- How about free parking for all
- You shouldn't be required to pay for parking at your own home
- This is the right thing to do. You cant retrospectively hit long term residents with parking fees.
- Because we shouldn't have to pay for parking at our own home!
- Support the idea but households should have 2 free permits
- It's essential unless you are proposing to charge residents to park outside their own properties each and every day. Stupid question! This will be required of course. More than one permit for many households too.
- They are entitled to have free parking near there house
- Living in CBD it is extremely difficult to find a parking spot for my own car, people even sometimes block my driveway and park their cars there. I'd like to be able to have a spot to park.
- It's the fair thing to do.
- There is no reason to charge the residents of Ballarat more for no increase in parking?
- A lot of households have 2 or more cars



- We live in [REDACTED] with our own driveway but we have 3 drivers and 3 cars and need to keep one on the road
- People living in the areas should not be impacted with the parking issues of the city. They have already spent more to live here than people from the outer suburbs.
- there should not be paid parking in any residential zone in the first place. People should not have to pay for their second or third permit just because the Ballarat City Council can not plan well ahead
- These people pay rates and should be allowed to park outside of their home. We do not live in the city
- Households shouldn't have to pay for parking and neither should their visitors. It's not overly fair to say to family/friends they have to pay or park their car far away!
- Surely that's a necessity
- I don;t think it's fair if they can;t park at their house.
- Households should get at least two parking permits for free! Preferably one for each registered vehicle at that address.
- If this parking rubbish is passed, the amount of cars per house hold would atlas be 2. plus any additional cars for children with their licence. a lot of these houses have no driveways therefore they are unable to have guest to their house without paying
- Absolutely. There is no alternative given the large number of heritage houses with no off-street parking.
- Otherwise people won't be able to park their cars close to their own home.
- why should they have to pay
- If you live in the zone you should be able to park outside your home for free, as do other ratepayers and residents who live outside the zoned areas.
- This should just occur if residents do live in these areas, even when they arent paid. If they live there and do not have a park then they should be given the space for one
- I live within zone three and I do not have off street parking
- Rates are high residents should have easy access to their homes and be able to have visitors
- They pay rates they should get free parking
- Should also be free for everyone else. Visitors etc. Rediculous to pay for parking in soldiers Hill. It is not a crowded place. Stupid idea.
- Yes why should home owners be disadvantaged - i am sure their rates are through the roof in central areas. I do think it should be limited to 2 permits per household though.

- 3 FREE Residential permits are essential if this plan is to obtain support from residents
- They have the right to park in front of their own home
- If the zones are implemented then parking permits will be necessary, however a permit does not guarantee a park in front of or near your own residence, particularly if all day parking is allowed.
- i do support resident permits if the scheme was to be implemented. i however do not believe that parking should be restricted outside of the CBD/medical precinct
- It makes sense
- Residents shouldn't be penalised for their place of residence being close to the city
- Al long as all permits are free! Residents already pay a fortune in rates. Could i suggest a permit for business owners?!?
- It is a residential permit, it's a residential zone. There should be at least 2 permits provided without charge. Many families have teenagers or young adults with cars and a large percentage of heritage houses don't have off street parking. Unfair penalty
- Residents and landlords in these areas pay rates and that is enough. If residents had to pay for parking it would look again like a money grab by council.
- Cannot expect residents to pay to park out the front of their own homes!
- People should be able to park near their homes
- If you're already killing us with paid parking all residents in the area should be able to park their cars without paying on top of the rates they already pay for the houses
- shouldn't make residents who didn't ask for this to pay, fucking ridiculous.
- It's a good idea. They do it in Melbourne
- Residents should be able to park for free outside of their own house, considering a lot of inner city houses don't have their own drive ways.
- and if the plan is successful and commuters and workers park in the residential street, where are the residents supposed to park?
- Because we have 2 cars & at times need to park outside our residence
- I strenuously disagree with residential areas having paid parking. But if you're going to go ahead and make that money grab, each household needs permits for their cars and guests.
- Residents in the inner city, many of whom do not have off street parking must be given a free resident parking permit & at least 1 free visitors permit. I frequently visit friends in the proposed \$2 per hour zone & think it would be most unfair to pay \$8

- People who live there need to park their own vehicles. They should not be penalised. Hospital staff should too. We need to look after and support these important personnel.
- Charging residents to park in their own street is silly.
- Sure, would be nice to park at my house or a friends house for the day
- Many residents have no option but to use street parking
- Well of course, where would people put their cars if they dont have a driveway. I presume there will be a cost factor. What happens if you rent& move within the 12months, would you get a refund?
- Fair for those residents
- I have used residential parking permits in Melbourne and found the system worked well.
- Juse makes sense to be able to park where you reside
- Because this is fair to those who live there. I am uncertain as to how this can be tailored to only affect spaces outside the residence, however.
- Because regardless of community response you will proceed with this plan, at least the people affected by this every hour of the day would have some protections.
- Not everyone has a driveway, so good for residents
- only if the second or third permit are free as well. Most household would have at least 2 vehicles.
- they pay rates and need access
- They pay their rates why should they cop another charge particularly if there's no available parking on house lot.
- residents need to be able to park
- Why would you charge residents to park out the front of their house?
- Sounds fair.
- Good idea for houses
- This would fall into line with many metropolitan councils. Makes sense
- The parks outside my house are 2 hour zones and Im worried I'll get a ticket for parking at my house
- great idea more than one car per household
- We are not Melbourne!!!! We are a regional centre cars are essential
- Very unfair to make people who live in the area pay to park.

- They should already have residential permit parking and it should not cost them an arm and a leg
- just to park outside their own home
- they deserve the right to park outside their house FOR FREE that's what they pay council rates
- Parking is expensive
- People shouldn't have to pay for parking outside their own house, that on top of bills and rent and other things, people shouldn't pay for parking at their place of residence
- It's fair
- Reasonable. I'm not in support of having to give a reason for every answer 😞
- why would i not be supportive!
- If that is where they live and are able to prove it of course. No reason for some to have to pay a fine in front of their home.
- Common sense - user friendly and amenity for local residents.
- It is inconvenient for people who live in these zones to not be able to park their cars outside their properties which they own!
- WHAT IF THESE PEOPLE HAVE 4 CHILDREN WITH CARS, OR A PARTY DURING THE WEEK?? DO PEOPLE REALLY HAVE TO PAY FOR SUCH A BASIC RIGHT AS PARKING IN BALLARAT
- Residents should not have to pay to park at their home
- how can you charge people to park at their own house? thats crazy.
- this is good
- Residents should not pay for parking
- Because the pe
- ople that live in the area should not be penalized for the council being greedy.
- BUT residents should have the option of two free permits
- Its not residences fail that they will now be living in a zoned area.
- Many houses do not have off street parking. Some only for one residential car. this is the historic zones of the city. Reflected in heritage overlays. Shift working families no day options outside their residences.
- They should have as many as they need, they live there where would they park their car otherwise

- Shouldn't have to pay rates and parking. What a joke!
- makes sense
- A permit should be provided free to each resident with a vehicle. Our kids are driving age, they should be able to park at home. What about when my 80y.o. mum visits?
- Shouldnt have to pay to park outside your house
- people should not have to pay for convenient parking outside their household.
- Because people who live in the cbd should be able to park where they need to. Parking can be harf to find outside your own home so people should feel comfortable that they're not going to get tickets if they park in their own residential street
- I am supportive.... however 2-3 need to be provided per house as houses have more than one car??? residents shouldnt have to pay to park their car....
- Fair
- You would be punishing residents who live in the CBD if you didn't provide a permit!!
- It's seems reasonable to expect residents to be provided with free parking near their homes
- people shoud not be penalised just because of where they live
- makes perfect sense
- so that people who live in the cbd can park in their own home
- Workers also need parking permits.
- Very fair alternate
- At least one of the additional permits should also be free. See Geelong City.
- If you are lucky enough to live in the CBD and pay your land rates I don't think you or your family should be paying for additional parking.
- Cost of living is making people sacrifices basic necessities such as food and heating, this will help a little in the daily expenses of living in town.
- They shouldn't have to pay to park out front if their own house
- This is a no-brainer. Why should someone have to pay to park their car outside their own house? Ridiculous.
- This is up to the
- would be dumb not to

- They live there some people dont have off street car parking and they shouldn't have to pay to park their car out side their house
- people who live close to the cbd should not be penalised just for parking at their own homes.
- Residents shouldn't have to pay to park outside their homes. Most residents will have 2+ vehicles.
- Very ambiguous and misleading question - Absolutely support the free permit but the cost of subsequent permits is ridiculous!! How many families just have one car?! And then to tie that one permit to a car is unreasonable.
- absolutely. there are some residents who have two zones in their vicinity and the cost of their parking is escalating, ie paid parking at home as wells at work
- A lot of residents within the CBD don't have access to off road parking. They should be able to access as many permits as needed.
- People who live close to the CBD in Ballarat are most likely always going to have more than one car.
- residents who already have to pay rates, they are entitled to be able to park outside their own homes.
- Some houses just dont have room for on-premisis parking
- We should not have to pay for parking anywhere in Ballarat
- If this flawed Parking Plan goes ahead it MUST look after residents living within the zones.
- Because I am a resident in one of these stupid zones
- Would only support this if the house has no off street parking. If they have off street parking, same rules apply for them, as for members of the public wanting to park on the street
- I don't think residents should have to pay to park in front of their homes.
- so you should. people are going to have to pay to visit their family and friends?!
- Residents should not have to pay for parking just because they live in CBD
- People who pay rates shouldn't also have to pay parking
- Please see answer above
- Because a resident shouldn't have to pay for parking in front of their own house, that's just greed.
- You should not have to pay to park at your house.

- only for households without a driveway to park in. not everyone would need it but some people would otherwise have nowhere to park
- 1 parking permit is reasonable as it's outside their house, I don't know about having 2 or 3 though
- Because residents should be able to park at their houses.
- You should NOT make people pay to park their car outside their house.
- Paying for a park out the front of your own house, shouldn't be a thing
- Good for local residents
- Of course residents should not have to pay for parking near their own homes.
- Why should you have to pay to park AT YOUR OWN HOUSE
- It is ridiculous that they would otherwise be expected to pay to park out the front of their own house. They pay rates. They should also be automatically given two parks. The assumption that most households only have one car is ridiculous.
- good idea
- They have to park somewhere
- If these measures are adopted residents will be financially disadvantaged unless permits are available. Keeping heritage areas in mind parking was not considered off street when these areas established.
- because these zones should already be free and to expect a person to pay to park in front of their own house is ridiculous
- they are rate payers
- Critically needed
- Absolutely!!!! As a resident in this area- the needs of residents are not to be ignored!!!!
- Residences should have parking included with the rates they pay - and most households have 2 or more cars without that many off street parks on the property.
- This shouldn't inconvenience residents
- must do
- Stunned, how are you going to control someone else from using the residential park ?
- Where else are they going to park, we need to be realistic and it shouldn't cost you gem an arm and leg just to park at their own home
- Providing its free, this would be a good way to not punish residents for where they are living

- You love there and pay high rates
- because people visiting should not have to pay
- This will support those needing family and friends to frequently park close to a residence when visiting but especially for care provision
- They pay rates, they could be able to pay outside their property
- Every deserves to park near their property, we pay rates.
- You shouldn't have to pay to park out the front of your own home just because you live in/near (not always in) the CBD, you nutters. WHO wouldn't support this.
- some sort of offset for (I imagine) for the rates they pay - would not extend beyond a second permit (unless previous planning approvals have created a situation where car parks were not part of the design for each separate title
- Support this provided the resident does not have to pay for any permit
- If you live in the Zoned areas you should not have to pay to park out the front of your own house, of course they should have permits.
- Definitely agree, why should you have to pay for parking at your own house.
- Residents should not have to pay for any additional permits. It's crazy to think that you would have to pay to park at your own house.
- A lot of houses in the propose zone 1 don't have drive ways so residents/visitors should not have to pay. But I disagree with the overall proposal
- This system was implemented in Melbourne many many years ago. However, you also had the option of purchasing an extra permit for your visitor. I would suggest that Council could perhaps look at this with a more open mind.
- people need to park somewhere, however I would be concerned if they paid for a park and couldn't get one.
- Residents already pay rates, each household should be entitled to one on street parking area
- I think the cost of rates is high enough without having to pay for a permit to have the privilege to park your car near your house
- Residents should be able to have as many permits as they need
- Absolutely essential. So many houses have no driveway and many have shared driveways which means they or their visitors cannot park in the driveway. Has Council counted the proportion of places in this situation?
- This allows residents who don't have offstreet parking to have a free parking space.



- Because of you are going to make this happen, you have to. You CANNOT make residents pay to park outside their homes. This is not Melbourne yet.
- I STRONGLY agree with this as many people living in these zones may live in share houses - i know my house only has a 1 car garage and so the other 3 residents would otherwise have to pay to park at home
- but only for certain streets and houses that do not have off street parking
- One is good, but I need 2 , as there are 2 cars in the household and the accessway isn't wide enough useful as a car park
- There are many inner city homes without driveways and rear parking
- I support if the second and third and more are all free as well
- You will have to do something for those who live in the area or no one will want to buy in those areas
- because i am already paying enough to live here and commute.
- It is their home
- That is a no brainer for golly sake if I lived in these zones and don't have off street parking and I had to pay to park in front of MY HOME I wouldn't pay and if a family has children with cars NO ONE IN THE FAMILY SHOULD PAY for extra permits
- I have 2 drivers and 2 cars within the zone. I am concerned as to whether I can park my very small caravan out the front any more as I prepare for holidays.. this usually takes 24 hours.
- People who live in the zones MUST be provided a space to park. They are a priority.
- Alleviates the potential issue for receiving a parking infringement outside of your own home
- There is a definite need to ensure people who live within the zones don't get charged to park at home, which has entirely different causes (and therefore incentives) to people parking for commercial uses
- But only if two per house are provided as is current
- They pay their rates, they should get up to three free permits.
- Residents in those areas should not have to pay to park out the front of their own house.
- necessary
- You should be able to park at your home and many central Ballarat homes don't have off street parking
- Free parking to residents in areas witch are zoned residential makes sense. Paid parking in business zoned areas

- Everyone should be able to park near their residences
- They need it!
- Everyone should be able to park free near residences
- Parking limits are purely a revenue raising project otherwise restricting parking freedom.
- charging households to park outside their own homes is unfair
- People who live in these zones will have to have something as you keep allowing permits for backyard units with only one park
- Makes sure folk can park free and legally near their home
- Include people who place of employment is affected, in zones two and three.
- Because I already pay \$3k a year in rates! And there is a very real danger that I will pay for a permit and then not be able to get a park out the front of my house as is already the case! Why should I pay for something that may not be able to be used!
- Why not?
- Should not have to pay for parking outside your own home
- If we lived outside these zones we would not have a problem parking within the vicinity of our home. This is a problem in these zones so in all fairness we need 2 free parking permits as we pay the highest rates in the City.
- These residents already pay rates and should not have to pay to park outside their homes
- Definitely! Why penalise these people, just because the council wants to make more revenue even though our rates are high! This proposal should be for all zones!
- People should most definitely be able to park where they live without being charged. That's a no brainer?!
- Under the present plan I would have to pay every time I visit my grandchildren or pick them up from school. They live and attend school in Zone 1.
- It should be free for at least 2 residential permits. The majority of households would have at least 2 cars and it's not the residents fault that council has not provided enough parking options in the cbd thus pushing parking out to their streets.
- Of course parking permits out the front of your own house should be free! One of the prerequisites for a business to obtain an Occupancy Permit is to provide a certain number of parking spots. Therefore Council should provide parking for its residents.
- Because its fair

- Residents shouldn't be charged for parking in front of their houses. Some premises don't have off-road parking. This would lead to a desertion of the homes near the CBD
- Every vehicle registered at a residence should receive a permit plus one for visitors
- Stupid to have one when lost households have two
- Free parking permits should apply to residents without off street parking and take into account the number of drivers / cars for the house. Residents with driveways and garages need to apply for a permit. Limit time for everyone else to 1 or 2 hours max.
- Residents shouldn't have to pay to park at home - we are not Melbourne, they should be free to park at their house for free and shouldn't be limited to one pass
- Obviously residents need to park at home, BUT ONLY AT HOME
- Residents should be able to park at their own homes. Seems a huge additional tax on resources, paperwork, time, energy, etc.
- Its common sense- surely you & your family should be able to have a free park in your street
- You should not have to pay to park at your own house
- They should definitely not have to pay for their own cars.
- If you are a rate payer you should be able to park in the street where you own your house
- Only if they have no of street parking already
- House holders should have at least 3 permits (Free) and permit onyl parking allocated at their residence
- Definately. They live in teh are. Also if they have visitors they should not have to pay to visit someone in zone 3 they should not be charged at all
- This will encourage people to live centrally and to invigorate the city.
- People are living in this area and need to park the car inear their house
- we are in this zone and need our parks without interference from workers outside our home
- People need to park close to their homes
- It's what the do in Melbourne.
- Already pay high rates. Most homes have need for more than one permit for family members & visitors. Should be reasonable cost
- Residents should have free parking outside their house. We need to move from a car culture and if we continue to support big garages etc we only encourage the car culture Ballarat has. The car should be able to be left at home, for free!

- Why wouldn't you?
- Good for residents Bad for workers
- This shouldn't even be a question. Do you think Ballarat is a Capital City? For the absurd level of rates we pay compared to other councils, why the heck should we need a permit to park outside our own houses? Are you for real?
- Residents should be able to continue to park free of charge outside their homes, particularly as there is so much housing close to or in the CBD.
- Providing residents can actually GET a park
- Residents in these zones need this concession.
- Not that it will make any difference, I won't be able to get a carpark anytime during work hours anyway. Make all residential streets permit parking only and give each resident passes for their visitors. Get workers cars out of my street!!
- Also need to make parking in all residential streets max 2 hours. Lets get workers cars out or out residential streets.!!
- And make all residential streets max 2 hour parking and free.
- People should be able to park outside their house for free if they don't have a garage or driveway.
- its unfair that residents have to pay for parking
- So we can have our family members have some where For Thers CAR
- Party drive. Neighbour presently respects no parking in driveway.
- I support this measure but would be better to have free parking
- Why should people have to pay to park in front of their own homes? What if families have more than 3 cars? Parking in residential areas should be free, end of story.
- Residents that live within the Paid Parking Zones or any residents for that matter should NOT have to have a permit at all.
- These residents should not suffer with fines, check the Ballarat LGA Stats most households have 2-3 vehicles per household
- See above response
- Residents purchased property in these areas prior to any parking changes, so should not be disadvantaged by proposed changes. Minimum 2 parking permits per house
- People who live in the area deserve free permits!

- So at least people don't have to pay to park in front of their own house? Especially considering a lot of the older houses (which funnily enough are located in Ballarat Central) don't have driveways it's kind of a no brainer isn't it?
- People who reside in these areas pay higher rates and are entitled to park their own vehicles and hve visitors.
- Many houses in these zones have limited parking on their property
- Residents should be able to park in their own street free of charge.
- Everyone should be able to park in their street near their residence for free, we pay rates
- Residents should be permitted to park at their property
- We should not have to pay to park our the front of our own house!!!
- This should happen, why should people who have been living there now have to pay money to park there, that's not fair to make them pay
- because i live in a heritage house with no access to off street parking . my partner and I have a car, when our child gets to 18 I'm sure he'll be keen to keep a car. we moved to this city because it wasn't a hassle parking our car outside our house.
- Residents have the right to park in front of their houses. I'd say we pay for the privilege.
- The residents should have more than one free parking permit.
- as long as the extra permits are free and are accounted for
- I would expect nothing less.
- There needs to be a min of 2 parking permits for each household. Most families have 2 cars. A third should be given at a discounted rate.
- Only for houses without off street parking available
- Common sense
- Because it's fairer on people who live in the zones
- CBD residents pay high rates and should have min of 2 and a desinagated paking bay in front of their property upon request
- Residents are impacted enough by parkers. Detracts from B'rat being a liveable accessibility
- Why should you have to payout of your own home
- People who live within any of these zones shoukd not have to pay to park within the vicinity of their residence many inner cbd homes do mt have off street parking.
- Residence often have only room for 1 car on site and more than 1 car in the family

- I live in one of these zones
- this is a must. people living in the area already pay rates they should not have to pay to park AND their visitors should not have to pay to park either
- paying rates already, should not have to pay for the which others do not, also what is to stop people parking in their spaces?
- I don't have a garage and will not be happy having to pay to park outside my own home
- Because I need one of these and so will my house mate. Often our car spaces will be taken also if we leave the house because we have on street parking and no driveway. It's super frustrating and not fair
- I support that, however I don't want you to extend the zones.
- Everyone should get it
- Residents in the area should not have to pay to park out the front of their own homes!
- People in these areas pay enough for rates. The least they deserve is somewhere to park their car
- Cause it makes sense. I'd be furious if I lived in any of the 3 zones & didn't receive a permit.
- it needs to go beyond that though as there is no point in free parking if there is no spaces near your house so you need to have permit zones as well.
- People need to be able to visit and shouldn't have to park blocks away.
- Some houses do not have off street parking and need access out the front of their property
- Absolutely needed, more than one! Residents and visitors should not have to pay to park near their home. This is vital for elderly residents who may have visitors stay overnight.
- Only 1 free resident parking permit for each household as residents should be encouraged to walk or take public transport. All new residences should be obliged as part of the planning process to provide adequate off-street parks
- Because they should be able to park at the own house.
- Residents should be able to park outside their own home.
- Because it is sensible. Most residents were there before parking was introduced.
- You MUST look after your rate payers. We pay your wages.
- should also include multi-unit sites such as Monteith place as onsite parking not always adequate for tenanted properties.
- Some older houses do. It have off street parking.

- I need a permit for visitors bc I don't have a car but often have guests stay for a week or two
- Absolutely, every homeowner deserves to park in front of their home, always.
- How many cars will the household be able to get free parking for and what about the businesses that are on the outskirts that don't have to pay at the moment how many will they get
- so the people that live in these areas can park in front of their home
- Obvious people live there.
- Some residents do not have onsite parking in their homes.
- Parking should be free
- Yes my parents have lived off Sturt Street for 10 years with NO access to any permit parking. They are in their 70s and are continually stressed about visitors getting booked by Council and Council is incredibly FAST to slap those fines on.
- They pay there rates and in doing so should be able to park outside there own house.
- Residential parking permits work very well in tandem with timed zones in residential areas.
- We dont need permits in Ballarat....
- BECAUSE WE LIVE HERE AND WOULD LIKE TO PARK IN CLOSE PROXIMITY TO OUR HOME
- But also 2 for those without off street parking options.
- Rate payers deserve to be able to park in front of their own house. Permits for cars should be registered via an app and visitor loading capability as well. That way removes the need to run around with paperwork and permits.
- They should not have to pay they pay rates and where else are they going to park .
- i am a resident
- Okay- providing the second permit is not ridiculously priced (like the current info)
- We reside in the proposed zone 2 will this permit extend to all zone 2 or street address only
- Don't penalise residents
- As a resident I believe there should be 2 hour free residential permits per household. For blocks with multiple dwellings this could be reconsidered. Shouldn't have to pay to park near home. Suggest not attached to no plate or some visitors permits
- Amen Sista
- I am a resident but I will need more information.

- For those living with in city limits great.
- We don't have a driveway but live with two cars and young children, need to be able to park near our home
- Fine for people that live in the CBD as they shouldn't have to pay to park their car outside their home - many CBD properties don't have driveways and so on street parking is their only option
- This is a MUST. Off-street parking is a premium in these zones, hence on-street parking MUST be allowed to retain value, and occupants, in these zones.
- Because obviously you shouldn't have to pay to park out the front of your house.
- I got to parking fines in 3 days where I used to live near the hospital.
- People shouldn't have to pay to park in front of their homes. If you do make parking more expensive then people working will need this.
- So then the they do not have to pay when they are at home
- So people don't have access to off street parking so gives them somewhere free to park.
- Free residential parking permits should be linked to a property, not a vehicle.
- Its Free for the people that live there at the moment and, especially where I live there is no other parking options, we already pay a premium to live on Sturt St and with no parking access to my property it would be unfair to pay for a permit as well
- Most if these homes don't have driveways
- not every house close to the CBA has off street parking so people will have to park on the street - and there should be resident permit parking areas as well so residents without off street parking can get a park close to there house
- They live there. Where can they park?
- The optional second or third need to have fees attached
- You should be able to park out the front of your house
- We live in the zone and for example at present our daughter who lives with us needs to park on the street as we have only one off-street car park available
- This is just a common sense idea. If you live there, you shouldn't have to pay for parking.
- Very important element for residents
- It is fair
- You live there and if you have visitors they shouldn't have to pay



- People have friends and family visit, plus there's a high number of rentals in the CBD with students.
- Without a car in Ballarat, you're screwed due to awful PT
- THEY PAY THEIR RATES ,SHOULD PARK FOR FREE LIKE ALL OUTER CITY RESIDENTS
- A little bit of fairness should be free
- Common sense.
- What about visitors who visit on weekends. Family members paying to visit their families or friends.
- Households should have 2 permits that are not allocated to a particular license plate number. So each house or unit can have 2 which they can use or give to a guest.
- Residents need access to free unlimited parking for themselves and visitors
- Unfair to charge someone to park outside their own home.
- Many houses do not have driveways and also need parking available for visitors
- Zone 1&2, yes, due to the high volume of traffics from staff and visitors, but zone 3 maybe not as they have more free parking available to them. Although the option should be available to them if required.
- I live in Zone 3 in a 3 bdrm house, with shared drive therefore no off street parking. Local resident parking in street is already full with. If Council wants to support inner city living then free parking should be provided for at least two vehicles.
- Might stop the residents who live in all the expensive houses from complaining
- We will need four in our house, rates go up and we need to pay for 3 additional permits, something seriously wrong here!
- A lot of residences don't have off-street parking so it is unfair to charge for permits.
- We live in the health precinct - QE staff clog up our access to our property every day. It would be good to be able to come and go from our home. Deliveries have access also .
- Residents shouldn't have to pay for parking and neither should their family and friends be taxed for visiting. I think zone 3 is too big.
- Needs to be capped at two (free) per household if they don't have driveway space (one for property car, one for visitors), with the option to purchase up to 3 permits/household
- Essential
- Provide 2 free. Ave car ownership in regional areas is 2.4 cars oer household. Provide 2 ir its just revenue raising for council

- It's commonsense
- Because I have lived in inner city Melbourne and currently live near the station so this would be a necessity since we don't have a driveway
- Householders shouldn't have to pay
- Only for outside their home. Otherwise, they should pay like everyone else.
- Because residents shouldn't have to pay to park out the front of their own house.
- Many of these residences do not have easy off-street parking options, eg shared driveways
- Householders shouldn't need to pay to park in front of their own houses
- Does not affect me as I live outside the zones.
- We live in central Ballarat and currently value this option. Also, given our rates are higher because of our location, it seems reasonable to have this option available to us.
- Residents should have to pay for parking in their own street. The permit should be free
- I'm sure rates are expensive enough that home owners should be able to park for free
- My rates are high enough to provide for parking for me!
- Residents have to park somewhere, and many Victorian era houses don't have space for off-street parking.
- BECAUSE WE ARE ENTITLED TO PARK OUR CARS WHERE WE LIVE!!!!!!
- seems fair - they do live there and deserve to park close to their house
- Residents shouldn't have to pay to park their car. They live there. They pay enough! Plus what will happen when they have visitors? Like they have to pay to see their mates! I think that's very rude.
- Because these people pay their rates and are entitled to park outside their own homes!
- People shouldn't be discouraged from living in the cbd
- We pay high rates anyway. With many on street parking as people's only options, why should they be made to park outside their homes
- I live in the CBD and I think it would be very generous of Council to provide me with a parking permit.
- Only provide permit where there is no driveway on the property

- There should be a parking permit allocated to each resident aged over 18 with a licence, living at the premises
- DEFINATELY! (I don't live there) but it's bad enough they can't get near their house during the daytime. They are paying for it with higher rates anyway.
- It is natural justice that it be so.
- It would be unfair to expect residents of the zone to pay for parking
- People should not have to pay for parking at their house.
- Essential for residential zones if implementing the other proposed plans. Residents need one able to park at their property
- Residents must be given consideration. The parking permits are of no use if there is no where to park so there must be 'residential permit only' zones in order for the parking permits to be of any value.
- Just in case is a bizarre idea impacts residents away from your target zone
- People already pay rates. They should not have to pay extra to park outside their house. This is unfair
- due to a lack of parking for longer times people are parking in residential areas leaving no parking for householders, their family, or visitors.
- So the resident can leave their car all day if necessary
- Because people that live in these areas should be able to park at their homes. They pay rates for their property in these zones and should have access to them.
- Because they deserve the right to park
- Should not have to pay for parking outside where you live.
- Should not have to pay for parking outside of your house
- If this plan goes ahead residents will need parking permits simply to park on the street near home .
- What about homes that have more than three residents with cars to park?
- If you are going to have zoned areas in residential areas, residents need to have free parking options available to them and their guests
- Residents should be able to park in front of their home
- Ratepayers shouldn't have to pay more when councils make changes
- Only one so that residents can have visitors but they should also have off street parking in driveway, carport, garage etc

- the residents have every right to park at their property front and not be forced to pay more for a privilege that is a right
- Option should be limited to 2 per household.
- Have a right to park in their street! Right outside their ownhouse 2 free permits please
- Most households have at least two cars, often more. Many residents also have shared driveways or do not have any. Residents permits need to be provided FREE OF CHARGE to each vehicle registered to each address & ALSO A VISITORS PERMIT.
- People shouldn't have to pay to park where they live
- should be a given but what about visitors or home services paying to visit friends / clients?
- Great;
- Residents should retain existing parking rights
- Residents pay adequate (& excessive) council rates & therefore should be entitled to parking.
- think it is a good idea but fear it may get abused
- Householders should be able to park outside their own residence.
- Fair
- residents are paying very high rates in Ballarat, they should be entitled to free parking permits
- I live in zone one, I don't wish to start paying for parking in front of my own home
- If its for parking in front of their house then it's reasonable
- Residents pay rates, so should have something for free surely. But you need to ensure if they have two cars they a suitable allocation
- Because they (like the rest of us) shouldn't have to pay to park if they live 3 blocks from Sturt Street
- Residents shouldn't have to pay to park at their house. In Melbourne you get a permit. They should get one for visitors too.
- 1 car fair enough
- Its unfair if we need to pay for parking when parking at home
- If there were more dedicated parking 'bays' for residents this might assist. Many properties do have driveways however as well.
- Many of these residents have lived in these areas for some time and should not be penalised because Ballarat is growing. I lived in Melbourne with such problems and my family could never park near my home.

- Because they pay rates like everyone else in Ballarat and should be allowed to park too
- This is about the only option that has my support the residence certainly have a right to park outside their homes
- Yes, second and third also free if there are multiple people in the household with cars. I don't believe there should be any change to parking in 'zone 3', so permits could be a safeguard
- Those people have the right to be able to have at least 2 spots for their premises. Not all people in Ballarat have a driveway to park in and a lot have multiple cars.
- Because residents shouldn't have to pay to park outside their own homes. There should also be no conditions on these permits. Residents also need visitor permits as they shouldn't have to pay either.
- Because that is a bonus to support the local community
- WELL YES THAT'S A THING WITH EVERYTHING COUNCIL EG. GEELONG, MELBOURNE AND ALL THE PAST PLACES I HAVE LIVED. SO YES, MAKES SENSE TO GIVE THEM A "FREE" RESIDENTIAL PARKING PERMIT, ESPECIALLY CONSIDERING THE RATES THEY PAY TO LIVE CLOSE TO THE "CITY".
- Reduce the zones and give those truly affected the permits
- Must be done. Two per house for free.
- Can't own or rent a house and have nowhere to park
- Need to supply more than one free. Free residential parking permit for households with multiple vehicles for each car
- Rates are expensive enough without having to pay to park outside your own home. Parking permits should be allocated to how many bedrooms per household
- Make parking easier
- Acknowledges presence of residences
- Only fair
- Residents shouldn't be penalised for wanting to park on the street near their home. Also these permits should be transferable for guests and visitors - even tradies. Plus residents with multiple cars should be able to choose which they park on the street
- Seems fair
- Free permit is fine for residents I think the additional permits though should cost
- Seems necessary for residents to have access to their homes for safety and for families with older residents and children.

- Obviously residents should be able to park near their home without having to pay fees
- Supports Brooke with adult families or kids at uni
- yes good idea
- People who live in these zones need to be able to park at their homes. And so do their friends, family and visitors. So what about them? They shouldn't have to pay for parking to visit, drop off the shopping etc. Same for care workers.
- I agree for the householders but still does not address workers
- It's obvious!
- you have made up your mind that you are going to do this anyway
- Residents should not have to pay to park at home
- Residents need somewhere to park
- Supportive of 1 parking permit , most residents would have driveway to use..

## Why don't you support providing a free residential parking permit to each household within the three zones?

- Only one permit is not adequate and I strongly disagree with charging for additional. At a minimum two permits and two visitor permits is the only adequate solution. Otherwise it's a clear money gauging exercise. NOT HAPPY!
- Need 2
- Residents should not have to pay for any permits to park. They should be provided free of charge
- People have multiple cars, should include 2 passes
- There should be a minimum of at least TWO FREE parking permits but again with what people pay in rates they should be able to get any amount they need if they have people living at the property and have a car.
- IF this goes ahead, They should get one for every vehical at that house. i.e one for each parant plus one for each adult child that lives there
- It should be based on the amount of residents in the house and whether they have a driveway/garage themselves. Unfair to only let one car have free parking when there might be several cars on at their own property!
- Should be minimum 2 pending on household drivers. It's unfair to make people pay when they have no option to park on the street already
- No one should have to have a permit for there own house, rates are high enough
- Need residential parking for each car in household plus at least one visitor pass. For people who babysit or visit.
- Zone 2 & 3 are absurd- they should be free. Seems like a money grabbing exercise.
- Should already be free
- You should not be penalised for parking infront of your own property especially as our council rates are already so high. Also visitors to my property should not have to pay when I am in a residential streetaway ffrom the cbd
- Don't support any part of this new plan it's not good for Ballarat
- Every household member should hav3 a free permit. They bought the house before parking restrictions. Their visitors should also be able to visit for free. Te parking restrictions will also devalue their houses
- I would leave the parking as it is.
- off street parking at residences in Ballarat is sufficient

- At least two should be free, as it was when we lived in melb.
- As above
- ONE free permit but three would reduce the available parking spaces considerably
- What's the point? You won't be able to park near your home in these zones as they will be filled with workers cars. Also this doesn't work for visitors - why should my visitors pay to park in front of my home?
- Anyone should be able to park there
- why should people who have more than one car be penalised by having to purchase extra permits??? money grab again!!!
- leave residential streets alone
- Giving them one and then asking a fee for additional is just rude. Residents pay high rates already and shouldn't have to pay to park cars outside their homes
- They should get 2 residential parking permits for free & extras \$20 each not \$100 each
- Most of these houses have off street parking. People chose to live in a working area. That's th compromise. Close residents should be encouraged to walk and ride. Giving them permits just encourages them to have cars. Streets are public land for all.
- Unless there are Permit Zones incorporated into the plan from commencement
- Because you need to leave things as is. Why not make the Curtis street car park multi storey?
- You have to pay for 3xtras. Whst about visitirs. I feel extremely sorry for inner city tesidents. Come to my place for lunch but you will havre yo psy for parking. Stay overnight but get up early to feed metre or move car. Ridiculous.
- i dont support paid parking in zone 3
- All vehicles registered at an address should have a free parking permit
- Zone 3 should not exist
- Leave residents parking alone, no need to
- Shouldn't be needed at all
- This is a ridiculous idea for a ridiculous proposal
- I dont support the entire program, people who live close will struggle to find parking near their homes
- Why don't residents park in their driveway? I understand 1 permit but not more than that for free!



- We don't need Paid parking Zones 2 and 3, and most family's have more than one vehicle so you would have to give free parking permits for every vehicle at each household to be fair .
- I live within Zone 3. A quiet, peaceful, heritage area. Residents should be able to park in our own street without need for a permit and our friends and family should be able to visit us for extended periods without worrying about having to pay to do so!
- Because there will be no free parking zones within walking distance from where I work. I will be forced to pay for parking full day each day
- I don't have an opinions about this topic, but this survey will not allow it to be skipped? I will write 'don't support.'
- We would only support this if this stupid scheme is enacted
- Two free parking permits should be provided per household. The majority of households in these zones own more than one car.
- Because we're not there yet!! There isn't enough demand. Most people that live in these zones have driveways and private parking anyway.,
- Residents should be given free permits to suit their needs. 3 car family, 3 permits free.
- At a minimum each house requires 2 permanent and 2 visitor permits. Nothing else is acceptable.
- Everyone needs parking in certain areas at times
- Still have to jockey with workers for a space. A free residential permit doesn't mean a space is available
- Residential zones should be free. Why should visitors have to pay for parking to see their friends or family?
- Not sure about the impact on those residents.
- current arrangements are reasonable. residents should have off street parking
- This discriminates against young people in share accommodation and struggling families with children of driving age see again no reliable public transport
- Residents in the parking zone are best placed to walk, bus and bike. Car ownership in this area should be discouraged if these changes are all about getting people out of their cars and having less cars in the CBD. Years ago I lived in CBD and walked.
- Families should be able to obtain a number of permits without cost. They already pay their rates
- This is a scheme of CoB to pick most of the money from people, it is not people friendly at all. People have their own garages, it not metropolitan.
- Household should not have to buy additional passes

- build more multi story car parks
- Would tie up too much parking. Should only be for those with no off-street parking
- Sounds like a bribe to me
- Don't support restricted parking in Zone 3, and residents should have at least 2 free permits in the other zones
- I live in a residential zone - as with my neighbours - we have family and heaven forbid, visitors too - ONE PERMIT is insufficient - I pay more \$\$\$\$ in rates than other ballarat areas - and now u want me to pay for parking out front of my house!!
- I don't care
- This is such a short sighted response. What consideration is given to city workers . This will greatly increase the cost of going to work. I might as well walk from creswick. Ballarat council you are hitting the pople that run your CBD - SHAME!!!
- I often change my registered vehicle which won't be easy under this plan. Also what about visitors. Basically what is the point - there won't be any parks available in residential streets because workers will have a cheap all day option.
- I have to travel to uni 3 days a week so like other students and would not be beneficial to all.
- There shouldn't be a "Zone 3"!! Simply more revenue raising, from members of public simply trying to make a wage. Enough money made from rate increases!!
- If one person can have it free everyone should
- What about the people that travel from other towns? I travel 2 hours to come to uni- so on top of petrol you also want me to pay parking - but the locals get it free?
- Hardly enough for a family, one or two permits, how are people going to cope with getting trades people or nursing services and home help. One or two are not enough for lots of people.
- Should be two free permits per residence
- Should be free for evereyone in the house with a c ar
- Whilst I feel for residents, this would take up further parks that are needed
- Parking should be free for all. Not everyone is local. Reserve spots for residences but don't take ours away
- If you are going to give resident's free parking permits, they should be given to the hospital workers who are providing a valuable and important service to the community (and the "residents")
- Should not have the zones

- Does not affect me
- Ballarat don't need it
- We are not a 1 million person city
- There needs to be at least two free permits. Does option of a second mean pay? My council rates are higher more expensive that when living in Melbourne.
- Free parking for those with no off street parking.
- just leave things as they are
- you shouldnt have to pay to park at your own house or display a permit. All permits for your household should be free
- It is already free, why should you have to pay for an additional car. Guests/friends/trades will also have to pay to visit you.
- I don't support paying for additional permits most households have at least 2 cars and not everyone have acceptable driveways to use
- This needs to be changed. If you have off street parking, you can apply for extra car parks at a cost (but there should be options for free parking for visitors) and if you don't have off street parking, you get two free passes.
- Parking meters are not warranted in this area - provision of parking permits are ridiculous - does council believe we are inner city Melbourne??
- depends on vehicles registered to the address and how many off street parks they already have.
- Residents have driveways and garages to park in...if this is an option I think that workers whould also have a free permit as we don't have that option.
- Because it shouldn't need a permit
- why should workers be charged if residents don't have to pay? if its to free up parking the residents contribute to the problem as well.
- Absolutely support a free residential parking permit - however I believe 1 permit is totally unjustified. Two permits is the absolute minimum that should be given.
- You are creating a problem when one does not exist
- I don't support any of this proposal.
- You are removing a permit I already have
- The home owners in these zones pay huge council rates for what ??? & Now you want more \$ from their visitors---UNFAIR !!!

- This should be free, including if more than one permit is needed. How will you police the parks? If you have a permit that park should be reserved for you alone.
- I don't support free residential parking permit with in the three zones all these residents have driveways and access to their garages and should be parking in them, so why should I support this residential parking permit. Use their own drive way
- I don't support the proposed zones at all
- I do not support the zoning proposed by the Council.
- most households have more than 1 car, free permit good but need more and what about their visitors.
- Should all be free.
- They knew they were buying in the area that is busy- they expect it to be busy- it should be free and best in-
- Like disabled stickers these will be used inappropriately, resulting in less parking for people who need it.
- As far as I know, the parking is only being changed because people around CBD complain of cars parked in front of their house
- People do t own the street parking.
- If ypu live close yo CBD walk
- Theyvlive close walk to cbd
- Still won't help your parking issue
- All money grabbing bullshit. All residential parking should be free.
- only one, in limited parking areas there is already many vacany parking spots during the day
- inconvenience. people will look elsewhere to go out for meals
- I don't support that they should even need this permit as this zone thing shouldn't be happening, rates are expensive enough, what about multi tenant dwellings such as nurse share homes?
- There is plenty of off street parking. I would support up to 2 on a case by case basis if the property has no off street parking
- Only if houses have no off street parking
- thabj you for considering residents but no matter how many permits we have we probably won't be able to get a park

- Zone 3 shouldn't be a paid parking area. Your Limiting people/shoppers coming to the CBD. In fact you may drive them away
- I don't support the proposal.... Will permits given to residents outside the zones as these areas will be overflowing as no one wants to pay for parking.... Get with it
- Residents in those areas won't be able to park by their house if all day parkers have already filled the spots
- Should be one per person who had a registered car
- I support free residential parking but nobody should require a permit to park outside their own house in a heritage zone. This sets up a situation where visitors would have to pay to park when they visit such as elderly parents who can't use the app..
- Most houses in the area don't have driveways or garages. Should be 3 permits free then minimal cost for additional
- Unless they've no off street parking residents should be parking on their property
- If I supported this it means I support this new system which I don't
- No parking metering should be in any residential area as friends and family would need to pay to visit, this can affect quality of life mental health etc
- Because guests have to pay to park near someone's house and whatnot you haven't mentioned in this question is residents would still have to pay to park outside their own house.
- It's unfair to charge people who have no off street parking for an extra permit when there are 2 vehicles registered to that address
- Parking in these streets should be available to all, free
- Because there should not be a need for it, there is no problem with parking in the city, waste of money
- Residential households should get 2 free permits per year not just 1
- providing? You mean charging for extra permits
- If there is a charge everyone should pay
- It's a nightmare in Melb and when you have visitors stay over ?
- Rate payers are having to pay for parking so should residents
- Parking permits allow residents to park
- Do not support paid parking zone 2 and 3
- should be a free permit for every car registered at that address

- Should automatically be free for anyone living in or staying in any zone around their residence
- So if I'm visiting a friend, I have to pay to park on their residential street??? That is completely absurd.
- Should only need 1 to encourage off street parking. Houses should have off street parking, if not the should not get an occupancy permit.
- This is so inconvenient for these poor people, there should be no metered parking here full stop
- We need 2 free permits most household's have 2 cars and most inner city dwellings don't have a garage, they were built long ago.
- I don't believe this will apply to those in the cbd as it has not been available to residents on sturt st before
- Look after our residents and tenants. Be realistic on who lives in CBD area. Business owners also are not being considered with carparking. We are bringing people into the CBD plus pay commercial rates already - why are we being punished
- Sound not be necessary what is to stop people offering these to others for inappropriate usage.
- No. This is not necessary. There should be no paid parking in these zones. You go to visit a friend and you have to pay to park out the front of their house to visit. Ridiculous once again.
- Should be able to park wherever you live no cost associated
- Ballarat is not Melbourne. Free parking at our own home should not have to be applied for or approved.
- Ballarat is not Melbourne, and don't feel that a parking permit is necessary, especially in Zone 3
- It's our home so why should we need a permit? Next year you'll be telling me I'll have to pay for my permit!
- They pay rates they should have free parking
- As it would be to hard to police as if someone else is parked in front of someone's house and say you have a free parking permit how would it work ?
- All residences should have of street parking as part of their residence. Visitors should be able to temporary park off street
- Most people have two cars. Why should they have to pay to park at home
- Again don't support zone 2 or 3. Ballarat isn't a big city to have this ridiculous notion for it.
- I need free parking near hospital as a chemo patient

- The majority of households have two cars and they should not be penalised by possibly paying for a second parking permit
- Most residents have off street parking, this 'free permit' would no doubt be sold off or subject to misuse.
- This is good, for a house with 1 occupant with a drivers license! What about a house with 2 parents, 2 teenagers and 4 cars?! House rates may not cover parking but isnt it a "right" of home owners to be able to park at home even if on the street?!
- NOT REQUIRED
- Leave things the way they are, then there would be no need for any parking permits at all
- this will reduce parking spaces for other users. Support where residents do not have off stree parking
- n/a
- Only one parking spt per house is sufficient. But what about renters and students?
- they should have off road parking like other areas of Ballarat.
- They'll only rent or sell the permits. It will make the problem worse, not better. Why are residents deemed more important than workers or shoppers, who contribute to the economic success of the city?
- How typical of the council to look out for those with the greatest means of paying for parking, those with multi-million dollar homes, while driving up the cost of living for those who must travel into town to go about their business.
- a lot of families have more than 3 cars, they should just register their number plate instead
- Should have to pay for parking in the first place dickHEADS.
- Made to pay for second and third.
- They may not ba able to park in front of their house if the travelling public gets in first and crowds it out due to central and more expensive zone one parkers being oushed out to residential zones.
- Allocated parking would be better.
- Creates inequity for those of us from the suburbs
- Why should I have to have a permit to park car out front of my own home, when other homes don't have to pay. What happens if someone else parks in your spot
- More than one per household, should be one per person
- Not necessary.

- They can park in drive way
- This has nothing to do with me- ask the residents that live within the three zones.
- No clear feelings either way.
- the have driveways and back entrances
- Free residential parking permits should be issued to EACH vehicle registered to the address.
- again uni student who does not live within three zones
- everybody should be allowed to park anywhere
- Paying for
- Paying to much in rates and should be allowed to park with no permits required!
- If there is a cost involved in obtaining these permits (or additional ones) there's still added costs to households, and permits dont solve the problem of guests being expected to pay for visiting CBD friends/family.
- even though they have this permit what about their visitors, and there is no guarantee they can even park near their house
- everyone should have equal parking, what about those that travel from other towns for university?
- Dont think changes are needed to current arrangements - making it impossible for workers in the
- CBD to park anywhere without cost.
- They should be allowed to park there without permits
- Because some people decide to LIVE in the CBD, doesn't mean they should be penalised by having to pay permits to park where they live.
- Residents already pay council rates, why should they have to apply for extra parking permits.
- People or residents should be able to continue to park at there house and not have to worry about bull shit parking permits
- parking near our house should always be free and the council has gone mad on collecting money
- People who live in the CBD should buy/rent a residence with it's own parking.
- No one should seek permission from an unconstitutional un-elected entity to live their lives
- How much are you going to charge for the optional second or third??



- 1 free permit is a backward step. We currently have 2 free parking permits. Most residents have 2 cars and not all have off street parking. Paying for a 2nd or third permit OR a visitors permit is NOT acceptable.
- Residents already have free parking and own access. They are already aware or have this in place prior to buying or living in these streets. is part of the ballarat heritage and culture we already have no change is needed please
- We support the free parking permits but must be for how many registered vehicles reside at the property. We do not support any zone 3 parking fees at all
- Should be maintained as it currently is with two free permits
- alot of people have 2 vehicles they shouldnt have to pay for extra cars- ? visitors
- For many years I lived in Seymour Crescent near the Ballarat Railway Station. Many of the houses in that area lack more than single car parking onsite - although there might be 2-3 vehicles owned by occupants. Where are visitors supposed to park??.
- Put one side of street for residents and one side for others who do not live in the area
- IF PEOPLE BUY A CENTRAL HOUSE WITH NO PARKING, THEN THAT IS THEIR CHOICE WHEN THEY BUY IT.
- I don't support paid parking expansion at all in Ballarat. It's just a cash grab by a greedy, selfish council
- Because zones 2 and 3 should not exist
- There should not be a zone 2 or 3.
- These people should be getting at least 2 permits per home! They would pay massive rates for living in these areas to begin with and most people own two cars, let alone have friends visit them. I believe they may get two now? So this is a funds raising
- Shouldn't need to have to stress about a permit to park in front of your own house
- that's what driveways are for
- Why do residents not park in their garages or driveways. They shouldn't need to park in the street. A free parking permit should be enough for visitors. Residents are taking up street parking spaces out of sight when their driveways are empty
- I support this for the households within the core/main and second tier areas but not the third outer fringes, they should not have an issue parking near their homes.
- Not required if this is implemented
- Not required if the changes aren't made in the first place
- I'm a commercial tenant so both myself and my workers will have to pay to come to work

- Zone 3 is not part of the CBD, and it is a residential area. Parking in this area should be 24 hours free for anybody.
- Another form/permit to apply for, another reason to fall foul of the system and be penalised.
- It's not necessary in the residential areas, you're just making things less efficient by adding these extra steps.
- Residents already have parking permits.
- I support free residential parking permits for residents but one permit is insufficient. Residents in these zones with more than one should not be made worse off. Visitor permits are also necessary so that people are not deterred from visiting residents
- This will be just a pain in the bum. Who on earth is going to police this? And how much again of this cost will be past onto the good old tax payer?
- We pay rates, why should we pay extra to park cars. Families have young adults with licences so there could be 4 cars to a household.
- Leave as is
- You should have permits for all household members. What about guests coming to visit? Do they need to pay for parking. WHAT A JOKE. How will you guarantee the parks are available for residents?
- Residential streets should be residential. Which means there is a lack of employee parking in the cbd. This isn't too hard of a concept to grasp.
- Free parking everywhere you can find it
- People's homes shouldn't have to be concerned with visitors having to pay to visit them
- These residential areas are where most people who work in the cbd, unfortunately have to park & walk to work from. Why are you penalising & adding substantial financial pressure - over a week..month..year - of parking & walking into work.
- Only for those with no offstreet parking on their lot. And definitely limit it to 1.
- I should NOT have to have a permit to park in a residential zone. This is the stupidest idea yet.
- Just means that it will be impossible to find a park near there with mates handing them off to people who live out of the zone
- What if there are three people in the household with a car- then all three permits are used, and then visitors have to pay. Residential areas are where people live and socialise and I don't think people should have to pay to park in residential areas.
- Leave parking as it is. Free with no restriction.
- I'm never going to ask my family and friends to pay to park at my house. I'd rather move out of the city.

- Don't support as the whole parking option presented is foul for a regional city.
- Most houses have more than 2 vehicles these days with children living at home. 2 would be enough and they shouldn't have to pay to park at their own house.
- Not necessary if restrictions confined to CAD
- Only if the property doesn't have off street parking (garage/driveway).
- Park in your garage and the driveway
- This is part of your solution to parking congestion ( number of cars in vs parking spaces) it addresses neither of those 2 factors.
- Forget about the zones.. It should be free anyway
- We don't need permit parking
- Do not support this solution
- don't live in Ballarat, but might be a good idea for those who do.
- No if workers have to pay for parking as well as our rates, the residents should do the same
- As a ratepayer, I expect to be able to park out the front of my own house for free. My house has a shared driveway and little parking on the property, with two registered vehicles. I SHOULD be entitled to two FREE permits, no ifs, buts or maybe's!!
- Parking is then only paid by people who live out of these zones and the permit allows certain people to be exempt from paying fees as they can use within all zones regardless of address
- Where in streets that are lacking in residential parking I agree with a permit but there must also be visitor permits in order to not penalise visitors. I personally would tell the council where to go if I was fined for visiting!
- If they have a driveway use it. If not a free parking permit can be applied.
- Residents all deserve free parking regardless of how many cars they have - again revenue raising because you waste our money on overseas junkets
- Shouldn't need a parking permit to park in front of their own house!!
- These residential areas should not be metered.
- The scheme is opposed. What the Ballarat CBD needs is more carparking and this scheme has not addressed this issue. This is an unnecessary burden on households and their visitors.
- Shouldn't bloody need it if you live there
- Free parking is needed!!!!
- Because you are discriminating people because they live in such a property in these areas.

- Majority of households have 2 cars
- I'd the first 2 hrs are free that would be enough guys visitors etc. Most properties do have some form of off street parking
- Just let people find a park, its not that bad
- they should have to pay the same as everyone else
- Zone 1 and 2 yes, but zone 3 is quiet and the chance of parking is high. Though the option should be available, just incase.
- I am not a resident of any of the zones but I work in the three zones. I see it unfair that people who live in the zone but might not work in the zone get free parking whereas I have to still pay even though I am working in the zone!
- We will need four in our house, rates go up and we need to pay for 3 additional permits, something seriously wrong here!
- Should not even be considered to have to pay to park where you live
- I don't support paying for parking in zone 2 and 3. I think its crazy that people have tp pay to visit a friend
- only if residen only .
- Should not be needed.
- For businesses to survive,customer rotation is needed.Unlimited parking let cafes employees park unlimited time.This restrict available customer spaces available.Increased parking fee restrict customers further.Free 1H parking wit strick time restriction
- Foes option of 2nd or 3rd mean pay?
- Walking should be encouraged.
- There won't be enough parking for shoppers if we give these permits to households
- Everyone including residents should have free access to where they live- anytime 24/7
- Each household should be able to park within their street regardless of how many vehicles are owned at that residence
- Residents shouldn't park on the street
- Off street parking should be provided by those living in these areas - perhaps one for their visitors
- Should be an application process. Some people may lend an unused permit to someone who works on the area.
- parking is already free ... why try to sell it as doing residents a favour by taxing others ?

- Minimum 2 designated vehicle and 2 visitor permits (free) should be provided
- You may as well live in a major city. Too hard to visit friends who live in Ballarat
- People shouldn't be parking in front of your own house
- I am a worker, the residents ALREADY take up so much of the parking spaces available. If they want more parking they should move to a place with a garage.
- Workers already struggle to get parks and if the residents are able to park as they please on the streets then they are taking up parks that could potentially be used by workers
- Ballarat is not Melbourne, visitors to these households will have to pay for parking it is just wrong
- What about when we visit our friends I will need to pay for parking
- People should be able to park their for Free.
- why should we need permit to park in our own area
- The parking in these zones should remain free
- Zones 1 & 2 yes, with second and third permits also free if there are multiple people in the household with cars. I don't think there should be any change to parking in zone 3.
- What about families with more than 1 car, most families have 2 adults each with a car then there is us with 2 adult children driving cars. If we lived in these areas 1 permit would cause us major drama and I would be extremely angry with this proposal.
- What if there are 3 or 4 cars in one family - cost of permits would be huge - very unrealistic!
- Residential properties should be encouraged to provide their own off street parking.
- Certainly not a third one without paying a massive amount. No one needs 3 cars, not even 2 - just an expensive convenience. Pay big for a 3rd. 2 covers a visitor. If they want that I believe they ought to pay.
- Has council the right to demand that Zone 3 residents have only one vehicle that
- Remove zones & paid parking

## What is your view on a 'Park and Ride' service?

- To expensive
- It's not necessary for Ballarat.
- I would use a park and ride service because although I walk for 500 in the dark now several times a week, if this parking plan was introduced, in order to get a free carpark I WILL be walking over 1.2 km in the dark. I feel extremely uncomfortable doing that but I CANNOT afford the \$800-\$1000 a year that will be forced on me and that is only zone 3. So I think a park and ride would be fantastic.... but will it be in service during the evenings?
- Waste of time
- Would be of no benefit to myself
- great idea but need to ensure timing is adequate to suit many people and fits in with metro bus timetables
- Makes sense to encourage parking in an off street parking area outside CBD and have free or very inexpensive regular bus to main points of CBD.
- Yes like city circle
- Well considering the lack of transportation around the CBD, something needs to be done. The free bus was a great help, but that didn't last long. I guess day tourists will stop coming too, once word gets out.
- Doesn't cater for every one. I work in the CBD and have to take kids to school beforehand. Not viable
- Yes
- make sense. Have off street parking areas and frequent free or very cheap buses to points in the CBD.
- Unless security of vehicle can be guaranteed then not at all. What happens if there is an emergency, how do people get back to their cars during the day. I'm sure you're not going to offer an oncall bus service.
- This is just letting every car thief in the city where to go to steal cars
- The council needs to provide More Bus service for workers and shoppers, having free shuttles bus from VIC PARK as it is wasted area if they are going to go ahead with this ridiculous parking plan.i have travelled around most state Brisbane, Queensland and parking is free in most areas, Also we are NOT a city. Business are closing in CBD the council is RIPPING the Retailers business off with expensive RATES now turning people off from shopping, THEY should be encouraging people to shop.
- Good idea but needs to be free and have a number of key parking areas just outside zone 1

- It's a good idea. Making it work is the problem. The car is too convenient.
- it is desperately needed for workers
- I'm supportive of a Park and Ride service, but not at the cost of having some affordable parking in the city for those who wish to use a private vehicle. Ballarat is still an accessible country town, and this is why many of us have chosen to live here. Rushing to turn it into a big city like Melbourne takes away quality of life and amenity to many who have moved here from bigger cities.
- Excellent if safe
- Definitely - this is what should be happening
- You haven't asked if I support the whole idea, and that is a no. This year I have kids in daycare and Kinder. I only work 15 hours per week. One day I park in Dana St near daycare and pay. The other day I have to do kinder drop off. I cant afford to pay for another day so I park in free parking BUT struggle to get to work by 9am. Next year will be a nightmare as I will have Kinder & school drop off and will need to try get to work again by 9am..... clearly non-working parents dreamt this idea up
- Could work
- Could work
- Isn't that the existing bus service! Just build some multi level car parks
- I wouldn't use it. Ballarat is not big enough. I try and avoid going into the cbd as it is
- I don't see it working, it would involve a lot of money and isn't that what the bus is for?
- Brilliant. The concept would remove the car parking problem, provided it is done properly.
- Unsuitable
- Never used one not sure how it would work. CBD is too spread out
- I doubt that you would make it reliable enough to make it useable. We don't even have a reliable safe bus service as it is. It would be useless to me as I have 20 minutes to get from the centre of town to buninyong to pick up my kids. Not possible to walk a great distance to my car. I can only park in zone 1. \$120 per fortnight for parking is a massive hit to our budget. It's just too much
- We need better, more frequent public transport overall.
- Not convenient for working parents who might need to get to school or childcare in hurry to collect child. Will there be services frequently enough or are you stuck there for hours. Would consider for train travel. More concrete info required for an informed opinion
- Unsure what is meant by 'Park and Ride' service.
- I wouldn't use it

- Can be useful - depends where park and ride is being provided from - often it is quite far out of town and it the amount of time it takes to get into town is too long - Park and Ride need to be in more than one location with frequent shuttle service and such locations need to bring people into the CBD fast enough to make it worth it.
- Bus services are terrible at the moment and need to be improved both in terms of routes and frequency
- Won't work for many as workers are already time poor by the time their kids are dropped off to school there is usually minimal time to park at their work as it is . And normal allowed drop off time at most schools is 8:30-8:45 am then many need to start work by 9am . Simple math really
- Ballarat just isn't big enough to support this
- Silly idea school times and work times don't marry up to add a park and ride time factor on & if a parent gets a call to tend to an urgent or emergency matter at school they need to catch a ride first also so many reasons this is not a good idea
- That's called a bus. Though we had them
- could work for those in the outer suburbs
- Yes. Great idea
- It can work, but I highly doubt it will work in Ballarat. Most of the time its introduced as a good idea, here it would be introduced to fix a bad idea, thus I doubt anyone will feel positive about it.
- Support. Needs to be easy and free.
- As long as the frequency of the Ride service is consistent and at a maximum in 15 minute blocks.
- it's a good idea in theory
- Maybe this would be something worthwhile for those that live out of town but it would be much better to improve the current public transport system (which is borderline unusable in some areas, particularly to get to work) as well as the cycle and walking network
- Park and ride is great if it is prompt, direct and free or cheap.
- Use the old sale yards for parking. It would cater for the growth of delacombe and Lucas. The direct bus should only stop at the hospital and train station. Bus every 10-15mins at peak times and half hourly after that.
- The old John valves site would be good for other side of town.
- I think they are a good idea. We had them in the Uk and they were used frequently.



- Useless - will not run frequent enough
- What security are you going to have were you park
- would need to see more details
- I see this as completely pointless and untenable. As a parent it is unfeasible with regards to transport of children (particularly those requiring child restraints in vehicles). A better option would be to improve public transport. I would never use a park and ride service.
- Fantastic idea
- It wouldnt suit me but might suit people from the country on a shopping day and workers
- Wast of time just another nucklehead idea
- Yes as long as it's cheep 50c
- I can't find any information on what the 'Park and Ride' service would be like?
- I am un-familiar with this term. But sounds a little strange for such a small area. If it is a free and regular service YES. Allow for bike travel (push bikes). Places for bike racks.
- in principle but Ballarat weather its a negative.
- No
- Pie in the sky. Would last as long as the circuit bus in Sturt street did
- For workers in the CBD it would be a good idea as Ballarat weather can be very changeable
- Definitely worth exploring.
- If it's anything like the bus network I dare say it would be inefficient and unreliable
- could be useful depending on how often, how far away, extra time required to use it.
- Good idea for workers
- Could work but would need careful planning - if you utilised some of the playing fields in Ballarat you may not even need to provide a park and ride service as some are very close to hospitals and the CBD.
- I wouldn't use it, but I live in walking distance of the CBD anyway.
- No opinion.
- could work needs to be tried
- Great idea especially if you are going to provide more car parks and not just increase the amount of parks that are now having to be paid for

- I dont know what that is?
- Disagree. Perhaps as a staged process it would work but the council can't expect to drastically change current parking situation at the citizens' expense and expect everyone to be supportive of it. It's ok for the council workers, most of you get your own parking. But try and look at it from others perspective, some of us have to drive to work and don't have the luxury of a free parking spot.
- I would support if it runs frequently and it is free. The ride needs to have traffic priority and be kept in a clean and tidy state.
- Must improve public transport dramatically!! The idea in theory is good but drastic improvements need to be made to make this option attractive.
- That is probbably a good idea, as long as it is frequent enough at busy times.
- I wouldn't use it, don't like waiting for a ride service
- I certainly welcome the concept (ie like the airport service), but struggle to envisage how this would be implemented - whilst allowing for the projected growth.
- I think it can be a good idea if it runs smoothly and regularly.
- I'm not sure what this means. If it means a shuttle service from remote parking points, then I support it.
- Another useful option
- It doesn't work unless there is a large population with a ten minute service to town.
- Good luck in winter
- As long as the cost is reasonable (\$2-3 per day) and there is sufficient shuttle bus services from 6am to 7pm, I would support park and ride services from either Victoria Park or the current Ballarat Showgrounds site.
- need more detail- car security msy b issue
- Should be in place for the station and can work for hospital and uni precinct too. Where is the park going to be
- Most people want to access their car & not wait around for bus etc to take them back to their car
- Great idea. Only if it is consistent runs 15minutely operates into the evening especially for those who work late into the evening or it will not get used
- I'm not aware of the details of this service
- It will be needed in summer at city oval. It better be free. Paying to walk 20 min to walk is adding insult to injury.

- I think it is a good idea if minimal cost.
- Good idea in eureka stadium area
- I support it. But selling land in the railway precinct was a big mistake. That land could have been used for parking.
- Good idea
- Good idea. Start small and grow.
- if it was functional - IE I start at 7am and need to pick my kids up by 3pm then yes
- not sure where this is necessary. seems a bit premature for Ballarat. its not that far to walk from stations, bus stops and existing parking.
- Where is the data to support any of the 'ideas' in the proposed plan?
- What is the % of workers prepared to pay for parking?
- What is the % of workers who would use such a service?
- I have no view as I do not quite know what it is. Where would the park be and to where would you ride and how often would the service go? I live within zone 3 so it would not really benefit me.
- This needs to happen asap - this needs to be done for CBD workers and hospital staff including afternoon & night shifts
- Ok if people would use it
- Becomes time consuming trying to get to work waiting for buses
- Good idea, except that the routes will have to be carefully considered, and if left to the council to coordinate, will be a fiasco. The service would have to be provided by the state government or anybody other than the council
- Did it work before when we had the trial mini bus? No.
- Think that is the best idea of all.
- Love it
- full support - more park 'n' ride for ballarat
- COULD SUIT SOME IF IT WAS FREE FLOWING
- should be encouraged for workers. of course it will rise and fall on capacity, frequency, convenience and cost
- doubtful many would use

- Not needed in Ballarat, it has been tried with the Ballarat CBD bus but was not utilised
- yes is it. it serves the major places such as the hospital which is the poorest area for staff/patient parking
- Sounds good in theory, however what happens if you need to get to your car in an emergency?  
We
- need to be able to access our cars asap
- Yes a must
- In a place like Ballarat where it is cold most of the year, I wonder what the uptake would be.
- if it keeps workers out of residential streets it is a good idea.
- Places like big W
- Good idea no cost make buses more frequent
- Don't stuff the parking more than you already have! No one will visit the cbd at all!
- dont know what that is
- again why? who do you think you are to interrupt peoples routines.
- I dont think the public will support the service enough to make it viable.
- Better to upgrade the current services with smaller more frequent buses
- I would use it if it suited my work hrs
- It is a necessity. Some of the parking is 10 to 15 minutes walk from the CBD which is a long way in the dark and / or wet Ballarat winter (or 35 degree summer). The safety of walkers, particularly women, must also be taken into account when you are encouraging significant walks.
- Concept supported. Would need very effective publicity about routes and trip times.
- Would be a great introduction to Ballarat if run effectively
- give it go as long as buses can accommodate all different times
- Nice idea but I'm not sure how Ballarat would like it. We need to make the city easy for visitors too.
- Our staff all park in our back, off the street.
- No.

- This idea has merits however educating people to use it may prove difficult. Older people like to park where they wish to visit or shop.
- I believe the following venues should be available for FREE parking: City Oval, BRACE/ former Urquhart St PS, Eastern Oval, White Flat Oval, Netball Centre/Llanberris. I do not support Park and Ride as if free parking was available, walking and exercise are the best options regardless of the weather.
- would the elderly use it?
- Silly idea that will cost the council more to run than it will make in income from passengers utilising the service.
- That is a good service for some. Others with family or medical considerations simply won't be able to use it
- Support concept but it needs to be sold well with the Ride,shuttle component reliable and regular.
- Would be beneficial if it is well organised and frequent times still allowing the flexibility.
- Might be on interest, though I would not use it personally
- this works really well in Geelong, either the parking or bus-ride must be free.
- Neutral
- Don't know the service.
- Could work well e.g. worked for BHS staff who used City Oval, however would need to consider conflict with use of/events at recreation/oval areas.
- I don't work or do much during 9-5pm in the CBD so it doesn't affect me.
- Better public bus sys , and a few little shuttles in town to move people around
- We need a better bus system, and add additional small buses
- Great in theory, but a better public transport system is needed
- a great number of retail employees are casual and other locations have found P and R extremely unreliable for workers - ok for shoppers
- security is a problem in outlying areas
- some of us offer a delivery service and having to retrieve vehicles return to service and then return to P/R would add up to 2 hrs wasted time
- Unsure. Where would the parking be? How often would buses come to collect passengers?

- Fine for people in Ballarat. Useless for train commuters
- Good idea if not too expensive
- Park and ride might work but I don't know where this is or its cost. I don't have bus service in my suburb at all so have to drive or taxi everywhere.
- Pointless
- depends where Park & Ride lots are located - if it takes me longer to go there to get into town (for free?) I would not use them
- Great if local people support it, it's convenient, efficient and an attractive alternative to motor vehicles
- I don't have an opinion about this topic, but this survey will not allow it to be skipped? I will write
- 'don't support.'
- If this is park and then catch a bus the bus would have to be no more than a 5 min wait. Can't see that it would work here
- Don't think it's feasible as people's needs are very diverse. Many workers need to start/finish at irregular times eg. Hospitality workers. Can't see it being of any more value than the current unreliable bus services that don't stick to timetables.
- Would depend on how often buses run etc could be very inconvenient if you had to go to an appointment somewhere or get sick children from school if there was no bus at that time or if your shift finished at a time no buses came.
- Ill conceived
- Not an easy task with a young family
- I think that the more free parking available at train stations the better. We're still very much a rural city and lots of people are coming from miles away to commute to the Melbourne. Give them a break and make more accessible parking.
- my concern is I travel 50 minutes to get to work, by implementing services like this it will take longer to get to work, I think I would just find a new job not in Ballarat.
- Fully support this if it helps reduce parking issues but must be cost effective, timely and supported.
- as long as it is safe, and efficiently operated
- I don't accept that as an option, the buses already suck, it's hard to manage with kids. The parking covers all of Ballarat, so stick with that.

- If it is quick and frequent it may work well
- Don't have one.
- Great if they provide enough free parking for commuters now and into the future. Please provide more details.
- I think it's brilliant for residents and visitors to Ballarat
- Okay for commuters.
- This service should be closely looked at for those workers that normally park in Zones 1 & 2. A better bus service would be the alternative and whilst it is the domain of the PTV, Council should advocate to the State Government to ensure a much better route/system in Ballarat.
- I think this is a good idea and would save CBD streets being choked with CBD workers parking all day
- OK
- Just moves the issue to outlying areas.
- Yes need one
- no.
- It's worth a try, but may only work for the hospital area???
- The best idea! Reduces congestion around busy areas such as hospitals. Many patients are unable to walk far, and this would mean they can access medical services more easily.
- Why don't you trial it and see how it goes?
- Not sure what this is all about.
- A regular service may be an unhappy solution but better than no solution
- Am not aware of the pro's and con's and how it affects people because there is insufficient info
- n/a
- Didn't work previously.
- Don't understand what the term means.
- wouldn't use it. it only increase the time of my daily commute and would not deliver me to my work location. Additional free parking in the CBD is the answer. large developments should not be approved without sufficient associated parking.

- would need substantial publicity, and still has some user cost. may be palatable to some. why is some of our bus network so indirect and untimely? why is there so little bike traffic cf inner suburban Melb? (maybe weather?)
- If the service is regular enough it would be great, otherwise a waste of time
- This is the only long term option. That and improving public transport
- An excellent idea that would solve many of the problems around the hospital precinct. However essential to have continuous ride service, not say every 15 minutes.
- This idea I like however given the time that some workers within the zones work until there needs to be safe places for pick-up and drop off and they need to be spaced very regularly around all of the zones.
- Park and ride is second last resort - bus from home is absolute last resort. It will take up lots of my time, changing transport and waiting for the ride option. Park and ride is not going to help me duck out of work to take my kid to the orthodontist for instance. Free and secure bike racks are better option. Free parking in CBD for people who live too far out to walk or bike is the best option. Free car parking gives great amenity and is one of the things that makes regional living much more appealing than Melbourne.
- We fully support this service
- Stupid
- Good idea
- Yes a park and ride service is good but unless it runs for hospital workers many will not use it.
- Cant comment
- I'm in favour of it if it decreases the level of traffic in the CBD.
- No very helpful
- Optional
- Won't work for people who live out of town and need to work every day
- Unsure what that is.
- Support
- Were were would this operate from? Outside zone 3 how often would it run and what money grab charge would the council be charging for this service.
- A good idea as long as the service was frequent and efficient and not limited to one area of the CBD.



- I think this is an excellent idea. The problem is too many workers cars in the CBD. So a park and ride would help with the primary problem. If locations in the four directions were made available, this should catch most people heading into the CBD.
- build more multi story car parks
- wasn't utilised the last time
- Supportive as long as there is sufficient parking and security for vehicles at the time.
- In theory a good idea but we need cars to fill up shopping not lugg bags here and there. Ballarat is a small city all this planning is about 20 years away and yes it may be relevant then. Maybe if the city is congested at particular times of the day they could be charged at a higher rate. Quite often in Ballarat there is hardly no one around and other times it is very busy. Shop owners will agree on this summation.
- Makes sense in the longer term.
- Good idea
- Would be difficult if you have a trolley full of groceries to lift on and off a bus to get to car. It would need to be reliable.
- As long as there is plenty of lighting and it is safe to be going back to the car in the dark and there are plenty of busses and routes for people to get to where they work or shop.
- Would have to be very frequent for people to use.
- i don't have one
- don't have one
- Apparently it works in other countries, where land is provided for parking outside cities with free shuttle buses.
- it would work very well for the hospital precinct having a park and ride from City Oval to the hospitals and from the new car park on Creswick Road to the CBD
- I certainly would not enjoy waiting in the cold for a bus. Most people don't drive in a provincial city and expect it to be run like a European metropolis. The problem is with parking, the spread of shopping up hill and down dale and not car congestion.
- Depends how it works. What the times are for the service and of course how much
- Costly, inconvenient if you need to get to your car quickly. As long as it's close to the cbd or hospital for staff then that's good
- Not familiar with this service
- Good

- Looking at the weather we have in Ballarat how is this really practical - This is just another way to revenue raise. well done ballarat council - You suck!
- this want fix the problem with the parking in the CBD
- Has worked successfully in places like Geelong. Would be interested to see it start here.
- If parking could be found within reasonable distances (eg. City oval, Redan oval) then people could probably walk. If parking needed to be further out - say the showgrounds - then a park and ride could work well.
- I don't like it, most of the time I need my car to get to areas quick and efficiently
- ballarat has terrible weather, what an embarrassing idea
- No thanks
- Great in good weather, but not great in winter. It is Ballarat after all. Are the council going to provide secure sheds/spaces to store bikes?
- I don't know what that is
- Yes please. Long overdue
- We don't need it.
- I do t know what this is
- Neutral
- supportive but will depend on how many stops will be provided (stops close enough for people to walk to their destination)
- Don't know what that is
- This is an excellent idea but would require improved and more reliable public transport.
- Not sure what this is?
- I can't find any information on this service, my concern would be, is this service going to be available at 6.30 in the morning for all the hospital workers who are being pushed further and further out, and what about after 9.30pm or after 10.30 pm when a lot of these workers are trying to get home and their vehicles are over a kilometre away in dark streets. Does anyone care about the careers of our community? These are the people who are caring for those that you love, or that are giving their all for all of you.
- One thing that I can assure you is our public transport does not cater for these workers, not everyone is a 9-5 worker, in fact there are lots more shift workers out there.
- Only if run regularly enough

- Current facilities don't allow for this & based on how well the current bus zones are managed regarding crime I can't see how this will be managed.
- It also takes people who need to be mobile/flexible limited options. How often will it run at the start and end of days - what about people managing school drop offs - can they have equitable access to this parking?
- Don't think it will work. People are just too busy.
- Yes, especially for ACU students
- Please offer deals around ACU
- Liaise with ASA Aquinas student association
- Campus of 1000 students looking for parks and on student budgets
- Please fix the entrance into the student car park
- Get rid of parking inspectors for ACU students
- An excellent idea. But needs the "ride" to be frequent otherwise motorists will not use.
- Will be needed if this plan proceeds. However it will be of limited use for uni and hospital if it is only for 9-5 peak. Will need to be flexible/regular to accommodate for timetables and shift work. Can a city loop with peripheral parking zones work? Add with tourism element. Student deal for university students
- Some people cars don't fit bikes and uni bags too heavy to walk with
- Shuttle buses instead
- Don't see people using it.
- Good for places like Melbourne that have better public transport. Don't really see it for Ballarat
- costly and ineffective and Ballarat is not ready for it. The stupidity of this is evident at the Bulldogs matches. We have plenty of area around the stadium that just needs parking marshalls to organise it.
- Do understand the term 'Park and ride'. Why not increase access to public transport.
- Would provide no benefit to me.
- Cool, but will be vandalised by dickheads, then will never be used again
- Hate the idea, it will never run when you need it, and then take too long to get there
- As a staff member at the hospital I can't see how this could work for us with many, many different start and finish times

- NOO
- I do it now so I support it
- Sounds good but I'm not sure how realistic it is.
- Personally i don't think many people would use this service. We have many people that travel to work from outside of Ballarat and would prefer to have their car ready for them at the end of a work day.
- I will probably add more time to my commute to work which is not desirable. Also, if I finish my shift early, do I have to then wait for a bus?
- No good. If work around/in hospital doesn't suit shift times
- Ballarat needs parking at VIC park and a bus service
- An easy solution which would fix most of the problems.
- Supportive. If it's reliable. Use city oval for hospital workers
- Great service
- Depends on where to and from
- Sounds excellent but what would this provide that existing bus services don't? Would need to be frequent to work, so who would pay? Or really no advantage over CDC
- No problems. Park and walk (City oval to hospital) even better!
- Park your car and Ride a Public Transport or Park your car and ride a bike?
- Trams from Lucas to Centre of BHS would help
- Park and ride could work extremely well as there are many council owned spaces that could be utilised for all day parking and free up CBD spaces. Ie City Oval etc. If this was made safe, convenient and accessible many workers could make use of either parking and walking or a "ride" service.
- Every major city in the world does this. Why can't Ballarat.
- Great idea big European cities do this.
- Practical if the proposed changes are going ahead, especially for those working at the hospital after hours or for patients
- It would depend upon where to where, the frequency of rides, the hours that it will be running, how long it takes, and the cost involved.
- What service

- Useless
- Silly
- Crazy, people will not want to live here. Stop selling prime land like train station parking for hotels!!!
- Not convenient for train commuters
- What a great service. Maybe why I am doing this you can start to a service that will drop the kids off at school and then collect them - while I am riding my bike just so I can get to work. Are there any Counsellors that are actually working mothers, who work around the kids school hours to ensure that the family's needs are met?
- Park where? A ride into the city is fine, but where would I park? You have reduced the parking capacity at the train station, won't upgrade the library car park to be multi story
- Essential that there is free parking for commuters. We already pay enough for vline transport, and there just aren't enough jobs/appropriate jobs yet in Ballarat to support all the people who commute to Melbourne.
- We walk.
- Absolutely essential for rail services but add the word FREE and make any connections direct.
- Not interested.
- I pay a lot to commute to Melbourne for work. People who can provide evidence of monthly/ yearly vline pass should have free parking.
- It could work if available outside business hours and in multiple positions for people to access for work, shopping I wouldn't support especially for the elderly who need to carry shopping
- That may be an option for hospital staff and workers in that area but shoppers wont do it as not convenient and easily accessible and people will avoid the area.
- ridiculous!!
- I would support this if it ran to the hospital. this would be required to run every 15minutes for most of the day.
- Couldnt be bothered
- I did not hear about it
- I think this is an inconvenience. It will take people more time to get to work and still cost them to park their car then ride.
- No view has to happen for an opinion to be cast. If it allows safe passage for hospital workers to and from their parking area it might work needs to be reliable.

- If it is a consistent, reliable service, could work.
- In reality, it costs more to run it than it earns
- don't approve ! ridiculous concept ! I take it this one is from a bike rider !
- I don't know anything about this.
- There needs to be more accessible safe public transport available. Especially to get to all of Ballarat's attractions.
- Only if is regular, at usable times and reliable
- A reliable and timely park and ride would be the right direction to head in, if the council is worried about the overcrowding of the CBD with workers cars taking up parking spaces
- Unfeasible given the poor transport infrastructure and chronic long term planning failures.
- Doesn't assist those workers, shift or not with families when phone calls are received from child care or school and you have to pick up your child ASAP. There is no flexibility in the system.
- Wouldn't do anything for me - there are not enough parks at the Station as it is, & the new carpark will have fewer parks, and is further to walk, and isn't DDA compliant anyway. If I don't take the car to the station, how do I get home when the train gets back after 7.38 pm, when the last bus goes?????
- I have not been able to find the information on the park and ride service. I googled it and looked on the council website.
- I imagine it would be successful if it ran from medical workers shifts (for the hospital) which start from 7am-midnight.
- I think it would be great, and there need to be places for it around the city (North, South, East and West), but the public transport system needs to not only support this, but be able to support getting around the whole of Ballarat without trips across town taking over long (for example, it takes an hour and a half to get to Buninyong from Alfredton because one bus leaves before the other arrives). It's not very intuitive and makes getting around difficult for public transport users. I think more people would use this service if getting around the suburbs, not just into the CBD, was made easier.
- Public transport needs to be massively improved for this to work. Certainly set aside the areas on all compass points now, ie near the link road, Glenelg Highway, Western Freeway and Midland Highway near Buninyong. This might help the current traffic congestion around peak times. The Public Transport must be a constant and frequent loop for each compass point and then interlinked for it to work.
- If the rides went anywhere useful at convenient times then maybe it would be ok
- They are great but I don't think will work in a city the size of Ballarat - it's just too small.

- It's not accessible for all members of the community and will not suit staff members who's shift staff a various times throughout the day. It also increases the time required to actually get into the CBD.
- I cannot easily find any information on this park and ride service despite googling it and seeing it mentioned in a few news articles. I assume it would run from 7am-midnight which are our shifts in the hospital?
- Doubt this will be of much use - only a benefit to those who work standard hours, and if the service runs very frequently so the pick up/drop off is fast and efficient. Mainly benefit the health district with hospital workers, or 9-5 business along the affected Sturt St.
- Ballarat is a wonderful regional centre - keep the character & do not create barriers so that residents & visitors are penalised due to some illogical council view. The council is supposedly there to benefit the people of Ballarat.
- Its a messy way to solve a problem that isn't apparent. Instead of allowing hospital workers to park closer to the hospital in places that parking isn't that high in demand you make them park a mile away. What about workers who finish at midnight, will the buses be running then?
- good idea, but we need parking areas close to CBD, could it be a dual purpose and do the city circle as well?
- Waste of time and money. I don't want to sit in a smelly bus with other people - I have my own car for a reason. I'm also not going to take all my shopping bags home on a bus.
- Great idea- City oval for the hospital and medical area- but a TRAM from Lucas to Bakery hill would be even better- pick up all the students for the schools along Sturt street, and SO many workers for the business, dining, entertainment and retail districts - park at Vic park or get dropped off along the way- Trams are more predictable than busses
- I think it is a great idea however in my circumstance it would not be viable.
- The hours that I work, this will not be an option- 1. I work shift work 2. i finish at different times to all other shift workers in my workplace.
- Great. We need more readily available carparks
- As a shift worker this is not a user friendly option for me. During the construction of the hospital car park there was a park and ride service enacted, having utilised this a few times I found it to be time consuming and frustrating. I understand that he council is trying to deter people from driving into the city...but unfortunately the public transport infrastructure in Ballarat is poorly run and beyond inadequate.
- We are a regional city. Absolutely stupid, time wasting
- Not aware of the proposal
- I'd support it in principle, but I'm not confident Ballarat Council has the capacity to design it well.

- I start work in the dark and finish in the dark. Its not applicable, its unsafe.
- Need information on this service. Cannot have a view without details
- It is too far away to present a solution to current parking congestion at the station. Making more parks available for commuters in the immediate vicinity would be better.
- It just makes sense to support public transport and encouraging people to ride bikes, surely.
- I would need more information on this service, it would certainly have to be flexible. As a shift worker I would need to know it was reliable.
- If implemented properly prior to the parking changes being put in place, but who wants to be inconvenienced by having to catch a bus to get to your destination after parking in an area such as Ballarat how ridiculous!!
- If it covers shift work it would be good
- You have not shown it can work. Why would I trust you to manage a cost responsible service
- I'm sure this service will not be available to me at 11pm at night.
- No because it's not a 24hr service
- Will never work.
- Yes
- Sounds like a good idea if it was set up properly and serviced the correct areas. Would have to be a safe place to leave the car.
- Won't work because it also will be a revenue raiser and we will have to pay
- Only if it is efficient and less expensive than paying for parking. Ride needs to be less time than that of the public transport system (30 minute round trip from outside the CBD). Might be of benefit to workers who live outside of Ballarat and have to travel into the CBD to work, however might prefer the option of not having to try and find parking.
- Definitely should be pursued. A service connecting the large housing developments on the edge of Ballarat with the CBD and large employers such as hospitals. Incentives probably needed to get people to take it up, cheap parking with free bus?
- Would work for some but not others.
- Sounds ideal
- I am not aware of this service.
- I don't really like it, but if it has to be then the frequency in peak times must match the trams in the CBD of Melbourne - every 5-10 mins!



- Park - where? Ride - on what?
- I would rather park my car for free and have the flexibility of getting my car whenever I want
- Not everyone can afford a bike
  - 2) We work shift hours, so might be able to ride into work but would be late night by the time I finish (eg. midnight)
  - 3) Time consuming and inconvenient for families having to drop off kids before work.
- I support the "Park and Ride" service right across Ballarat and should be free for those that want to use the service  
For example: Wendouree - Old Masters car park is not use and is vacant and Aldi car park is never full of shoppers
- It would have to run regular and be free. Also have shelter.
- Good if it is reliable, not like bus service
- It might be the only way us residents will travel into town. The cost of parking will keep me away
- Unsure
- This sounds like an unnecessary inconvenience, whereby I have to both use my car and some form of public transport for a short journey
- I do not support this service.
- Park and walk makes more sense, sites at the railway station, sporting ovals etc
- If you bring in the proposed changes I will not be safe at night walking to the car.our hospital car park is already full by the time the afternoon shift people arrive. The park and ride service might be my only option but won't help if it doesn't go through until late at night. Currently my husband leaves his car close to the hospital and walks to mine when he knocks off at 5. This is the only way we can arrange for me to be safe at knock off time.
- What is this?
- This would be okay provided it ran frequently and reliably and also, after 8pm when a lot of bus services stop. I need to catch the 6.44 am each day to Melbourne, would the service be available then, and where from? How about when I get home, at 6.30 pm in the evening, or will park and ride fit neatly into the over serviced 9 - 5 pm window?
- I'd like NOT to have to pay to park at the station, as well as pay for a ticket into the city each day, however I have doubts that park and ride would service people who live close enough to Ballarat CBD to drive easily (i.e. Golden Point), but not necessarily to walk or ride.
- It would need to be a secure park service as there are too many thefts of vehicles as there is now. I wouldn't use it as I wouldn't want to wait for the ride service to get back to my vehicle
- inefficient, waiting times

- ok for people that arent on a time line. or when the weather in ballarat isnt horrible.
- Good for Base Hospital workers
- Essential for workers, particularly when female workers might be on shift work and feel vulnerable trying to walk to there car at night.
- Yes, or fix up public transport. Have to catch 2 buses from Miners Rest to CBD to get to work
- If there is going to be no parking available for hospital staff then its a must. We have a right to be safe and council are asking us to walk long distances in the dark to and from work. The hospital staff have been completely neglected in the whole parking fiasco. We are being penalised for council revenue yet again. Our opinions will not matter.
- Park & Ride- Free service Yes  
Park & Ride - Pay NO
- Should be free and encouraged.
- That is taking business away from existing business
- i think its ridiculous. Been an early starter for work i doubt i would be able to get a ride at 6am in the morning
- Could be an option
- waste of money!!
- I don't think it is practical- Ballarat's weather deters individuals
- more accidents and increased illness from the cold- increasing the hospital work load that's already full!
- Elderly and people with injuries are penalised- may not be able to afford
- Not everyone can afford a bike or feel confident in riding to work
- People have time restraints and have to drop children to school prior to work
- Not an option for a parent who may need to depart work at a moments notice and needs to have her vehicle close at hand.
- Park and ride being bikes? No.
- Tram or bus? Yes. Parking and bus needs to be free though.
- I feel It will not work, you need to provide parking or you will need to get some one to provide that is close to the shops
- A Park and Ride service would make it a lot easier for working people and also patients who find it financially difficult and also hard to park close to the hospital.

- Its not practical, people dont have much time to waste.
- Brilliant..park and ride..introduce it noe before I do
- Brilliant
- No
- Inconvient times! If you're going to do it. Do it right. Make the buses go every 15 in peak times.
- If you could explain what this means anywhere on your website, that would be great. At this stage I don't know what this would entail.
- Providing safer and more clear bike paths and undercover secure bike storage would be a great asset to Ballarat though and make us a more modern sustainable city.
- Don't like it. Ballarat is great because everything is accesible. I know it's getting busier but surely we don't need to become like Melbourne.
- I live in Hepburn, doesn't help me and doesn't help many other people who travel regionally to work in Ballarat.
- do not believe at this stage in ballarat development it is warrented
- a free permit should be available to res who do not have a driveway, there is no need if they have parking in driveway / yard
- Ridiculous
- Hasn't worked before
- Unnecessary! Youd have to pay for this service so why not keep parking free and therefore not have to charge all of us and also someone to do this? Making a mess of things here!!
- It may work but unlikely to be a something Ballarat people would support
- A Must
- Good idea and should be encouraged with cheaper parking and more of it
- I don't think it's necessary if the parking is done properly
- GOOD IF IT IS FREE AND THE SERVICE IS EVERY 10 MINUTES MINIMUM
- Like most services in Ballarat I expect this would be expensive

- Please, please please use a park and ride service for staff in the hospital the hospital precinct and preserve the surrounding residential area. To increase the number of cars in this area belies the intention of the plan to make the hospital area a health and knowledge precinct with better pedestrian access. Charge the cars heavily and make people walk further or park and ride, this money should create another multi level carpark. add more levels to civic hall cp
- No Because this still will cost
- Would enough residents support it ?
- Excellent idea, along with cycle path development
- Would be worth taailing
- I could not find anything on your mysay page referring to a Park and Ride service. It was also NOT mentioned in the MyBallart magazine or the Smarter Parking Plan booklet that was enclosed in magazine so I will not make comment on this at this point in time. I would like to point out that the character limit on response are too restrictive to enable interest parties to have their full say. The questions were also loaded so that initial answers would be deemed to be in favour of the proposal. There should have been Unsure or Undecided as an answer response giving those completing this greater flexibility with their responses. You should also be able to identify with more than one interest group. I'm sure that a large number of people would not just fall into one of the options available for selection.
- Depends where the stops are!
- There should be a multi storey car park built on land near Mars Stadium with a shuttle bus to the railway station, universities, hospitals and a couple of other stops within the CBD for workers and shoppers/those with appointments.
- You could even run a small kiosk on the Ground Floor in the waiting area selling basic items ... and it would benefit those attending events at both Mars Stadium and the Showgrounds.
- We will need a park and ride service to bring all the people who will park outside the Zone 1, 2 &3 as no one will want to pay for parking. Have you thought of that? The park and ride will be useless if it only covers these 3 zones... the bus will be empty
- Yes this may work from the outer suburbs, it seems quite successful in other cities
- Park & Ride Service would be handy depending on the availability of the services - ie: how often does the service run as many workers work different shifts and the service would need to address this. A service that runs every 10 mins to locations would be helpful like at airports. Another concern about this kind of service would be the costs & the safety of the workers. Would it be easier to provide free all day parking to the CBD & hospital workers close by? Would free parking to workers be cheaper to the council than providing a Park & Ride service?
- This will increase traffic in the CBD because people will not ride. Cycling is dangerous for those who are not comfortable, there are already quite a few bike accidents and this will cause the already struggling hospitals to suffer.

- Would have to be VERY regular service to encourage people to use it
- From where to where and what would the cost be? A multi storey car park built near Mars Stadium would be perfect to cater for commuters, shoppers, city workers, students, hospital workers and those with appointments in the hospital precinct or the CBD. Have a shuttle bus that stops at The universities, hospitals, railway stations, and, several stops within the CBD for workers/shoppers and those with appointments at various locations. Could then be used when events are on at Mars Stadium (particularly the two AFL games each year) and for any activities at the Showgrounds. Install a mini kiosk in the pick up area on the Ground Floor for added revenue - sell coffee and joy chocolate, muffins, pre packed sandwiches, fruit bowls, chips, a few chocolate bars and cold drinks.
- Great! Especially for workers
- I don't think people would want to drive to a carpark and wait for a bus to get to work, especially in Winter. It's inconvenient and time wasting when they can drive straight there or get dropped off.
- Ballarat isn't a large enough town to warrant this.
- Couldn't sustain the city loop bus so this won't work either. Not frequent enough will always be the problem same as the buses now
- It would need to be a very constant service (every 15 minutes at least) with substantial well lit shelters at gathering points to accommodate the numbers quoted in your video - I would be interested too to know if the senior members of council are willing to submit themselves to the same process they expect the 'workers' of our city to adhere to.
- Unsure of what this is, will look into it further.
- Only really suitable for hospital workers on fixed shifts, would need to be a very reliable service which would be very expensive to run
- Where?
- THIS IS FINE FOR SOME, BUT PUBLIC TRANSPORT SERVICES TEND TO BE UNRELIABLE IN MY EXPERIENCE
- It doesn't feel feasible for me who runs very short of time to make it to childcare pick up.
- Set it up for a reasonable cost from a reasonable location... not Warren heap
- This could potentially be a good service.
- Would need to run frequently, ok for workers but shoppers.
- It depends on whether it actually saves time and money on the commute
- It would be helpful, but I am not aware of the proposal.
- Should not be necessary

- Would take a lot of education, and people like my husband, (who is frail elderly), could not stand waiting, nor easily access a bus. Please keep the disabled free parking, as it has been an enormous help to me, for him.
- This may work, but it would not be necessary if this plan were not to be implemented, save money and keep parking as it is
- Park and Ride is only effective when there is a reliable and very regular Ride service. My view is that such a system could be good for Ballarat only if it is well planned, cheaper than Paid Parking and the service is regular.
- Sounds good in theory but I think it is just creating a new problem & would be far from practical.
- Park and ride is an excellent option but this could actually be implemented now which would alleviate pressure on the current parking situation eliminating the need for the extensive parking overhaul
- Not a fan your times may change during the day and you've got an issue
- Inconvenient and time wasting
- No idea what it is, guessing park out of town and get a bus?
- Don't know anything about it.
- Not interested if I want to ride my bike I will.
- Brilliant idea as long as there are a couple of optional park areas and that they are working most of the day
- Ridiculous, improve public transport more route, more often
- Great for all day parkers such as nurses etc!
- A great idea, greater use of buses is the way to go
- Out dated
- Great for events
- Backwards
- Desperate move to try and make this work
- I doubt it would be well utilised. I think encouraging people to use the bus service would be a better option
- Necessary.
- Expensive and idiotic a waste of council money

- could possibly work but if you work late there may not be any transport available
- It is an option for workers but the circle bus didn't last so I don't think the general public will embrace it.
- Stupid, what about older people? making them pay more to park close to the shps
- I support it. If people can't afford to pay for the convenience of parking close to where they need to access, supplying a shuttle bus is very thoughtful - just like the airport.
- It would take too long to get to work
- Get on with one asap.
- Vic Park, Council ovals, netball centre. All have underutilised parking assets that sit there empty most of the week. Start a frequent, reliable park & ride service and people will use it.
- Not everyone can do this and after working a long arse 9hour day, who the hell wants to ride their bike 2km to the car then drive home.. not me!
- A good idea
- excellent - it works well in geelong
- Good if it works properly but unlikely to be reliable
- Will the buses actually get to the stations in time for the trains??
- Not good, if public transport was better it should not be necessary.
- More inconvenience, I won't be going to town at all
- Where are the proposed details? Depends on where and how large the parking area, the frequency of the "ride" part. Are you talking about more parking at rail stops, or areas closer to CBD and mini buses to shops?? What sort of "Park & Ride" scheme? Might be be good depending on details/ any cost/etc.
- Give us more information about it. Ballarat isn't safe enough for cyclist to have more on the roads.
- Also Ballarat gets dark very early so you are putting people in danger if they have to ride after a late shift at work.
- They don't work, just adds time to your route.
- Something to get use to, it's a changing city.
- A Park and Ride service would work if there was a central location of businesses. However Ballarat's CBD is quite segregated and patchwork.
- Perfect.

- I work 9-5 Monday to Friday and would use the service if it was doable for me.
- Could work if transport was frequent and reliable.
- Great in theory but it doesn't work for everyone. I already struggle getting to school pick up in time with my car 6 blocks away in free parking, I wouldn't like to rely on a bus to get me there in time
- Due to needing to move from site to site, the park and ride would not be suitable for me.
- Useless
- No decent bus service as is so don't think the park and ride would work either
- park and ride is an excellent idea, especially for people with limited mobility
- Public Transport is unreliable and unappealing in hot / cold weather.
- I think this is the area the council should be focusing on if they are truly concerned about parking accessibility for Ballarat. The 'ride' needs to be at least very 10 minutes to ensure people will use it. ie. hospital workers and must be reliable as workers often have commitments like childcare, school pick ups, appointments that they cannot be late for. It will need to be well structured parking and secure.
- is it free? and would it run every 15 min at start of day and from 2.30pm onwards..people work part time/shift work and need this option available to them. Good in theory if it has a frequent run from N, S E & W locations. You will need a parking spot large enough in 4 locations
- This may work for some but not all. Some people require access to their car throughout the day
- If it is consistent, on time and frequent I think it would be a great service. It would be valuable if the bus has a direct route to the CBD as well, rather than an extended route that would be counter productive. Also have numerous park point to have your car on all sides of Ballarat so one does not have to drive from Brown Hill to Wendouree to get a bus into work/recreation.
- This would need to be well considered. Without adequate public transport, if this proposal goes ahead something like this is a must. I love Ballarat and live here for the ease of living. This will be jeopardised with new plan. I could not afford parking for work, I want a car close by due to the nature of my work and dealing with crisis often finishing in dark. Ballarat is bloody cold in winter, not a great place to have to walk long distances. I hope these things are considered.
- So we all stand around and wait for the Park and Ride service to turn up. If its anything like the V/Line service currently on offer with trains running late people would be standing for who knows how long for the service to turn up.
- No way on earth I would use it ever. Just for starters, the time tabling is highly unlikely to be convenient and even if it was, I have no desire to be stuck on a vehicle with strangers coughing and sneezing and spreading colds and flu all around.



- This is all depending on the changes made. it already takes me 10+ minutes to walk to work and this will increase the time between parking the car and getting to work. When will it ever stop? and currently it is already difficult.
- YES! This is what is desperately needed. Any plan to reduce the number of cars in the city needs to be accompanied by improved public transport.
- Good, given the bus arrives every 10-15 minutes to pick up more people or a lot of people would either be really early or really late
- It is an interesting option, however I do not believe it would work in Ballarat. Ballarat residents have a tendency to want to park outside their destination (despite this not being realistic). People will not want to wait for the next service.
- I believe this is a good service however, nothing is without flaws. It may have a few initial issues, but if these can be worked out then it should be a good service.
- Park where? Ride where?
- I would definitely endorse it as a means of providing all day access to workers in the cbd
- Could work but Needs to be frequent on Friday and Saturday nights
- Ridiculous, workers work various hours
- Not necessary when you can just walk in.
- Where would we park and where would we ride to? As long as the service is regular and timely
- There's no details about this. How can you ask people to have a say if there is nothing to comment on? Do you have any plans?
- Everyone works different hours and needs to be flexible in case of emergencies
- All good and well - however there needs to be adequate shelter from the cold/rain whilst waiting and you would need a very frequent service in the mornings and at knock off times - with the occasional ride during the day.
- I assume this means parking at a drop off point and being transported to key central points in the CBD?????
- I think this is a HUGE money grab from the council. All you can see is the \$\$\$ that you will rake in from workers who are forced to commute by car into the city area.
- I HATE this proposed plan. At present I can park for free on the street in front of ACU 1200 Mair street where I work. You want to charge me \$1766 PA for the privileged parking. Why should I think anything good about this plan. What about the students how do you expect them to afford to pay that. Unless you massively improve public transport in this city people will be forced to drive to work.

- I am a volunteer fire fighter, I turn out to over 300 calls per year. If I did not drive to work I could not turn out during the day. That is one of the major reasons I do drive to work. So having to walk 10 -15 mins to a free car park will simply make it impossible for me to turn out during the day. I am one of the few drivers that turn out regularly during the day to the Ballarat Fire station in Barkley street. you have not considered the impact on volunteers working in the city. No plans to give them free parking permits.
- How are students supposed to afford to park in Ballarat?
- What about unemployed?
- What about disabled people?
- What about volunteers who drive in to the city at their own expense and then have to pay to park.
- This will reduce voluntarism in this city have you even thought about that?
- Also rich people will be able to park all day without moving their car which will make it harder to get a park.
- This system will not have any lasting positive impact on parking in this city.
- It will just impose yet another tax on people.
- ZONE 3 should be removed from the plan altogether!
- ??? No view as I don't know anything about it
- Will only work if very frequent and cheap to use.
- Is this going to run 24 hrs a day and be free with free parking?
- How for this work would the council be building new large car parks on all the entrances to Ballarat then provide new bus services from them. How much would it cost tax payers??
- It only moves the problem and corals cars for easy targets for thieves and vandals
- it may be an option, however without an option put forward as part of the overall scheme it is difficult for residents to consider. for example where would it run, what hours etc. it may not be suitable for parents which children for example who work part time etc.
- It wouldnt be able to cater for everybodys needs.
- Not feasible when picking up children from childcare out of town. Miss the bus, wait for the next one too long a timeframe.
- Good in theory. It didn't really work in my past experiences though
- This can work provided there are adequate (frequency and times) to support it. This is crucial for commuters not just CBD workers.

- It works in cities around the world so worth a try. Unfortunately Ballarat workers tend to be very lazy so not convinced they will even try it.
- If its free.. and the outer zones are reduced dramatically cost wise. Yes i support
- Who pays for this service? It will need multiple buses and times. Good idea for the Melbourne
- Airport but not Ballarat.
- Unnecessary in the Ballarat CBD.
- Not going to work for me!
- Unless there is high levels of security at ALL stops and the car park it will be unsafe to ride, just like our current bus system
- Ballarat is to small of a city to have one. It's also to spend out, with major shopping centre's placed in a large triangle. The bus services do need to be improved for us to get to these places to help reduce parking. And encourage us to leave our cars at home. But the idea of parking in a carpark then get a bus to places won't work in Ballarat. It's again, to spend out and has to little to offer.
- People are so busy. If it adds a further 20mins commute time each day, it won't be utilised. I moved back to Ballarat to avoid lengthy commutes.
- I don't think it will improve anything, except make Ballarat CBD worked angry.
- can be quite dangerous.
- Would be harder getting to hospital for my chemo
- I don't believe it will work. Ballarat people are used to cars as we don't have good public transport.
- This works for people working normal business hours but not those working shift work.
- I support the Park and Ride service as long as the fee structure is reasonable.
- no opinion
- Excellent idea, it must happen. Multi-Storey car park at Vi cpark? Lucas etc. with regular bus service during peak hours & at semi regular intervals during the day
- Great in principle. It would need to be reliable and frequent with sufficient parking to work.
- I have no view
- As i am not in the workforce this would probably not apply to me. If it is also intended for shoppers,

- Visitors etc, I would not be the least bit interested in this service
- Logistical nightmare and only pushing the problem out to further areas out of the cbd
- Pointless! Many CBD workers (retailers/nurses) have random shifts, some start at 7am and work til 11pm. Many are Mums working to 3pm where they need to run to meet school pick up commitments. People are busy, time poor and Ballarats weather is too bleak to wait at Bus Stops.
- Dont use them.
- not an option. too time consuming to organise.
- Flesh it out. Tell us what exactly it will be. Tell us the hours it will operate. Where it will go & how often., How much will it cost?
- A good idea BUT YOU HAVE TO HAVE THE BUSES ON BOARD. It will not work if the buses do not run every 10-15 mins at peak times in am/pm. You have the City Oval area, white flat or eastern oval area. But your biggest hurdle will be around the railway station.
- How will it help in Ballarat winter and unpredictable weather?
- Depends how many spots are available, frequency, low cost (if not free), and convenience. Would have to be done well to use.
- I don't believe I would utilise it, I would be more likely to park somewhere far away and walk in. If it was associated with an adjacent large amount of free parking it could be successful.
- Works in Geelong
- unlikely to be taken up as CBD workers are used to coming and going from work as required rather than relying on an infrequent public service.
- I have no view on this.
- I don't know what the Park and Ride service is, it sounds expensive and unnecessary. Leave things the way they are.
- Having never used it myself as I find buses and prams/toddlers do not mix well.
- Park and ride service would need to operate very frequently to make it worthwhile to users.
- just provide decent bus services. Better services existed 20 years ago, too much focus on Ballarat Station & Bridge Mall. Old services previously went cross-city & provided better services. Park & Ride
- would be a time waster & inconvenient.
- Good idea, but can be difficult to carry shopping and the likes
- Difficult to use unless the 'ride' part of the service goes every two minutes.

- depends on: expense for this service. how regular the ride service ran
- Like everything with this council you do not provide all the info until after the process is approved by this useless council.
- could work but service would need to be regular to allow people to transit easily into city centre
- I am a ratepayer of the City of Ballarat and think the idea is ludicrous (except for medical staff leaving the hospitals late at night). Look at more permamnet solutuions like more CBD parking
- It works well overseas. York in the UK as an example has a Park and Ride and also has vehicle free zones during the day in the town.
- do not support
- Great idea - encourage people to park just out of town and get a bus to a one or more central points in the CBD.
- Does not work for people if you work extended hours or shift work. It adds more time onto a commute increasing the working day for people who work in the CBD.
- Impractical for families, workers that have children, disabled people. Unless it's going to run every 5 minutes from 6am to 11pm, its going to be a disaster. Not to mention, who's going to pay for it!!
- Don't have a view
- Would probably take a little while to get people thinking it is a good idea. Would need considerable change in mindset for CBD users / workers. With the incentative of free parking, should be reasonably attractive ??
- Sounds like a very good idea.
- We are not Melbourne!!!! We are a regional centre cars are essential
- I favor this concept over the proposed parking plans.
- I like the idea, however with the Ballarat weather being so unpredictable and miserable in winter, there are times you have to drive
- park and ride services are a great idea.
- This is a great idea, will reduce inner city congestion.
- As long as there is alot of parking I support it
- I am unable to find the details of this proposal.

- I'd like to know more about this, it's a very brief description. For me riding a bike isn't on the cards as I have injuries that prevent me from riding and I don't see a lot of people riding to work especially during winter
- Great
- it may work but the times, location etc have to work otherwise its a waste of money
- Would need to up grade the bus systems and make them more reliable. Would also need to make car parking in the pick up areas larger and be able to fit a large majority of people.
- It has merit, but would want details on the service (where park car, security for cars parked, frequency of ride service, quality of ride serve for starters) before I offered a final comment.
- I'm unsure what this entails
- OK BUT LIMITS LUNCHTIME ABILITY TO RUN ERRANDS
- So long as you get me to work on time - my car is safe
- I dont know what this is
- NO Idea what the heck that is
- Yes can be useful
- NO NO NO NO I have experienced this in other parts of the world and seen it fail.
- This could work, depending where the parks are located. There needs to be a change of mindset with a lot of residents that you can no longer 'get a park outside of Myer'
- It is a great idea and I fully support it.
- This is Ballarat not Hong Kong or Melbourne. How many would use that service? The cost of providing this service may outweigh the proposed increase in fees. Need to think carefully about this one.
- It seems good in principle as long as the parking and transit is free otherwise theres really no benefit to it.
- i support this view. it will take time to grow the behaviour and a regular small sustainable run that is reliable. not to be a oversized burden driven by a beaurocratic contract oversight. small buses for carrying small numbers of people with some incentive and rewards in the initiative.
- I'm unaware of what this is
- It'll need to be a really really good and frequent service for it to work well
- Would support if substantially subsidised.
- Don't go there. Won't work, what a joke

- No
- what?
- Ok
- Don't know what this is
- Don't care. Don't park out front of my house.
- Excellent, that helps take the pressure off the cbd. Just need a decent public transport system to support this service
- Terrible. Allow citizens to travel how they please
- Won't work. Ballarat weather will not accommodate a ride to work day every day.
- Useful only if frequent services are provided
- its a joke again just throwing more money a problem which shouldn't even have resulted.
- what is it?
- I don't know what this is. It sounds like it will add to my commute tome to work. what does it cost?
- Has to leave from big businesses every 10 minutes for it to work. Working mothers need to work around school drop off and pick up and also go to work to survive. Less frequently than this no point in going to work.
- sounds okay
- I don't agree it's no for every one and the parking needs to be secure for the cars. Have you been down Sturt st during a weekday. It's not that hard to get a park.
- Great idea
- The parking would need to be free to account for the cost of the bus service. Many people working in Ballarat aren't making enough money to justify the spend on fuel, parking and then a bus fare. Many people working Ballarat travel from smaller towns, and the additional costs of the commute really add up.
- Get but will not suit everyone.
- It is good in theory but not realistic for all. Some days I need to be able to get to my car quickly as I have to pick up children from school, and cannot afford to be late or help up waiting for these services.
- No something that is suitable or accessible for everyone. Uni students have a lot they need to bring
- Sure? I personally probably wouldn't use it but whatever.

- I don't know what this is.
- I think they are a fantastic idea. They are proven to work well in other areas.
- its a good idea but doesnt suit everyone
- how is this going to work, perhaps is we had an efficient bus service we might use this but some workers used to catch the bus but now they have been rerouted and does not go anywhere near the hospital BIG BIG MISTAKE
- I think it's a good idea, but i don't think Ballarat is ready for it. The mentality remains that people expect to park outside a shop and walk straight in. Any park and ride facility runs the risk of being a very expensive white elephant, unless it is particularly targeted at hospital and health sector workers.
- I'm not sure where these areas would be but I would be supportive.
- Great idea - works in many countries in the world...as long as it's cost effective, you have an appropriate amount of parking available, and the bus goes where people need it to go.
- Need more safety riding options for kids around town, we won't rent on the other side of the train line to where our kids go to school which limits our options because it is not safe
- no clue what this is
- Needs to be trialed and enforced before parking changes are made to ensure there are options for
- CBD workers.
- Park & Ride could be very useful.
- For Hospital workers - needs multiple time options (just because your shift finishes at 5.00pm, doesn't necessarily mead you get to leave then!!) Needs to take hospital workers to hospital - not
- Railway station.
- I have seen it work well in other cities all over the world, but unfortunately i don't think Ballarat is big enough and people in Ballarat do not like change so i don't think it would be used.
- If the infrastructure is right. Ballarat's climate isn't too conducive to this for at least 6 months of the year.
- Another way for Council to get money from people who work.
- A great inconvenience , but probably necessary for the continued survival of the C B D .
- I think it this service should be offered especially for people parking a distance from their workplace or shopping precincts.



- Pretty poor.
- This would be a good service for shoppers, workers & hospital visitors.
- this is by far the worst idea imaginable. i have not yet heard someone say they are happy about this.
- PLEASE DO NOT GO AHEAD!!
- Idea not practical as people will not do it
- Practical in some cases, best when used for inconvenient distances and at a cheap cost
- It would have to frequent, reliable and well run.
- I am not confident of this occurring due to the current poor state of public transport in Ballarat.
- I don't approve of it because I don't approve of the proposed paying zones.
- I doubt it would be provided ongoing funding. Timeframes would also likely be inadequate just as current public transport options.
- i think that it should be called something that more clearly describes what it is. that way people
- could provide a decent answer to this question.
- I don't know what that is
- If it would go to where you need to go that would be great.
- What is it? If it is park then catch public transport, then i think its stupid.
- It would need to be a 24 hr free service, as there are so many shifts at both hospitals. Even working a standard shift, you could leave late and then what do you do if you miss the last bus.
- Could be useful for some
- No need to even bother, just leave the place as it is! we are a regional town, NOT Melbourne!
- Definitely need a large "park & ride service". But the transport needs to be very regular to-and-from.
- Similar to the long-term parking shuttles at Melbourne Airport!
- is this service for everybody?
- Do not support this. There are not enough seats on buses already let alone encouraging more residents to ride on public transport.

- Great idea if for free or at low cost.
- Other large regional towns do it eg Geelong.
- a potential partial solution to this situation if it is correctly run at the times and in the areas it is needed - especially for safety reasons in the Winter months when it dark
- Great
- If these measures are adopted then this would be necessary, but then the problem becomes where to locate and how to operate this will again polarise the community.
- a good utopian theory unlikely to work in a town with appalling public transport
- need more information. Might just be pushing parking problems further from the CBD
- This is not a feasible option - workers should be able to park within walking distance from their places of work without having to pay \$2.00 an hour. The service would have to be running every five minutes to suit people getting to their places of work and would not be utilised. It is hard enough to get parking now for all day workers without making these changes.
- Don't know
- Can't see it working due to our climate, parents needing to go straight from work to pick up children from school, daycare. Will add too much travel time for people who already commute in from out of town
- There is an absolute limit to the number of cars that can park close to the station.
- Better to spend money on improving feeder public transport.
- Also not everyone has a car or wants to own a car.
- Make sure there is enough secure under cover push bike parking at every station.
- It would be very convenient to have this service
- Good concept. However not everyone owns a bike or can afford to purchase one especially for work.
- Some people also need to drive their cars due to how far away they live.
- I have school aged children. I work part time 5 days a week - I have to get from home to school to work and afterwards from work to school to after school activities, all with limited travel time and during school time traffic. I don't see how that would be a practical option for me.
- Quite useful, convenient and encourages use of public transport.
- Absolutely not!

- not needed
- Definitely do NOT agree with this at all. Older people & young families don't need this stress to be able to shop in the CBD. Really an truly .....
- Waste of time. Workers don't have time for o muck around especially if they have family.
- fabulous if it operates within hours appropriate to hospital staff
- it seems like a massive annoyance, and very inconvenient, when the system we have now is much better than that. Just allow us to park near our work places. There is no need for this money grabbing scheme
- i dont see how this will work
- I've not tried one but support the concept if it is proven to reduce CBD traffic and parking pressure
- In case of emergency, you don't want to be running to catch a bus to get to your car
- Inconvenient
- Ballarat will become the most unlivable city the way council is doing with car parking
- would assist greatly if regular (no longer than 10 minute wait) and reliable but would need investment in all weather waiting area and a number of hubs at key locations 5-10 km from CBD
- I don't know how this would work, you are just moving congestion from one area to the other and as people park in all different areas and start and finish appointments at different times how could you connect with this.
- I don't know what this is.
- NO
- Great idea.
- It would depend on what is involved with proposed Park and Ride. but are open to this
- When using public transport I have the following options;  
bus outside my door; and  
a lift to the station in order that I do not park
- wouldn't use it as I like the independence of running on my own time frame.
- Can't comment as I don't use it. Can't see myself using it as I prefer to drive to my point of shopping then leave. Ballarat is not so congested that this is appealing
- Awesome. Was devastated when it disappeared. I think bringing it back with changed parking would increase utilisation. Also think it could double as a tourist bus by training drivers to provide commentary to tourists

- I am not sure that this service is an innovative enough solution, but I support any improved access to the CBD for all citizens of Ballarat, the regional areas it supports and guests and visitors from all over the world.
- Park and ride is a very good idea for those who need all day parking, providing the service is VERY frequent, affordable and very safe for those returning to cars after dark. I note that people don't have to pay (but do have time limits) to park at suburban shopping areas such as Stockland and the free parking works very well for everyone., so do that in the CBD.
- good idea
- This could work but it would need to be very regular (every 5 minutes) and in a convenient spot for people.
- Reduced friction for cycling as an option to access further transport is a good thing that can reduce parking and traffic congestion locally.
- I don't mind either way
- fine providing its disabled accessible
- Not viable.
- Another buzz word
- This could be effective however it would depend on the times that these services are available as people I know will often drive themselves to work due to public transport not being available at convenient times.
- Don't understand.
- part of the solution and it is already partly in place by a great bus service. Just need the parking hubs such as the University duplicated around Ballarat
- Simply provide a much better public bus service to all of Ballarat. See Below
- in favour
- Can't imagine it working
- not necessarily convenient or timely especially in Ballarats cold weather and also if you have things to take into work with you
- It still isn't safe for me as a single female having to travel to and from my car at night as is.
- Good for some people depends on how often the service is some people might just want to be in and out for their message then have to wait too long to get back to their car not good for the elderly.
- Can I take my ladders and tools on it???

- If you could rely on the bus service and they were frequent enough then it would be good. I am a resident and a worker
- I wasn't aware that this service existed.
- BCC should provide CBD workers and shoppers with a subsidized park and ride service during business hours. Park at Victoria Park, City Oval, Eastern oval,
- What is that
- Terrible solution and times do not align for workers to get into the central area for work. Ballarat is an easy town to get across we do not need to impede access and restrictions further.
- Not suitable for older people. Might work for some if the service is regular enough
- This 100%, absolutely, without a doubt, will not work. Not unless you make parking way more expensive than you plan to (or traffic gets a hell of a lot worse than it is). If there was a fast, frequent bus network they could use to make the whole trip (with a shortish walk at either end) then that could genuinely get people out of their cars and reduce pressure on parking. But if people need to drive to the bus, then they'll just drive the whole way.
- Very useful for cbd workers but not for shoppers , entertainment
- I am sure you are not going to pay for the extended hours of shift workers ? could be a good idea if
- run properly
- Excellent idea.
- Need more information.
- Could be good if better than current buses
- ok if they work, but Ballarat workers won't come to the party
- Not realistic
- \$&/@ you get out in Ballarat at 5:00 am in winter at -2 degrees 5 days a week and we'll see what you think about park and ride. Not all people can ride bikes
- In case of emergencies people need to have quick access to vehicles not waiting for a bus
- Great idea providing it doesnt cost a fortune.
- Inconvenient for everybody, due to time schedules
- a great idea, but needs to accommodate workers who work outside the hours of 9-5:30

- The existing co-relationship between buses and trains across Ballarat is woeful. The regularity of bus services is insufficient, and the failure of buses to be appropriately linked with the arrival and departure of trains from Wendouree and Ballarat train stations is a serious flaw in the local public transport network.
- I'm tired of waiting 45 mins for the next number 10 bus following the arrival of my train at Ballarat Station. There are already insufficient parking spaces for disabled drivers/travellers at Wendouree and Ballarat Stations - and it would seem this will only get worse with the station redevelopment now underway.
- Establishing a park and ride service fails to satisfactorily address either of the major issues detailed above.
- Would be good if it was regularly for shift workers as everyone start different times
- Great idea. We will soon have all that space at the cattle yards. A park and ride would service a lot of the new areas of Ballarat
- Great idea
- This will not help the parking just move all the cars further out which then affects those residents and workers.
- There is not enough information in this question to allow a considered response.
- Brilliant, circuiting to and from the ovals and sports grounds the public own, have a right to see put to good use freely and currently are denied them to force adoption of this dangerous new scheme.
- Uses those wasted parking facilities and provides passive oversight.
- DOES NOT SUIT ME FOR WORK. DO NOT WORK STRICTLY 8 TO 5, FINISH LATE AND START EARLY SOMETIMES.
- If it didn't cost as well as parking
- Great idea!! Use the City Oval and other underutilised areas to store cars during the day and bus the customers to the city. We should be doing this for the Hospital workers right now to stop the congestion in the health precinct. A warm dry bus ride from the City Oval to the hospitals will take less time than walking from Lock Ave or Mill St and free up lots of parking for residents, their visitors and hospital patient visitors.
- May be useful for some, but for time-poor workers juggling work and children the extra time needed to park and ride adds extra pressure to a day
- Really! Where would the parking be? Victoria Park?
- In relation to where? the v-line train. If that is what it is for then as long as it is accessible from the north of ballarat then that would be good.
- That would be ok if it wasn't just specific times that didn't line up to peoples work hours.

- Laughable
- Fine, so long as the bus service is frequent. I experienced a park and ride in Bath (UK) and it worked well.
- Ballarat is not large enough to support such services.
- A park and ride service is very much needed. Currently public transport options are limited, poorly connected, poorly timed in relation to getting to and from work and too infrequent. Why would someone catch a bus to and from work when it could take 2-3 times as long as driving and walking to work? Also there is no public transport available for many people including those in the Ballarat city council area, eg we live at Warrenheip, a 10 minute drive to the cbd but no public transport services at all!
- A park and ride service would need to be at a reasonable cost such as the average return bus fare in Ballarat. The current proposal for parking would mean that people parking in the proposed zone 3 area would be charged over \$850 a year to park in a dark street with no formal car park. This is prohibitive for people who are on lower incomes such as trainee office workers and many retail workers. It will only push people to park further away in unmetered areas involving a longer walk to and from work, often in the dark, which is unsafe and doesn't fix the problems, only moves them!  
Finally the 'ride' part of the service would need to be frequent such as every 10 minutes during peak times and every 15 minutes during the day to make it a realistic option for people to use, whether for workers or for shoppers wishing to be in the cbd for more than a few hours.
- I'm not sure how it will work & how effective it might be.
- it needs to be done properly. Parking would need to be free and the bus should be free to encourage people to use it. That may decrease the congestion in the CBD.
- About time this option was looked at, as long as the parking is free!
- Waste of money - there would be further issues here - can see them happening already.
- Supportive, but it should be free or minimal cost.
- All workers within the CBD. Should be encouraged to use public transport. Park and ride may work if we'll managed
- If it works great but the current busses are ridiculous so I highly doubt it would work st all
- Public transport should be more regular within the city anyway
- Not needed as there should not be a zone 2 or 3.
- Park and ride what? Wonderful idea in theory! If for one we had a public transport system that worked then that sounds great! Ballarat people are very lazy, look at the bike path plan! The bike path that linked suburbs was a GREAT idea! Get people out of cars and onto bikes!! Ballarat is not Melbourne and we need the infrastructure not half baked ideas!

- Could potentially work but still problematic
- Sure but needs CONSTANT round trips from early morning to late nights
- Not an option
- Won't work
- Great if it's free
- Good. The trial bus a few years ago was a great idea. As long as the bus runs regularly and goes to useful places.
- So bus services in Ballarat will be free? or reduced?
- I wouldn't use it.
- Park & ride is a good idea, as long as it works at a late time & people are not left stranded with 15 mins between each service
- If you mean ride a bicycle then yes as long as there are secure spaces for bikes and cars and at reasonable locations. If you mean Ride to work on a bus No thanks we are not a capital city
- people do not feel safe at bus stops as it is , let alone on buses
- This is a great idea. Perhaps the old saleyards could be the parking area with 15-20 mins buses looping to CBD & Station for low cost of bus ride \$2-\$5 round trip
- That would be a good idea but Ballarat at the moment has a very poor bus service. It would have to be a lot more buses in the busy times of the day for workers in all the CBD. People here have to drive to work & study or do things in town in Ballarat so they have to park somewhere. Get the public transport going & then fix up the parking worries. The street doesn't belong to the ratepayer.
- Ballarat is not big enough to worry about it.
- What a great idea. Use Vic Park, City Oval to name two which I would use. This works in Geelong and should be followed up by this Ballarat Council
- I am not aware of this service
- Not sure
- If it runs every 5-10 minutes it would work
- That'll be great if mini buses moved people around. I definitely don't think the big 52 seaters would be suitable for this role.
- Not applicable to me I would walk as I live centrally



- At the train station? Don't we have that already? To cbd ridiculous? We have no teams and Ballarat bus stops are disgusting!
- If it helps avoid turning the CBD into a wasteland, it could be a good idea!
- Not sure what this is.
- Revenue raiser not interested
- wont work
- Who will pay for this service Us again on top of the rates in which we get not to much for our money
- If implemented probably could work if FREE!
- Won't work, unless we can get to work quickly.
- If we have to sit on the bus for extended time then too much time wasted.
- It would be great if it ran sufficiently frequently to make it usable. Particularly, I have young kids and need to get to child care and after school care at the end of the day. I could only use such a service if it didn't create a significant time delay versus walking to where I have parked my car (currently about 10 minutes walk away). It would also be great to have a significantly improved bus service, so that when we have to travel to Melbourne for work we don't have to drive to the station and park.
- Just thinking - what about a park & ride system similar to that in the UK (eg is York where there's virtually no room for parking in the old town) where people park their cars in a secure area (maybe the old cattle yards once the environmental stuff is all done) and then catch shuttle buses that go up and down Sturt St. There'd need to be a similar facility, probably at the eastern or northern end of town. Make parking in the CBD free for the first two hours then jack the prices right up for extended parking (say over 3 hours) to make it more economic for people to use a park & ride system. Might alleviate the congestion around the CBD and reduce the need for any multi storey car parks. Just a thought.
- I would be unlikely to use it.
- Use public transport.
- Get public trans port. ride a bike. Walk.
- use public trans port, ride bike, walk.
- Seems a bit extreme for such a small town. Maybe in the future, but not yet.
- System won't cope
- Support, as long as the bus' are frequent
- The service is not bad

- People in Ballarat are used to driving and drive everywhere all the time. The park and ride concept will fail unless there is a cultural change about the need to drive.
- I bought a car so I didn't have to take a bus that took half an hour to get to a destination that can take me 6 minutes.
- We don't need it. It'd be different if our travel system was like Melbourne's, but as someone who has had to rely on Ballarat Buses before I can tell you from experience that they don't come frequently enough, they are either way too early or late, making me either miss the bus or be late to work.
- No turning our residential street into car parking build a car park
- Oops you sold off car parking places at the railway station
- Would be good if pick-up points are close to feeder streets. Large secure parking space should attract motorists if regular dependable pick-up available.
- As long as its affordable for the low income folks
- Just unnecessary. People should have the right to park wherever they want without the need to catch another service to get somewhere. Simply inefficient and backwards thinking.
- We are a large country town, your vision and planning is great for a capital city. You will kill the CBD
- What is the point of park and ride in Ballarat. That is what people already do with the trains to Melbourne. However, people won't use it just to visit the CBD. And where would they be parking?
- I would consider park and ride especially as I live out of town and need to drop kids off at school. However, until the transport infrastructure in Ballarat improves greatly with better bus services and timetables, I cannot see this idea happening anytime in the near future.
- Ridiculous.
- We all know the reliability of public transport :( We live in lovely Ballarat one of the draw cards to living here is the availability of so much close at hand. I thought that would be one of your marketing ploys for attracting people to our beautiful city. Driving our car, catching a bus and then walking to our point of employment. How long would all this take to get to work??
- Ridiculous
- You need some serious work on the Ballarat public transport system before this is even a consideration.
- No thank you!!!!
- people finish at different times and I don't feel it would be safe. plus I live out of town, I shouldn't have to pay to come to work.

- The idea is good but for it to work in Ballarat we would need a MUCH better public transport system.
- If the ride actually took people to their destinations eg. hospital, ACU it might be worth considering.
- Not familiar with that part of the proposal
- Good idea. But i bet you charge a fortune and the bus arent frequent enough for people to use.
- In principle, good, in practice would need to be carefully planned ie siting and shuttle services.
- Inconvenience of not being able to access vehicle quickly in case of emergencies or appointments
- It would need to be extremely frequent and in a central location
- Free parking everywhere you crooks
- I shouldn't be forced to ride! Ballarat city council needs to take into account our aging population! I am young and yes I occasionally ride my bike to work but come summer it gets to hot and what about in winter when it is poring rain? Also I'm currently injured what am I meant to do ride with a broken leg?
- I know real view on the matter at this point in time
- fine.. but i think it needs to be a lot more reliable than it has been. reinstating a tram loop along Sturt street from the Arch of Victory to the high school near the freeway entrance would be a smashing idea.
- This smart parking idea that comes from Auckland, New Zealand. But you have remember Auckland is a capital city and it has a really good public transport system. But We don't have a good public transport system here in Ballarat. You have to wait every an hour for a bus to take you home, but in Auckland, every five minutes there is a bus. Like in Melbourne, you have a choice for bus, trams, train and you don't need to wait an hour!
- Confusing for elderly & visitors & completely impractical during wet winter months & hot summer months. This concept sounds good on paper but is not a viable option. The aim should be to make our CBD more friendly & inviting to the public & visitors not position it in the "too hard basket".
- great if it is PWD friendly, free and regular with safe (PSO) guarding all areas especially for shift workers i.e. hospitals and folks returning from Melbourne late by train (shift football etc) if it isnt safe council might be held accountable.
- Not sure.
- What's the point of having a car if I still ha e to use public transport to get into the city? This isnt

- improving the problem, it's just pushing it further out.
- I have not heard anything about this.
- If this is bike riding - fine in warmer months not so ideal in our cooler times (which for Ballarat is fair chunk).
- If it refers to public transport a LOT of work needs to be done around public safety, image of public transport, eliminating drug dealing at bus exchanges and smoking at bus stops. I avoid public transport for the above reasons and the unreliable timetabling.
- As in a bus into the CBD? It's a no brainer. But would require you to fix the apauling state of public transport first.
- Agree, but it needs to be safe and not disrupt the flow of traffic. Or doesn't take away existing parking.
- Could work. Only if pays for itself. No ratepayer subsidies
- If it's free and time efficient, i would love this
- Not sure what that means
- Good idea but should be available a fair majority of the day to allow for different work times
- Excellent idea if from several areas..Have used these overseas Good solution for commuters, shoppers, visitors workers,If they were accessible vehicles and .stopped at Station, hospitals, bottom and middle of Sturt St.it would be very useful. Parking could be more affordable.
- Buses in Ballarat suck the time table gets worst every time they change it
- This could work depending on the frequency something must be provided for the station area as the council has no right to make money off train commuters when they have not provided adequate parking for train commuters.
- This would be good, if it was frequent enough, accessible for people with disabilities and ran from say 7am to 7pm and on weekends.
- Even in big cities (1m plus, like Perth) it is ineffective. Ballarat can't afford such a concept.
- Couldn't see any information on this?
- If a reliable and regular park and ride service was available I think people would use it instead of paying to park close to their work.
- Garbage. Your average person is carrying things to work, and your transport is already unsafe. I dont pay my registration every year to load onto a bus and walk in the cold.

- Terrible. We choose to live in a regional city to enjoy the luxury of commuting to work. Furthermore, the public transport infrastructure in Ballarat is foul. Why would I, a Buninyong resident, want to have a commute of over 49mins to work - longer adding in child drop off arrangements.
- Good plan
- can be useful
- for some a good idea, but if doing a big shopping outing or just spending time eating out with others, need to know times, where pick/drop points are and would need to supply maps etc to folks, just more expense.
- good for workers, not so good if you need to pick up something large like a fridge.
- I cycle as well as drive. Have you tried riding in Ballarat's winter?
- How safe is this? Would there be security? Will the cars left be secure and under surveillance, if not this makes a perfect environment for thieves to target these vehicles.
- Don't know what that is
- I am not sure exactly what that is, but if you're pushing to increase the population in Ballarat the you have to provide services to deal with the extra demand of vehicles in the CBD, both for the workers and the shoppers. Otherwise you will be disadvantaging people both with the inconvenience for competing with resources, roads houses etc. and now parking..
- Depends on where it is located
- As long as it even service covering a variety of shift times I think it is great.
- Supportive
- Not practical
- I like the idea of it, but would need to see more details first.
- the shuttle would need to be free and very frequent
- You need to have a better public transport system so people can leave their cars at home and go to work. That is the missing link to all of this. Melbourne has a great public transport system that is why paid parking is not an issue.
- If it is like the buses it won't work. May work for 9-5 people. People don't feel safe waiting around bus stops for buses.
- I think this is an excellent idea but after speaking to staff at the drop in centre at Sturt street, it is apparent that this idea has not been fully formed or investigated ...hence will take some time to implement

- Given the recent trial of the city loop shuttle (which was largely under utilised) I don't believe Park & Ride will work in a small community such as ours
- Needed for workers with disabilities, aging and to minimize time away from families. Especially needed early morning and evening for safety.
- Good idea, but the success would depend on its pick-up location
- Not sure what this is.
- Hopeless when you spend 15 minutes looking for a car space & missed your train
- Brilliant. The trial bus was a great idea - shame it wasn't made permanent. Need a small bus which goes frequently.
- Excellent idea. It works in other places but would need to have a high frequency of rides.
- It is a good idea as long as there are enough stops around
- Never used it but I believe Park and Ride would be a good option for Ballarat, especially the large area of proposed parking area.
- perhaps for the paid zone (see below) with a free shuttle for city workers.
- Good option. Needs to start before 10am.
- What a great opportunity to fund a Ballarat attraction that we all can enjoy! Extend the tram from around the lake to inner CBD and make use of all the car parking spaces we already have around the lake!
- Only if the shuttle is at least every 15 minutes, preferably 10
- It is a good idea but are they going to have enough and regularly enough
- No Comment
- good
- great idea
- Needs to be trialled
- Park and ride would be excellent as long as it is managed correctly with sufficient parking areas ( North south east & west ) with adequate buses and timetables to suit peak hours.
- From where to where, how often, start and finish times and frequency of bus runs. It has been suggested in the past for a park and ride using parking at Sov Hill or thereabouts rides to the Uni and train station, would need to be free.
- Whatever works I guess

- I think this is a good idea to avoid the need for the congestion of parked cars in the city all day long.
- The service would need to be made very efficient and frequent to ensure the uptake by workers/
- what park and ride?
- Pie in the sky
- What is it?
- Good if it works wells
- A great idea as long as the services match-up and deliver on the promises. People are creatures of habit and patterns, the key here will be to ensure early usage, ensure all concerns/options are communicated and solved e.g. How do i get to my car urgently or in a emergency? If it is cheap then
- Ballarat people will like and do.
- good idea for residents of ballarat & surrounds
- public transport should be encouraged. I support it
- Definitely needed-must cover all start & finish times. Multiple park sites needed
- Great idea but will it suit the work hours of a lot of people & at what cost. I'm sure if won't be free!! Depends on how many parks available & to are available to
- Is this the free bus service trialed some time ago. If so yes
- Would be worth considering
- Silly billy
- Seems like a great idea, but is it manageable? We have already had a bus service around the CBD, and it was stopped.
- Positive
- Would not use this service, as I live close to town and would walk.
- No. People do not have to wait for buses to get in and out of the CBD for work.
- Yes, good idea. Need to have a variety of locations that circle the CBD and consider growth corridors e.g. Lucas and Delacombe but also existing urban areas e.g Buninyong and Sebastopol
- No opinion on that.

- A good idea, BUT:
  1. Needs to be free for car parkers.
  2. Needs to be "frequent and often". Anything less frequent than 6 times per hour (i.e. every 10 minutes) is far too few.
  3. Users need to be able to hop on and hop off at will to facilitate their getting around the CBD without having to shift their cars.
  4. Absolutely MUST be disabled and wheelchair friendly. This is the fundamental problem which has faced previous attempts to introduce a "city circle" type free bus service.
- Not very practical especially for those who works in the city. There are no longer free full day parking for those who work in the centre of city. Seems like it only involves money....
- Good idea. How about making public transport irresistible not a hassle. Look at other countries or cities, they can do it. Some people don't have a car, they is no need. The public transport is that good.
- Most likely charge us for original park and then charge for the ride and a poor service so no I don't support it. If however it was free and you provided free parking for all residents then yes
- Good idea, provided it runs regularly
- I don't know what this is.
- A waste of time.
- There also needs to be more carparks built close to the CBD, multi-storey or otherwise. Both Geelong and Bendigo have excellent parking facilities but Ballarat is lacking in these and falling behind these progressive cities. The Peel St carpark near Coles and Woolworths could be transformed into a multi-storey carpark with specialty shops at the ground level. This would improve the Bridge Mall shopping precinct.
- Everyone arrives at different times so would have to be a very frequent service. How cost effective is that? Will our taxes be going up to cover that cost? Or will parking fees be enough?
- I don't even think this would help
- Hard for hospitality workers who do split shifts. Often no ride service still operating when they finish.
- Honestly, who would use it? Buses are vastly underutilised in Ballarat. Unless it's a school bus, there are very few passengers on any bus I've seen driving around town.
- I wouldnt use it as I work put of town but I thibk there are plenty of people who would if it was safe and cheap.



- P&R works well overseas. Ideally, the carpark should be located adjacent to existing public transport routes. The showgrounds and Vic Park are two options. There is also what I consider to be an under utilised area south of White Flat that could be used for parking.
- An established P&R system would also work well with the "no-so-futuristic" driverless cars.
- Depends on who runs them, they would need to be clean, well policed and run at regular intervals or they will not be used
- Yes & it should be free
- Additional carparking is what is needed in the CBD.
- This depends on how often the ride service runs - I wouldn't want to wait to ride or I would not park in the area
- More revenue raising
- Good if it's regular enough
- Good idea if it meets the need of workers.
- Not much to say on this matter.
- I don't see it being popular. One of the things that makes Ballarat great is the ability to go right to where you want to be by car. We aren't Melbourne and especially families will probably find it easier to stick to shopping centres
- I have seen it work very well in other cities, for example Oxford in England. Notice that car parks near the stations are very full and users would find it difficult to park legally
- Nobody will use it
- Public Transport should be addressed first
- Only useful if park & ride service is completely reliable, and works to a timetable that supports a variety of sectors.
- I don't think this option supports carers/parents who are required to do school drop off/pick up or other carer duties on the way to and from work.
- I agree with any suggestions for the reduction of CBD traffic into the future. Frankly I doubt whether there will be much take up. People are addicted to their cars. Any encouragement towards more exercise can only be a good thing.
- That's fine for people who can physically manage it but what about people like myself with genuine long
- Term injuries that aren't entitled to disability permits

- Not viable at all for Ballarat due to the weather (especially in winter). People will need to fit their bike in their car (majority cannot), and even if you used a tow-carrier, it will get stolen (like everything else)
- GOOD IDEA
- It might work for some, are we that congested yet?
- Sounds good in theory but it does not work in practice as there are timetable issues - you either miss the bus, the timetable means you are at work way too early - theory good but....
- If it works go ahead. Not really sure what the service does.
- I wouldn't use it.
- I like the idea but do not think people will use it.
- Not really sure
- It would be a great idea if regular enough to encourage use.
- It might work
- bullshit we would still have to pay. I am sure of that
- It is a very good idea, however it would be staff working in the area that would unlikely use it, they would prefer the convenience of just going to their car near work than to wait for the bus, especially at night or a very long shift. The thought of your car parking elsewhere screams out opportunities for burglary/theft. You come across a lot that overstays (abuse) the parking restrictions zones in hope to not get caught for abusing the parking limit. Even if they do get caught, the fine is cheaper than paying to park all day in a multi complex or in a paid zone, by simply topping up their meter.
- A necessary long term plan for commuters if adequate parking provision is not available close to the CBD or train stations, and to minimize impact of commuter parking on amenity of surrounding residential properties.
- Won't happen quickly and already can't rely on services being on time and safe
- Have no idea what that is.
- Won't use
- Good idea if well implemented.
- Great idea - Victoria Park is underutilised and only 2.5k from CBD - 1.5k from the hospital. I think you need to work more closely with businesses to encourage employees to use it. I think the cultural mentality of "park at your door" that Ballarat seems to have will mean it will struggle to take off.

- Need more information. Where would people park? This would have to be created. For those working late, is there any safety/security provided? Cost? It's a possible solution, but you need to provide details for support of this.
- Critical for workers who work in the CBD, probably won't be used by any other groups. Will also be useful for train commuters
- Good if it is efficient
- Don't think it would work
- Is this a short-term alternative to an improved bus service? If the ride is frequent enough, it could be an asset for those wanting to spend a decent amount of time in the CBD.
- A good idea but unsure how many would use
- Careful - Don't want CBD workers monopolising a free or cheap all-day car spot.
- It might work
- Not interested.
- ballarat not suitable
- It hasn't been well supported in the past and I cannot see this changing
- From where to where? Ballarat to Melbourne? The city is too small and we need to focus on bringing the city up to date, removing all of the old ideas and building a brand new city. How about having better public transport options all throughout the city? Let's sell Her Maj, the Football stadium and all of the other crap the city owns and plough that back into the city.
- Unsure
- My household would not use it as long as we can still drive ourselves. If I become unable to drive, it would be taxis for my household.
- I don't know what this is but assume it means parking further out and then the City provides a bus?
- Pointless
- Is there going to be security for peoples cars or are we going to go back to broken windows and stolen cars, and what is the cost to use the service
- For businesses to survive, customer rotation is needed. Unlimited parking let cafes employees park unlimited time. This restrict available customer spaces available. Increased parking fee restrict customers further. Free 1H parking with strict time restriction
- All for it if the cost is reasonable.

- This would be useful for all day workers, but probably not for shoppers, who tend to just pop in and out and a park and ride service may not be viable. The 'ride' element has to have a frequent service (i.e. 10 minute intervals) to make it convenient for people.
- Good idea
- Dont use it.
- not sure what that is
- Personally don't think it will work in Ballarat.
- As in at Warrenheip? Does not work for those in CBD or West and I fear the goal of the 59min service will be Scross to Warrenheip. Not good enough
- Sounds good in theory but has already been tried and was a big failure
- Could be a great option for elderly/pregnant women/young families, etc who can't walk a long distance but don't want to pay for parking
- Good idea if done correctly
- Park & Ride is a fantastic concept. It works so well in the UK. This would surely be the best option for Ballarat that is getting busier by the month! Ideal areas for P&R would be Lucas, Sebastopl, Warrenheip, Miners Rest. It's safe, inexpensive parking and transport to major retail areas from the outskirts of Ballarat. To me this is the ideal solution to parking in Ballarat. And - lets start having smaller buses in Ballarat. Again a city like Bath - where I come from - now has 20 or 25 seater buses. More efficient than those huge coaches we see half empty circling the CBD.
- Brilliant. Build Warrenheip stsatio toget cars out of Ballarat. Warrenheip station would also help fed uni students if we had a bus service
- I think that this is a good idea, particularly for the larger employers in the CBD such as BHS and ACU.
- It won't work. You won't find the 'sweet spot' of cost vs convenience. It only works at the airport because there's shuttlebuses every 5-10 minutes. If I had to wait longer than 10 minutes I'd walk or not park there. If you attempt it, it would be imperative to build a big glassed in shelter to protect patrons from the freezing winds (from all sides) and the bus would need to be suitable for people with limited mobility (no stairs!).
- Very much support it! Ballarat needs to do more to discourage the use of cars in the CBD because of pollution and congestion. Country mentality of driving everywhere needs to be replaced with a city mentality of walking, riding, and catching buses.
- Indicated above, but without charge to the user. Also that the current Ballarat Railway Station car parking spaces remain free and that the Council wean itself off budget dependency on income from parking fees.

- It is a good idea in principle but the service would need to be accessible and frequent to make it worth while.
- I have heard nothing about it.
- Rubbish buses are inadequate. It's another cost
- What happened to the Sturt street free city bus? That was fantastic & I brought people into city for work & shopping
- This is an excellent idea. This would assist the hospital staff greatly with their 24 hour shifts, their personal safety and vehicle security. This would alleviate a large part of the current parking issues around residential areas.
- What is huge proposal exactly- apparently it worked @ mars stadium for the afl game- will the barricades & security personnel be available to??
- Is Ballarat's public transport adequate to allow people to park & ride
- 'clumsy'.
- I think to improve and more regular public transport into cbd is a better option
- I don't think many people will use a "park and ride" service.
- Due 'ride' means bike ride or bus ride? Good for people who live out of town park & ride facilities
- should be located at sites north, south, east & west of the city eg- John values site, bottom of Sebastopol, Warrenheip, somewhere on the ring road BWEZ
- for workers in the health precinct this would be good so long as the service was very frequent, But to rely on a bus service that Ballarat doesn't have . it would be more inconvenient.
- There is more than enough parking in the CBD. I've never not been able to find some where to park but there needs to be some free parking. Why would I need to take extra time out of my day to wait around me buses and not be taken to where I would to be on the city.
- support if a free bus circulated around the cbd similar to trams in Melbourne cbd
- I have a car so I don't have to wait for a bus
- This is an excellent idea. There has been a 'Park and Ride' service operating successfully in Geelong for a number of years which could solve the problem I foresee for city workers who will have little other choice than to pay for all day parking. I would like to know where the parking area would be and what sort of cost would be involved for those who use the service?
- Would need to be frequent and reliable
- If it's free & efficient/regular for business times, go for it.

- Good idea, but I would rather see effort put into fixing the bus system and timetable so cbd workers (and shoppers) take the bus. The current routes and time table (and hence usage) is a joke, on any day you see buses driving around empty
- Cannot see it being effective in ballarat
- Only if run efficiently and very regularly so people can get back to their car in a timely manner
- this is a good idea if the ride service is frequent and free
- A great idea if well managed.
- Good idea long overdue
- It is very good most of the world has done this. Why don't Ballarat feel better than the rest of the world population
- It is an excellent idea and the council should be actively working on this concept instead of making the residents living in the areas pay (in stress, time and also financially) for workers to park in zones 2 and 3. This would provide a safe and much more cost effective solution for everyone. it would then allow more shoppers and tourists to park in the central areas (in time restricted zones) and these are the people that bring money into the town.
- Instead, the council is intending to spend our money on electronic surveillance systems to monitor vehicles when it could be spending that money on many other more important issues.
- None
- Owing to limited land available for a parking area the carpark would be remote from CBD, trains etc.
- Would then require bus transfer. What hours would the bus run? Security for persons / vehicles?
- Cost?
- Perhaps use the bus as a free city explorer during day?
- without knowing further details .. it appears a workable idea.
- What about more parking at Wendouree train station ?
- I wouldn't use it
- good for hospital & office workers - does Ballarat council expect a residential growth quickly? What about better bus services to encourage workers to use public transport to the CBD
- Great
- Great, but it's a short term solution only as it simply pushes the problem further out.

- Only if it is sufficiently frequent that it's worth using, Wich is likely to make it cost-prohibitive
- Maybe this is your solution for the major cause of your problem - increasing size of the hospitals and school, which means more employees. They could utilise the 'Park & Ride' from City Oval, and parking could remain the way it is. A tram from Vic Park (free parking) through to the bottom of Sturt St would be a suitable solution to remove congestion & a good tourist attraction which would pump life back into the heart of the city. Having utilised trams in Nice, France & Amsterdam in the last 4 weeks - they were convenient ways to travel.
- traffic not heavy enough to justify a park and ride, I think the parking is fine as it is and feel it is a scheme to make money rather than help local people.
- Park and ride only works with a very regular 5 minute frequency bus service. At present it can be an hour between buses.
- Might work for some
- I would use it only if it was very frequent and included after hours options (as I work long hours, often required to work back late).
- Great idea for peak hours
- The free bus a couple of years ago travelling in a loop from CBD to hospital precinct was a fizzer. I think this idea won't be supported unless there is a bus every few minutes e.g. five minutes apart.
- It would add 1hour to my working day
- Could reduce congestion during busy hours of the day, however services would have to be regular to make it convenient for people to use it, otherwise they will continue to drive (just like the rate of public transport doesn't encourage more use of it in Ballarat)
- I don't know if it's practical or people would really want to use it
- That is a good idea, however how far out are we parking and how much is that costing ? to use the service etc and then there is car parking fee as well. Gee work to pay to get to work. !!
- Won't work. Its a great idea but not practical. Are parents going to drive to a park and ride (P&R) bay, get the kids out of the car, wait for the bus, jump on a P&R bus with kids and pram, do the tasks down the street, wait again for the bus to come and then unload again back at the bay? Are families going the do the same thing everyday when dropping kids off at school and day care or do you expect them to drop the kids off (noting kids aren't allowed in a school yard before 8.30am) , go back to the P&R bay, then go to work? We wont get to work before 9.30! Then school pick up... leave work, catch P&R bus to bay, pick up kids, drop them off at after school car, drive back to P&R bay, wait for bus, catch bus back to work get back just in time to knock off and then do it again. The P&R service is not a one size fits all model and certainly does not consider families or the elderly. The whole additional paid parking strategy is going to effect the families the most. Those who turn up everyday to work in order to provide for our families and now you going to ask them to pay to go to work....

- Could be good option for those who work in the cbd.
- Great, provide ample parking further away to decrease congestion
- I do not support. It is stressful enough already trying to get to work early enough to find a park and then start the long walk to my place of work. This is not a solution and I will not validate such a ridiculous suggestion. "park and ride" adds to our stress levels, creates more work for us, and strips us of our freedom and independence
- DO NOT support.
- Do not support
- if I wanted to catch public transport I would, I commuted for years and hated it. You are restricted to time tables, and when you have school drop off to contend with, getting to work will make you later again.
- If I wanted to catch public transport I would catch a bus to work. It is inconvenient when you have a job that requires you to be flexible and work overtime.
- Great. Anything that helps! It would depend of course on the cost, location, frequency, reliability and drop off points.
- What about people with disabilities
- As a customer I would not use this service, it adds further time delays for someone that has young children, I would go to an alternative shopping centre being Stockland or Delacombe town centre.
- Free service would be great, encourage people back into the town
- Could work but should not be necessary and have you ever tried to load prams and toddlers onto such a service - exhausting - double loading, car then bus then car!
- good to have support to events
- Too hard. For people who already travel a distance to work having to wait for a pick up if it's going in the opposite direction you are going
- People will not use this service as inconvenient to use
- I don't see that Ballarat has anywhere that is suitably set up for park and ride. There are no large scale parking facilities on the outskirts of town or sufficient ride operators that could manage this in a timely manner. Pointless if you have to leave 30 minutes earlier for work. We live in Ballarat for a reason!
- If your talking about push bike riding this is definitely not a solution, where are all the bikes going to be stored and the CBD is mad enough and dangerous enough without bikes!
- Good idea. I would use it on days when I don't need to visit clients or carry a lot of stuff.



- A good idea if you live locally, but i travel 100kms to work and back because i live from out of town and the hours i work wouldn't allow me to use it. It is inconvenient for myself ,because i have to lug equipment to work and home again and need closer access from my car to get my stuff to and from work.
- Park and ride for city workers is a great idea if it is run properly and enough services are provided.
- I don't know what it is
- I do not know what it is but based on the proposal so far I am thinking I probably wouldn't support it.
- TERRIBLE.
- This is running in Geelong, and has created a million cars parked opposite the beach ruining it for people who want to visit the beach. There is never enough room on the buses and you still need to pay to get on this bus.
- It would have to be reliable, regular and not expensive. What times would it run?
- This can work for people who spend a large amount of time in the cbd and who do not have to collect items or drop items off to the car during the day. Because of how I use parking a Park and Ride service would not work for me.
- Think is a great option
- Love this! Park outside and bus in from likes of Vic Park!
- Good idea...keep workers cars out of cbd
- Don't like as if you need to leave work early or head off unexpectedly makes it very difficult. Take things back to he car and continue shopping tricky too.
- I have a disability and can't hop on and off busses
- Na
- Should be more attention to using public transport that is coordinated and frequent and bicycles.
- The provision of large parking areas is inefficient and costly of space and a visual and environmental blight on streetscapes. Continual reliance on private motor vehicles that are used only as a component of trips to work, such they are required to occupy valuable space for no useful purpose is highly wasteful.
- Waste of time. Hardly anyone will use it
- Park and Ride could work if the service was frequent and runs during the hours it's needed. I.e connecting with departing and arriving trains or when shifts are at the hospital. I think for it to be a success people have to fe they're getting some value - especially with many

hospital staff preferring not to pay for parking at the moment. If the parking was secure and the connecting buses free or linked to a myki.

- We are fortunate to live close to the station so we walk there when we can but I know how frustrating finding a park can be for those who live further away especially if you want a park after 9am
- If it is well run, it's a good idea
- This is essential in the future planning of the city. This model has been extremely successful in the uk for years
- This would be a good idea. As a recent visitor to Ballarat I could not find anywhere to park to visit the art gallery area and stay for more than two hours without moving my car. This meant I was not able to stay as long as I wanted at the venue I was visiting or even stay for a meal (and spend money in local businesses). This puts me off wanting to visit Ballarat for leisure activities, coming from another regional town an hour's drive away. It is not the cost but the availability of a chance to park for a day that was not easy to find. A similar visit to Bendigo, the same distance from my home, would not give me this problem. Public transport to Ballarat would take more than two hours so not an attractive option either.
- I think this will help ease congestion in the cbd areas
- I wouldn't use it. Would catch public transport from my house if that was the case
- I wouldn't use it. Catching a bus in Ballarat is not a safe option. I would do my business elsewhere (online, Melbourne).
- this sounds like a good idea,
- ideally it would be great to bring back trams to run around the city
- what a great feature and attraction as well as being convenient
- would bring back some atmosphere to Sturt Street
- It would have to be super frequent and efficient to attract me. A hassle to change vehicles.
- need to see the details, may work but would have to be extremely flexible
- Good idea as something will need to be done to counteract the effect the new zones will have on access to the CBD and its likely driving force to send people to the big shopping centres instead. Also there has to be a move forward on the current impass on a safe cycle route into town.
- I like it.
- Good if it come back with Accessible doors and free still
- Yes

- What are the details of this service?
- Good for younger people but the older generation
- No issues with this
- Why do you need this if you remove the zones & paid parking

### **If you could improve parking in the CBD, what would you do?**

- Free park and ride
- Build additional all day parking options for users willing to pay up to \$7-8 per day (like the current civic hall parking for example).
- I think there needs to be FREE TIME LIMITED parking outside banks and post offices. Zone 2 could be extended a little however, zone 3 needs to be free. By introducing fees, this is NOT increasing parking at all. We need to increase parking, not just make people pay. There is no alternative for most people to get into the city. The phrase I saw somewhere in council's marketing was to ride a bike or walk. How ludicrous. Our winters are atrocious for a start, and secondly, many people like myself live out of town. And as for public transport - what a joke! I think ALL councillors should park and walk at least 1 km to work each day and every day for a month mid winter (and in the dark as well) to see how the rest of us do it or will be doing it if this is passed. I think we need large carparks built out of town and constant "park and ride" services. But I guess Council will probably charge us for that as well won't they? Council needs to keep in mind that we are not Melbourne with a constant tram service that can take people to the train stations are cars. We have virtually nothing to get us around town so they can't charge us to park miles away from our work places.
- There isn't a problem now
- CBD parking plans should be limited to just the CBD. That is where the problem is. The current plans extend Zones 2 and 3 out to ridiculous distances that no one considers to be CBD. This will negatively affect residences (visitors etc) and commuters FAR more than it will benefit anyone trying to actually get a park near the city.
- Where is the modelling showing how the current problems being experienced in Zones 2 and 3 (Primarily a shortage of parking for commuters and residences) will be resolved by introducing hours paid parking? Commuters and residences cannot simply stop using these parks so the shortage will remain, but people will now have to pay. Without any evidence as to how these problems are actually being addressed, one can only assume that this is a way to raise revenue without any benefit to residents.
- 1st 2 hours free in CBD
- Additional multi storey car parks - perhaps on part of Little Bridge St or Curtis St carparks. Under plaza carpark in place of GovHub at Civic Hall site - with GovHub on saleyards site instead.

- Purchase all Lyons nth and make it a car park
- More, affordable parking is needed. Especially for those with lower income and medical problems.
- The hospital car park is often full at peak times.
- Workers should be entitled to to permits to park for free
- Retain time limits in most inner areas to encourage all day parking in outer off street park and ride locations. Just because some people can afford to pay to park all day in the CBD shouldn't mean that they take precedence over others who need access to shorter term parking.
- There needs to be a mixture of time zones throughout. One side of the street could be short term and the other could be for a longer period (to a max of 3 hours). Ballarat people are not going to walk from a park to shop. Look at Lyon Street South, that is now empty of cars since the time was changed to 3 hour parking. Only people born in Ballarat understand the need to park as close to the shop you want to visit
- More buses and free parking for at least an hour to get people to SHOP in CBD
- Build some infrastructure and take care of the staff working at a responsible rate, this will automatically clean the streets for retail to boom. I already avoid some Ballarat businesses around armstrong and Lydiard as it's too hard. Not everyone can afford to part for parking so people are still going to walk for an outer zone, this will frustrate a new audience of residents. Long term plan please.
- Improve the frequency of buses - even if it is just for the peak period to encourage more workers to take the bus. It's nearly impossible for a hospital shift worker to get to work for early shifts. And buses stop after 7pm.
- More all day free parks for workers in the CBD
- Businesses and government agencies that place an inordinate demand on on-street parking need to participate collectively in a solution which relieves this load WITHOUT penalising residents. A dedicated Park and Ride on the outskirts of the city with a 24/7 shuttle bus is the logical and most secure solution in conjunction with affordable parking in the CBD.
- Improve public transport - bring back the trams and implement a park and ride service.
- Put multi story parking at the Civic Hall site with reasonable all day rates for the workers in CBD, this will solve ALL problems including trying to get a park to visit the Library when you just want to return a book
- Bigger parking complex to cater for the growing amount of cars. In the Coles/woolworths parking lot. We aren't in Melbourne and dont earn a Melbourne wage so we shouldn't have to pay over inflated parking fees.
- Build a new parking complex in the coles/woolies parking area.

- Multi level carpark at Coles, safeway, big W, and the train overflow carpark near aldi. Free 1hr parking in the cbd would revitalise the cbd too
- first 2 hrs free
- Free parking half an hour not 10 minutes
- Provide a regular, frequent and 24 hr Park and Ride service.
- Free parking for workers of the CBD!
- Build more multi car parks.
- Improve the ability to pay by modernising the system. \$2 an hour for the first 2. \$6.50 for a full day would be ok. Take away time restrictions. DO NOT charge for zone 2 & 3!!! That proposal shows you to be totally out of touch.
- Make it cheaper and longer in the CBD to attract people back to the shopping precinct. There are too many empty shops in the CBD and too many unused parking spots during the day, because of the cost.
- With all the empty shops shouldn't we be trying to get people into cbd instead of scaring off? Increasing costs not the answer
- Make it more affordable & leave what free parking there is alone!
- Leave it as is. If it is not broke there is no need to fix it. I believe this is only a money grabbing exercise by the council.
- Make the spaces wider
- 'Aware Ballarat is growing and parking needs to be considered although parking in the CBD is currently perfectly fine.
- Would introduce parking app.  
 Would keep prices the same (and not be greedy),  
 Would definitely not disadvantage rate paying residents or worse punish rate paying residents who live in Zones 2-3.  
 Would give rate paying residents in Zones 1-3 a minimum of two (2) FREE parking permits.  
 Would give rent paying residents in Zones 1-3 at least one (1) FREE permit.  
 Would maintain current FREE 2 hr parking options in Zone 1 as they stand today. That is part of being a livable regional city. For example, established CBD parking areas and parking structures such as central supermarket lots and Curtis Street.  
 Would maintain CBD borders for higher parking fees (as they currently stand) and - Would NOT extend high parking fees beyond current shopping area.  
 Would NOT extend parking fees beyond normal business hours, especially not on the weekend.  
 Would establish 2-hr FREE parking in Zones 2 and 3 FOR EVERYONE, EVERY DAY as well as provide free (or against small fee) guest permits for residents.

- Multi story car parking and more car parking (free) multi story buildings that cater for emergency workers / Hospital Staff / and Queen Elizabeth Center should have their own multi story park that will free a lot of street parks up. They had sufficient parking / car park years ago in the Talbot St through to Eyre Street blocks
- Have more free car parks
- Provide multi storey parking at BHS QEH
- Building for staff like they used to have between Talbot and Eyre sts, more multi storey parking for hospital staff only St. John of god definitely have space all employees should have their own free car parks like Centrelink staff have that will definitely solve a lot of parking space issues.
- Do something about the security. I don't shop there as I don't feel safe.
- Build another highrise carpark like central square
- Provide more dedicated parking so people can shop in the CBD for a few hours without too much extra cost. We lose too much trade to areas such as Stockland due to free parking there.
- Establish key parking areas slightly outside built-up areas for multi-storey car parks, and run free or cheap shuttle buses every 15mins into key locations in the city. Environmentally and financially friendly while also leaving the city free for the public and visitors to access local businesses as opposed to business people using central parks all day.
- Increase parking for workers to give customers room to park for free. No customers equals no business and no workers.
- Actually look at the hot spots and how people want to use the parking. Longer parking in the CBD is needed to bring in shoppers to businesses but the option on free parking is also needed if people are willing to walk in. The Zones 2 & 3 are too large and ridiculous.
- Find a solution for city workers. Free bus loop with better parking outside cbd. Keep parking simple and cheap, otherwise people won't shop where they have to pay too much or it's too hard.
- There needs to be more support for the workers in the CBD as the staff in the hospital precinct and residents are the focus of support by the council so far. The workers in the CBD spend a lot of money at the businesses in the CBD and this will be affected if they are paying \$9-18 a day in parking. This will also affect mums with small children in the CBD/ Library area and will make them not use this area of town.
- Suggestions: have elderly and parents with prams parks in the cbd and have these at a lower cost.  
Have zone 2 capped at the parking rate it currently is now (6.50) without this increasing each year. Keep the fees of \$1 per hour but have a cap for workers and commuters that need to park for 8-9 hours. The amount saved may be small but this will likely go back in to the businesses in town which will be an important aspect the council will need to support.

- Create an overpass walkway (that is under cover from the elements) from one of the new parking structures being built at the train station or next to office works for parents of small children and elderly people to easily walk to the civic hall site and thus to easily accessible traffic lights. The roundabout on Creswick Road is not safe to cross and if there was a safer way to get across this intersection then a parking structure would be approved by the public more. Likewise with the train station precinct. The weather in Ballarat also makes the use of the CBD less desirable than parking at Stocklands and having everything accessible for people of all circumstances, with less effect from the outside elements.
- Also, improve the public transport system. Very little support will be for this parking strategy if the only option for people is to walk and ride bikes. Not everyone likes, wants or is able to ride a bike and this makes people feel pressured and angry. Bring back the city circle bus that goes to the park and ride places. With these locations, ensure there is adequate lighting and security otherwise people will not use these locations. With the current campaign for safer neighbourhoods making people feel safe at the parking locations is important.
- Please stop ignoring the workers in the lower CBD (not in the hospital precinct) because we should also be considered as important stakeholders in this process. Those of us that will be affected by this plan are not CEOs, Partners or Directors and so don't have access to our own private car parks. This parking plan could cause a bigger divide between the people with money and those on lower incomes and will affect the next council elections.
- If the purpose of this plan is to make parking easier for everyone then the transparency of the council not looking like they're doing it to offset the rate capping financial effects is important.
- FREE parking around the hospital - it is hard enough to find parking without having to worry about going and moving the car or putting more money in the meter when you are at the hospital.  
FREE parking around Centrelink - people on benefits already struggle with day to day living expenses, making them pay to park at Centrelink is unfair.
- Create more parks, simple. I don't think you need to mess around with the zones or payments, just find places to put more parks. You cannot do ANYTHING with the however until the public transport is improved. You can't take away all day parking unless there is an alternative for workers and there currently is not enough flexibility, logic or regularity within the public transport system in Ballarat.
- Simple.....  
Improve planning. e.g. building Big W was the perfect time for underground or roof top parking.
- Don't build a stupid hotel near the train station -that land is perfect for car parking. Problem solved.
- Have more pram parking available and closer to kids activities such as parent place needs to have parking options to make it more accessible to parents.
- Put in a multi (more than 2 storey) car park in the middle of town.
- When the park at the library was built footings should have been put in so to future proof parking in the town so that it could be extended to eight or nine levels in years to come

- Making parking more expensive and difficult (as in this plan) is no way to attract people to shop and work in the CBD only making other precincts such as Stocklands and DTC more attractive. There aren't enough car parks around Ballarat and making it more expensive doesn't generate more car parks. Ballarat City need to make more free all day car parks to support the people it is trying to attract or risk driving people away. Acquire or buy land if necessary. Encouraging people to use the train or work in the CBD won't work if parking is limited and expensive.
- To improve the standard of parking areas, particularly if you are expecting payment for parking.
- There are areas in central streets such as Ascot street that are so wet and muddy cars can become bogged. That is completely unsatisfactory and if council are expecting people to pay to park in these areas then there should be an expectation that they are well maintained.
- I think it is also of note that nowhere in this survey is there the option to express opinions regarding extending of the zoning (zones 2,3)- this is possibly the most contentious aspect of the proposed changes yet no feedback is being sought? I expect this is because that decision has already been made and council do not actually value community input but create surveys and 'pop ups' to appear that they are relevant and to show they are 'listening'.
- Open up the ovals that are close to town with better lighting so workers can park for free
- Add more disabled bays to certain places such as popular Golden City Hotel corner Dawson and Sturt Sts and Target and Big W. Put in better bays at Coles Eastwood St where the uneven ground makes it hard to control a trolley against gravity. MORE disabled parking at the station - maybe it could be booked by phone?? I must add - the recent change to disabled parking permits has been wonderful for me. My walking is limited - now I dont have to walk long distances between meters and my car or cross over impossible blue stone gutters to put money in a meter. Thankyou City of Ballarat so much
- Build hospitals, government agencies on the outskirts of Ballarat You cannot create more parking in
- the areas under revue than there already is THINK ABOUT THAT
- Inner city first 30 to be free, ( to attract people to CBD)
- We need another multi story car park to take the bulk of the people that work in the CBD - something that is affordable. Better and more regular public transport so people see that as a viable option to get to work rather than driving. The plan that is proposed will not make anyone change their parking habits in the outer zones, it'll just make 4,300 more people have to pay for their parks - they have no where else to go. They're parking there out of necessity. The people that can't afford the new plan where you pay \$4 a day in zone 3 (\$80 a month!), parking on the street, still at least 500 metres from their work place, will instead park further out and start affecting those residents - instead of the current people that have cars parking outside their houses all day. There's the possibility that this plan will backfire, and less people (who come into the CBD for leisure, not necessity) will choose to go elsewhere such as Stockland or the Delacombe Town Centre where the parking is free, and the retail shops will get hit because it's too expensive to park.
- No paid parking around Pleasant St primary School.



- More places for short term parking. Drop offs and pick ups. Need for a better access on a short term basis. 10mins. Bit like the airport. Keep people moving. Sturt street is busy so going around in circles looking for somewhere close can be impossible in the later morning to late afternoon
- Build a proper multi storey car park
- Make a few more parking complexes close to the CBD, that have two hour free parking. I would make parking around the hospital free. It's fair and just! Also the free bus that would go up and down the main street was fun. I also like the idea of 10 minute free.
- If there are limited parking spaces in Zone 1 then this will impact on businesses in the CBD area, if people have trouble finding a park because some people choose to pay a more expensive fee to park all day then they will go elsewhere to purchase their goods and services including out of town. There must be a one or two hour limit in Zone 1 with Zone 2 and 3 accommodating workers.
- Parking is difficult as it is in the CDB... making it more expensive and extending the zones doesn't solve the issue. More parking options or alternatives need to be explored
- Offer more free parking and have a voucher system where if you purchase anything from cbd businesses you get discounted
- need to allocate land to create carparks, possibly multi level
- Make sure that there time limits without renewal
- I certainly wouldn't be making it affordable for workers to park in residential streets. I would be looking for unused areas and opportunities for developments to be made to include underground parking as part of their plans. Council should look for opportunities to improve bus services into the CBD and market that to people as a viable option.
- Half hr parking everywhere in cbd
- Build some high rise parking.
- leave it as it is. I don't see the issue
- May be free allocated areas for workers but this needs to be in the right areas of town more bus services in the growing areas of Ballarat that will take you direct to Sturt street and not having to catch 2 busses eg: from Miners Rest to get to CBD
- More CBD parking spaces or a multilevel carpark outside the CBD with a bus service between it and the CBD. This plan is ludicrous if you think it will work, there are no provisions for more parks just changing the way they are charged for. Moronic really did you consult with VicRoads on this one because it sounds and looks as stupid as some of their suggestions

- ~ Replace the old dodgy metres for a start. I have wasted many coins and time calling to report faulty metres that apparently cant handle Ballarat weather conditions (that's what I was told anyway).  
~ Residents living in Zone 1 should never have to pay to park at home. My daughter had to relocate to the suburbs because she was reused a permit when living in the CBD. I feel the same way about Zone 2 & 3
- Ultimately, the council needs to encourage people to leave their cars at home and take public transport. Make improvements to public transport and you won't need a revised parking plan.
- I would look at eliminating all dirt car parks. The fact that Ballarat, once the richest city in the world, still has dirt off the road and street areas around the education and health precincts is disrespectful to the community. I would start in the health precinct as a priority and I think you would be amazed at how many 'new' car parking spaces would be created. Currently, as there are no designated parking spaces, people park where they please. Residents and visitors alike. And most of the blue stone gutters need to be realigned and or repaired. Ballarat has a lot of very wide streets which are total under used from a parking perspective. You, the council, can take this opportunity to make a huge difference to the feel of the city. There are so many areas that are totally under used for a variety of reasons. One example is the area in front of Toyota. What on earth is going on there? Same for the area where Coles and Wollworths operate.
- The time is no for change and as rate payer I hope you make the most of this opportunity for the better.
- Get rid of the dirt and people will pay - happily.
- Parking within the CBD is suitable as it is, however making other options available such as improving public transport to reduce the number of cars parking in the CBD is more important.
- Make it free parking in out lying areas, zone 2 and 3. Reduce the fee to a \$1an hour in zone 1. Introduce a one off fee for workers for 12 months parking in zone 2 and 3.
- Angle parking, maybe put grates over deep gutters so cars can park on top it will make the roads wider. Do something about the people who cannot see when backing out their driveways, I'm sick of nearly getting wiped out because I can't see, the vehicles are a lot larger now ,angle the parks please.
- Decentralised CBD. Move essential services out to Western Zone.
- Build up in CBD.
- I would have a scheme, like exist in other councils, where developers pay development contributions to contribute to the cost of parking. I feel that the Council is "off-loading the problem" of expanded growth to residents who live near the city. I am also concerned about the logic of offering all day parking in the CBD - as it would seem that this could cause problems for shop owners as parking spots get "clogged up" and people don't see the CBD as somewhere they can park and visit shops. I would not encourage long-term parking in residential streets.
- Look into comparable cities (size and type) and see what they do. To my knowledge, the proposal in front of Council right now is based on Auckland which is an urban area with

significantly more people.

By the way - regarding the next question - I am both a resident and worker. Why cannot I select more than one option?

- Free 2 hour limit zone 1. All day metered parking zone 2 with a cheaper rate zone 3. Encourage people to go to the CBD not shop at shopping centre with free parking
- Increase public transport infrastructure around Ballarat - including outlying suburbs. Reduce large developments in the CBD when they are not needed - e.g. GovHub project - the services in this building are largely not client facing services and there is no real reason for it being in the middle of the CBD, it is creating more problems for an already congested area. Even though the challenges have been discussed by council about the cost impact of a multi-story car park - be future thinking, think about what we will need in 20 years, clearly another multi-story carpark is a necessity. The current proposed smarter parking model is short sighted in my view.
- free on weekends and free for workers and volunteers and students/ pensioners showing a sticker on window
- Build more multi level car parks outside of cbd and offer park and ride. Set up a Sturt street jump on and jump off inner circle shoppers bus that runs continually so people can visit all cbd shops and businesses without having to drive their car. Current buses not reliable. There needs to be a feasible parking plan for Melbourne train/work commuters who cannot afford paying for parking every day.
- There is insufficient parking available currently
- More disabled parking. No parking fees for disabled parking permits
- Build more multi story car parks close to CBD. Actually use car parking revenue to pay for more parking and parking upgrades. Instead of a hotel next to train station that no one wants (there a multiple close to train station already) build a car park with reasonable daily rates to increase commuters to Melbourne living and paying rates in Ballarat
- Maybe 8 hour free central parking credit per annum given to each Ballarat household. A bit like the Refuse Vouchers each year. A good will gesture that would make the new parking plan easier to gain acceptance and make residents feel valued.

I hate the timed parking meters. Paying an hourly fee with unlimited parking hours makes much more sense. And the use of the app is perfect. So I think you're on the right track.

- Make all parks three hours. No permits. Mark gutters with parking guides. Let motorcycles park under the trees out front. Essentially there is no parking problem. This problem is completely manufactured.
- Make more carparks
- Greater in enforcement & more line marking

- Create financial incentives to not park in CBD. Increase numbers of parking spaces using multi-story (underground?) parking stations.
- Make provision for exceptions such as volunteers. 1. Home library service volunteers need to park for at least 1/2 hour to collect resources for their clients. Currently there are a number of free spaces adjacent to the library useful for this, particularly when carting loads of heavy books. 2. Ballarat charity card shop Cnr Eyre & Armstrong street has 2 x 1 hour parking spots outside which cater for elderly or disabled customers. New parking zones may well force daily parkers/ workers to use these spaces all day which would be cheaper for them. Therefore there would be no easy access for our customers. Could these points please be included in your planning?
- Keep the 200 angle parks on mair st and Grenville st as it is a valuable parking resource catering for northern CBD businesses.
- improve the parking options - explore more viable long term parking
- I have made earlier comments in relation to my house at [REDACTED] Lyons Street South with non paying people cramming their cars outside my house - often preventing me from entering/exiting safely. I have spoken to council today to try and re set demarcation boundaries as its in the no pay zone and everyone trying to get in this area. It should only have 1 car in the spot but people squeezing in 2 which makes me getting into my house often impossible over the cross over. Please no parking meter outside my home.. an 1866 home with a parking meter in front would just spoil the aesthetics.
- allow first 20 minutes free so that people have time to do short chores and then move their car and free up the space.
- Provide better public transport and do something about trouble spots such as the eastwood bus bays. I have seen and heard the problem myself. Why did we ever get rid of the trams.
- Implement park and ride to cover CBD workers and hospital staff.
- Keep zone 1 at 2 hour limit and \$2 per hour, make zone 2 & 3 free for first 2 hours and with no time restrictions
- Free parking after 5pm M-F and free all weekend
- Bring in parking app but keep some machines especially around the hospital and Lydiard Street
- Bite the bullet & build multi storey car parking in central Ballarat & near the hospitals / railway station.
- fkbd another solution. Zoned parking is going to make it hard on people on low income to try and find more money to cover this. Think about the average person not everyone is rich.
- Firstly, I don't know what "the CDB" means. Is this the CBD? If yes, my suggestions are: make certain areas parking permit only (so that residents can actually park outside their homes); encourage use of the public car parks (which always have free spaces); implement park and ride to the hospital (which seems to be the source of the main problem with parking in Ballarat); create car free zones in the CBD to encourage pedestrians

- Control Ballarat Railway Station car parks with Myki access. No charge if a train journey is taken.
- Charge at Zone 1 rate if no train journey.
- A lot of CBD workers park early in station parks leaving later train users to park in the street miles away.
- Knock down civic hall. Build a multi story car park. First 2 hours free. Reduction in rates for inner city workers. Treduction for rate payers.
- Park and ride and get CDC on board with a better system.
- Park and Ride seems like a good idea.
- DOWN OUR END (MAIR ST EAST) IT IS NOT A GREAT PROBLEM BUT IT LOOKS LIKE IT IS GOING TO TURN INTO ONE WITH THIS SYSTEM . FIX THE PUBLIC TRANSPORT SYSTEM. OPEN THE CITY OVAL AND WESTERN OVAL TO PARKING AND SOME LAKE PRECINCT AREAS .COVER ,YARROWEE CREEK,DONT SACRAFICE THE AUTO REPAIR AND POWER EQUIPMENT BUSINESSES IN EAST MAIR ST TO GAIN CAR PARK NUMBERS FOR WAY UP THE OTHER END OF MAIR ST. AT HENDERSON MOWERS WE PAY APPROX \$10,000 RATES PLUS \$150 TO DISPLAY STOCK OUT FRONT A YEAR DONT YET HAVE ANY BINS , WE SWEEP OUR OWN GUTTERS BECAUSE THE COUNCIL TRUCK CANT GET IN. NOW WE WILL HAVE TO PAY EXTRA FOR PARKING. AND NONE OF OUR COMPETITORS HAVE THAT COST.(MAYBE YOU COULD HALVE OUR RATES). THIS SYSTEM MAY SUIT SOME AREAS OF THE CBD BUT CERTAINLY NOT OUR MAIR STREET BLOCK.
- mandatory that a minimum of 2 free permits continue as present. we see no reason why our
- amenity should be compromised compared to other ballarat residents
- should be enough for any vehicle registered to the address
- More multi level parking
- should not be necessary
- Allow more areas that can be used as parking, more car parks, and allow more parking for workers working in the CBD
- Multi story parking for workers, all day parkers with close proximity to CBD With free park and ride straight down Sturt St
- There is nothing really wrong with Parkin at the moment. Unless u now include parking where the old tram lines used to be, - think bottom end of Sturt st - people understand that cbd is a busy Place
- Provide all day free parking for workers to walk a few blocks for example Anderson st east was free all day
- make big business like hospitals provide their staff with cheap parking options

- Places like big w should have had underground parking instead of taking away heaps of car parking space .
- People that work in hospitals etc should be able to get a permit for cheaper parking when they work full time 10 hour shifts would work out too expensive each day
- 1. Build parking store in zone  
2. Share bikes in city  
3. affordable CBD parking rate
- Leave it alone, no issue anytime getting parking in CBD, who says there is
- Making parking free in the cbd for 1 hour at a time. Build a multi layer car park for workers and make parking more accessible! If you increase cost and time frames you will kill the CBD!
- see if vacant blocks can be rented from the owners for parking (or places with extra large car parks.
- I do think the smarter parking plan is fair with a free two hours etc, but I do think there should be a discount for people who use one park all day for work. It will be unaffordable under the proposed scheme. Maybe CBD workers who park in a regular street could receive a permit that allows them a discount on the parking for the day in that area near their workplace
- Allow public transport users to park near the station free of charge. That would encourage the use of bus/trains.
- Free, I certainly won't pay. I'll shop online. How does this support local businesses
- Facilitate all the options to ease the pressure on the available spaces
- Park and Ride, Better public transport, Bicycle friendly streets,
- Please improve the infrastructure in streets, they are muddy and dark
- I would provide the options of prepaying a 'permit' of sorts for those who need to park daily in the CBD (workers predominately). The permit would offer a reduced rate in exchange for prepayment quarterly. You could choose to zone the permit area (e.g. I prepay for a permit to park within 500m of an allocated area such as my workplace. Beyond those boundaries, I could pay the hourly rate?)  
Slugging CBD workers an increase from \$6.50 per day to \$16+ per day is unsustainable and doesn't reflect the wages of workers in regional areas. Perhaps there needs to be a dedicated 'workers' car park, again with some sort of pass?
- Negotiate partnership between CoB and State Govt for joint funding of more multi-storey car parking as part of State Govt & Local Govt commitment to decentralisation and sustainable development of regional and rural Victoria.
- build more multi storey car parks
- not sure it needs to be fixed

- BIG employers like the hospitals need to provide more, safe parking for their own staff. It's not always safe for them to be walking blocks in the dark after or before a shift.
- Provide accessible and free access to parking for workers.
- If you take them away from the CBD, business will suffer.
- Underground parking. Educate and promote health benefits of walking. However many older residents are not able walk Faroe cope with getting on and off buses.
- We need to go to the crux of the current issue. I would address the current parking situation with the hospitals (the current charge is obviously the reason staff are choosing to park in residential streets). I would then make parking available free of charge at City Oval, BRACED, Eastern Oval, White Flat second oval, Netball Centre/Llanberris for all day parking for workers. Parking within residential streets in Zones 2 and 3 should be 2 hour or 3 hour. There should be no paid parking in Zones 2 and 3 and the time limits should be monitored by City of Ballarat parking officers. These suggestions will free up residential streets of workers parking, the commercial areas should have turnover of cars and no further commercial building should be approved for development unless they have enough parking available onsite for all of the occupants of the proposed building.
- free after a certain time
- Build a multi level Carpark at Little Bridge street to service the lower end of the CBD ,and look at securing land for another large Multilevel carpark near the Civic Hall area .
- Take away all parking fees. Let people park wherever they want for as long as they want for free
- Underground carparks that do not impact upon the beauty of heritage areas, or impact upon quiet, residential areas.
- The free shuttle bus service between hospital and central area needs a further trial but must be well marketed, regular and reliable. Last time it came and went before we got to know about it. It could be extended to Webster Street roundabout to service both major hospitals.I would use it thus saving one less car in the central area!
- Should not have to pay for parking if you have a hospital appointment, should be a system to get a parking exemption from paying, should not have to pay for parking if you have a immediate family member in hospital, should be a system to get a parking exemption from paying. Should be more disabled car parks. If you are a worker who does park in the CBD should be an option to pay for a yearly pass where a discount is applied for buying a yearly pass. To make sure with any building developments that parking is provided.
- Encourage new buildings (offices, etc...) to require underground parking for their clients and staff, as much as possible.
- Make more free parking spaces, or leave it as is. We don't need less free parking!
- not bring in unnecessary government bureaucracies, ie Gov Hub at the library, Justice dept at Grenville Street; there is no need for these outfits to be in the CBD

- build a carpark that is open 24/7
- More free parking.
- I'd include what has been proposed but identify more areas where all day 'on street' parking can continue without conflict with residents and/or CBD users and still provide some free parking areas. Zones from a parking management and technological perspective could be easier for Council to manage overall and change. However I don't think it will suit business who require parking turnover e.g. Bakery's, ATM's, Newsagency, Chemist when people who are prepared to pay can park all day in front of these business. Need to consider unpaid/time limited options adjacent to Uni's and schools i.e. Student Permit Zones? Also I think accessible parking spaces should be time limited as is the case now or paid parking otherwise they'll be taken up by all day disabled parker's - the majority of these 'on street' bays were not meant for all day parking.
- Paying for parking via an app
- Forces people to use public buses
- Free multi storey car park
- Retain areas of free parking, to assist with the cost of longer visits to the CBD. How are low income people going to afford to pay the parking fees over such a large area of the CBD?
- The cost of parking in Ballarat is one more reason why spending the day shopping at a Melbourne shopping centre is an attractive option.
- The cost of the proposed CBD parking will push more shoppers out to Stockland, which already has a huge parking problem.
- Build some more high rise car parking, like at Central Square.
- Why on earth are you reducing the available car parking at the station? It's overflowing already, with commuter numbers growing every year. The station desperately needs more parking, not less.
- There is no need. By the way, I will not vote for anyone contemplating implementing this. I have not heard ANYONE that agrees with the proposals.
- Give all over 70s free parking with a permit sticker and build a multi story carpark for the workers and then free parking for 2 hours everywhere.
- Build more parking buildings ... council keeps changing roads and removing car parks and it is getting harder and harder to park ... think of the poor shopkeepers ... there are so many empty shops already (what with high rents and rates) and poor parking available.
- More parks and not have to pay to bloody park !!!!
- Would propose a fairer parking plan - maintain Zone 1 and 2 but scrap Zone 3 altogether and not be greedy –



- Less emphasis on enforcement, revenue raising and a much more customer community focussed approach
  - In partnership with peak representative organisations like Bicycle Victoria, VicHealth, Ballarat Community Health Service etc., to encourage more cycling and walking as viable alternatives to the car
  - Q. What is the real problem people driving & parking empty cars or empty near empty (excluding school users) buses (mobile billboards) going around the city?
  - Why are you making this so complicated? I just wanted to comment on your plan to charge parking fee in front of people's houses.
  - I would make parking free in all zones after 5 and on the weekends to encourage people to come into Ballarat and free in Zones 2 and 3 all the of time. Zone 1 residences areas need permitted parking in front of each house. 2 parks per household
  - It seems that planning permits for new businesses aren't insisting on the need for a certain number of car parks to be included. In such cases, future employees in those businesses are taking up parks that would otherwise be available for other people. Many older existing businesses that have been around for over a century haven't had the requirement nor the capacity to provide much parking. But I believe new businesses need to cater for employees more appropriately.
  - Provide closer free all day parking for workers so that they don't have to walk more than 20 minutes in the rain or dark. Having paid parking right up to Macarthur st is just a money making scheme to get money from hospital workers.
  - Make all developers factor in parking as a part of their development
  - It is not appropriate for Urquhart St to be in a paid zone. As a resident of this street I see very minimal traffic and no competition for parking spaces. The area is 99% residential and it is completely inappropriate for council to charge residents and their visitors to park here. I understand the reasoning for Eyre and Dana streets to be within the paid zones, since they are busy streets with more competition for parking, but Urquhart has a completely different level of use and amenity.
  - Make it free
  - Don't make it more expensive!! For God's sake!!
  - What we need is more under cover parking - It's a rainy windy old city.. Give us a break!! Add a few more levels at the library!! Add a few more levels at central square.
- Add levels of under cover parking to BIG W and the Peel St Coles/Woolworths parking lots. Build up or build underground... - Of course increased security would be needed but it would be well worth it.
- build a multi storey and charge a reasonable fee for the day - it shouldn't be comparable to Melbourne parking because ballarat is regional \$8-\$12 would be reasonable for all day parking.

- Build multi storey carparking
- Stop removing the valuable existing CBD parking. Especially in Mair & Curtis Streets. If more people are coming into CBD we need more parks to encourage both residents and visitors.
- I would allow people who work in ballarat to buy a permit so they can park where they need to for a monthly or annual cost. lots of people move around a lot for work, between offices, in and out to see clients, you could get more revenue and less heartaches if you made a permit available to ballarat residents at a cost to park anywhere any time. for example, hospital workers, real estate agents. people working between drummond and pleasant street are going to struggle to have free car parking, but would be willing to buy a permit for say \$20 per month. You would have regular revenue from people who would pay for the convenience. I think its unfair to think someone working around Rippon Street now would have to start to pay \$3 every day to work. and that is using the yellow zone. Workers around Sturt Street who park in Dawson & Lyons Street all in the same boat. that is \$720 per year at \$15 per week tax on workers who are rate payers. I see this as a way too much for a couple who works in ballarat now. But if you allowed businesses to buy permits, and then allow staff to use them, then you are offering a compassionate alternative. If you allow them to pay a monthly parking fee for zone 2, or zone 3 then you may find you do move cars from zone 1 out further and free up parking space in zone 1.
- all parking should be free
- Free parking with a 2 Or 3 hr limit. At present you cannot park in Lydiard St Nth and go to the pictures and have a coffee without exceeding the parking time limit
- There are over 50 parking bays in Eyre street and Ripon streets bounding the Western oval that are hardly occupied. Why not allow health workers to park there (all day parking anyway) plus a 50-100 metre walk would be good for their health.
- Create more free commuter parking to cater for future growth instead of penalizing commuters.
- Provide ed Park and ride on the eastern and Western sides of Ballarat
- Abandon development at the railway station and turn the land over to an efficient local and regional bus service in the heritage good shed and allow car parking on the rest of the land. Getting rid of off-street commuter parking is probably the most incredibly stupid thing this council and government have done. The current multi-storey car park will house fewer cars than are able to park there at the moment.
- I would suggest that Zone 1 is confined to the defined CBD boundary in the City's strategy and this zone has 1 hour free parking Monday - Saturday during business hours. This would encourage people to come into the CBD and it may ensure a good turnover of car spaces. This would help those businesses in the CBD. This would be a proactive and positive measure worth trialling to help the CBD.
- I would also suggest that either another zone is introduced or zone 2 is expanded to make up the zone 1 area. There should be a user pays system but the boundaries do need to be flexible and drilled down to particular streets. A multi-deck carpark in the lower part of the CBD would be of future benefit as the city is only going to get bigger.

- Free parking Sat & Sun like other major towns
- A mix of timed and free parking in residential blocks surround the CBD and hospital precincts. This would provide some parking spaces for workers, but leave portions of the blocks for residents and visitors. I believe this "mixed-use" would help spread the load between more streets and better balance the needs of all.
- Give the elderly a better deal. Longer parking. Are trams an option. Good for tourism also.
- Keep time limits without fees.
- ██████████ said keep time restriction in cbd
- find a location and build a multi-level car park or introduce underground parking. the city is growing and parking is going to continue to be a problem. charging people more for parking in existing parking spots isn't going to stop the people who need to park there from parking, but will just add unnecessary cost to do so... in 5 years time this issue will be back again... instead of looking and a short-term money-making fix, the council needs to start looking at solutions for the next 10-15 yrs. I have also heard that there will be parking taken away from mair st to make it 'look prettier', where will these parks be replaced? by charging people to park you are not solving the problem because at the end of the day Ballarat needs MORE PARKING so instead of just charging people for existing parking, how about you make more parks?
- Limit exemptions- zone 1. Ensure very good enforcement-all zones. Encourage workers(and others) to use the buses. Work with bus company to provide a free ride day...on Friday perhaps? Improve bus service???
- Provide park and ride where possible. City circle bus was a great option. Perhaps an expanded version of that would be beneficial.
- Free parking everywhere except for out the front of shops in the CBD.
- I'll think about it. Restrict hours - maybe not. Charge more > maybe!
- Provide long term parking options for CBD workers or improve public transport
- BCC main objective of parking fees is for revenue collection, and spent for purposes selected by BCC not by the people who pay.
- Parking is more significant than revenue collection and is best viewed as a facility to aid business development and service delivery, which will assist in other forms of revenue. Businesses (medical, schools, shops, tourism, Government services etc) have clients who enhance the commercial environment of the city and ensure a hub which will assist Ballarat to thrive.  
BCC has in the past expressed concern about business dying, shops closing and the need to attract people.
- Parking is free at satellite hubs such as Delacombe, Lucas, Sebastapol .

- Parking needs to be considered as a strategic facility which attracts. BCC provides free entertainment to attract people. Why isn't parking seen as an investment for development?
- Have affordable/free parking for full time workers in the CBD who don't live in town.
- Make it least expensive and only have parking costs in the CBD.
- Leave parking limits the way they are at present. one side of street 2 hours and opposite side all day parking.
- council should not approve any developments that do not have sufficient parking included. more free all day car parks should be provided to city workers. workers should not be financially penalised for being in the CBD when they have no choice. The new parking proposal is of benefit to shop keepers and residents - city workers are the big losers. will the mayor pay for parking? these changes will not be accepted!
- I've never had a problem parking in the CBD. There probably needs to be timed parking in the hospital district for turnover. Pay parking is a factor in the decline of CBD retail. Pay parking in residential streets is like using a sledgehammer to crack a walnut. Stop giving parking exemptions in planning applications. I lived in Richmond till 2014 and all parks there were made timed that year.
- Ballarat parking is nowhere near as intense as inner suburban Melb.
- maintain one and two hour maximums.
- Attract commercial carparks
- introduce a commuter service to out of cbd carparks
- Better (more frequent) public transport coupled with park and drive.
- Look at strategically placed secure multi-story car parking with capped parking fees.
- Improve public transport to encourage it's use
- Improve bike paths to make them safer especially for women riding alone.
- Base the number of free permits on the occupants of the household not the vehicles.
- Put line markings on gutter to indicate parking spaces. So many roadsides have 4 cars parked when 5 would fit if their were markings. Let motorbikes park under the elms. Tell residents on major roads like Webster St that they live next to businesses and should accept that workers will park out front of their house. They do not own the roadway. It's a public space.
- Provide additional Park and Ride Service
- Make it free
- Within one block of hospital /business 2 hr paid park and then free parking for 3-4-fullday.

- Keep the same for the immediate CBD and provide more hospital parking
- No paid parking. When i shop on saturday i sometimes have to pay at three or four different meters.
- I feel that i am being punished for supporting cbd businesses
- I actually don't think it's as bad as the City of Ballarat thinks it is. I rarely struggle for a park. I lived in Bendigo for many years and it was a far greater problem there in the CBD.
- Decrease dead space and make hospital provide adequate parking for all, including QEC which is always forgotten.
- Simply, not charge for parking. Implement appropriate time limits on the various parking spaces / zones within the city so that those who need a park can find one within a manageable distance from where they need to be and for an appropriate time.
- Coming to the CBD for shopping is becoming less and less appealing and will only get worse with the new proposal.
- Granted the main attraction to coming into the CBD is of an evening and what has been done to Armstrong and Doveton St's in particular makes it an appealing place to come to however this does not positively impact on the retailers and trade during business hours.
- What you are proposing
- Make more free parking available
- Build another carpark
- Sack the Ballarat City Council and bring in a new one
- Partnership with other companies like Wilsons parking to build Multi-storey car parking stations close to the CBD with a charge for parking. Ensure New Building Complex / Constructions provide adequate parking for their staff as a minimum within the complex by way of underground parking or roof top parking. The council needs to understand that Ballarat is not a Melbourne or Sydney, there is not the congestion that these citys have. The proposal to charge for parking especially out to zone 3 is nothing but a money grab by council and is seen by a lot of resident / workers / business as just that. If the council continues down this path you will force people to reconsider why they came to ballarat. Like myself should these changes come into effect especially zone 3, I will be contemplating looking for employment and moving back to the South East Area of Melbourne. Were I know from experience what council charges for, which does not include street parking outside business. This is disappointing as I truly love Ballarat but when the cost to live her becomes equivalent to living in Melbourne I may as well live in Melbourne, where I have a greater choice of shops with a greater choice in the range of products. Unlike Ballarat the choice is very limited and does not encourage confidence that by installing these charges that it will increase patronage to business it will be the opposite where it will drive people to other districts for shopping.
- Which Interested part should provide multiple options:

- In my case - Resident - Shopper - worker - not just one
- Build more multi-story car parks with extended stay.
- Provide a Park and Ride
- Have scattered time restrictions throughout the streets close to the CBD
- Retain and build all day parking options.
- build more multi story car parks
- first hour free so customers can shop without getting a fine after 5 mins
- Peak time variable rates during the day encourage people to come in on a Monday and not a Friday say or whenever quiet. The shops are open anyway. Scrap the zone 3 idea bring in the other zones. Build a multi storey carpark in Eastwood Shopping carpark. Monitor peoples parking habits and give them free parking to encourage them to come back to Ballarat if they have not used the parking for over a month. If you are going to have smart parking use it to your advantage. Many people do not have enough money to get through the week if they are pensioners and unemployed, zone 3 is a joke it should not be implemented.
- provide another multi-level car park.
- More less expensive parking for people that work in and around the mall
- Insist that the Gov Hub supplies parking for their 1000 workers off the street when it is being built then a lot of the problem would be solved. What is going to happen to the Glass House? Perhaps the Gov hub could be built there with parking underneath. Just hope you will not be the council remembered for killing the CBD altogether.
- Provide more parking for University staff/students, and hospital staff (which is supposed to grow in the next few years). More monitoring. We have people park all day in the 2 hour parking spots out the front of our shop. The parking inspectors rarely come down this far. Our customers are always complaining THERE IS NEVER ANY PARKING HERE!!!
- Build multi-storey parks at hospitals and schools to take pressure off street parking.
- build a multi story car park
- LEAVE IT AS IT IS NOW!!!!
- Taking into account the mushrooming of our city I think council and advisors should be looking at public transport infrastructure. The problem is not going to be resolved by the smarter parking plan, residents in the CBD are going to be very disadvantaged taking into account our high rates, we will be questioning what are we paying for!!

- Extend the paid parking in the CBD to include Sturt St to Pleasant St. More parking officers to enforce existing parking arrangements for greater turnover of parking spaces. Ensure hospitals provide sufficient parking for future developments so that outer residents are not impacted.
- Reduce the increasing number of businesses being allowed to now set up in residential streets - St John of God have 2 ground level car parks that could be built into multi-storey - and therefore the nurses/visitors that park in my street would have somewhere else to park - St John needs to be responsible for this
- I would allow people to park for at leastt 3 hours. Errands and a coffee take that long-lunch takes that long. I would not push the problem out into residential areas. We are entitled to a life and pay a premium to live in the area close to the cbd.
- I don't see any problem with the current situation. We haven't had a pay rise in years. How can I afford to pay more to go to work. I live in Creswick.
- I will make 1/2 free parking in front of or closest streets schools and hospitals. We are paying all types of taxes on time and we want something beneficial to us.
- More multi level parking for workers, more free parks for shoppers
- More all day free parking for people working in the hospitals!! Working in the operating theatre our shifts start at 8am and finish at 6pm. I already walk three blocks to get to work to avoid paying for parking. Now there will be absolutely no zones close enough to park for free and enjoy a short walk before and after work. The hospital offers car parking for \$5 a day, but this fills up very early.
- Use of areas such as City Oval etc
- Stop trying to increase your revenue through city workers
- we need more parking available for worker who work in the CBD as it isn't safe to walk to your car in the dark in Ballarat
- No easy answer to this. I do believe that if you're going to have people pay to park in previously unmetered zones that lighting and conditions at edge of road should be improved. I believe that recent changes to time limits have just pushed the problem out further and further past edge of CBD. I identify with workers who walk to their cards in the pitch black of winter over uneven and unsafe terrain.
- All day parking in residential areas is a real problem. Not only for the residents but for people wanting to access services for short periods (appointments). We really need to provide for workers away from both the CBD and the residential areas. The rate for Zone 1 seems reasonable however I think extending it to 7pm does not support bringing families to the CBD for entertainment and restaurants.
- Free permits to university students or those identified as low income?
- More signage

- Allow more extended parking around ACU for the students and staff or be able to provide them with permits. We have such limited parking and it is just so unreasonable to propose making us have to pay hourly when majority of uni students barely can afford rent.
- Don't put prices on parking around Universities!!! We pay more money than anyone in fees elsewhere to get our degrees and improve the workforce, plus a lot of us struggle with fees and money enough as it is.
- Create more parking areas for cars, I wouldn't be charging people for parking especially around ACU for students
- I think it is fine how it is. Between parking complexes and on street parking there is plenty of spots
- Have it free
- I am a student, public transport should be improved greatly to give the option for students, nurses and other workers don't have to pay for parking, increase bus services to every 10-15 min, more going past the Universities and CBD. And increase train services to Ballarat in the mornings, there is a big gap between the 6:30am train and approx 9am train coming into Ballarat from Melbourne.  
And frankly it is insulting that you cant pick student as an interest group, don't forget about us, we are the future of job occupations and deserve to be thought of
- Nothing, plenty of parking already, however, more disability parking. Ballarat's population growth means we won't get to park in front of shopping preceident, like Melbourne, people will simply have to park further away & walk.
- Think about students,
- Make it free
- Make it less
- More parks, more hours but making sure people are getting called up on staying in park overtime as many people abuse this
- Free parking
- Lobby for better public transport to encourage alternatives.
- Make it more accessible to everyone.
- More of it and FREE
- Remove meters and make it free.
- Make bike racks to encourage riding to the CBD,
- Trams or free circulating buses
- Make more free parking



- Utilise already existing infrastructure.
- City Oval, Western Oval, White Flat, Eastern Oval.
- Stop allowing big business to avoid parking responsibility. Crow Howarth have filled Windermere Street with a hundred vehicles and have not provided one car space. It is not rocket science.
- Allow extended parking around ACU
- I have never had a problem parking in the inner city, if I'm prepared to walk a block or so. I'm sure the problem is that the workers are struggling to park, I think a park and ride program for 9-5 workers would be an option, however it's not going to work for those with odd hours.
- Make it free
- Stop allowing parking dispensation for new development. Stockland have invested in their parking with shade and more spaces so that people shop there. Investment is what is needed, not restrictions.
- The car park in Armstrong street should be built properly, with the foundations corrected so it can support more storeys. The parking should be at the train station instead of a huge accommodation place, which we do not need as we are only at 30% capacity bookings mostly. The buildings that we are erecting should be in sympathy with the heritage of the city like the one across from the hospital and not modern boxes, after all, that is why people come to Ballarat and it is disappearing very quickly.
- Up to 3 hour time limit for paid parking to allow people to have time for medical appointments, shopping, cinema, etc. This would keep people coming to CBD to maintain vibrancy  
park and ride  
any new buildings must provide parking for employees (either under building carpark or park/ride provision)  
improve public transport
- Build more carparks on top of any new developments, stockland is a classic example of poor planning by council a car park should have been on top of the new Woolies like the one in Eastwood St.
- Increase access to public transport.
- Unfortunately there seems to have been NO consideration whatsoever for train commuters in this plan. Speaking with a team member at the pop up shop, they were surprised to hear that the current station car parking is so inadequate (Typically full by about 6:30am during the week), and that many commuters rely on the all day parking around the station. This plan does nothing to help such commuter problems (Which will only get worse when the number of station spaces reduces in the future) and will simply add \$6 per day of additional cost to these workers (on top of the train ticket).  
The only solution seemingly being considered is the new station, which is years away at best. Public transport remains a pipe dream at the times of day train commuters require it (ie

5:30am - 7am) and there are simply no other options available for commuters.

- PLEASE address the issues that train commuters face as this plan is a massive step backwards for them in its current form
- Allow workers to have free parking permits or weekly concessions
- Offer more multi-level car parking spaces for shoppers and leave the street parking for employees
- open up the city oval parking so employees of both hospitals can park, its not getting used in daytime
- This plan is a stupid scam to give money to council workers who act like their legs are painted on holding lollipop signs
- Not sure, there isn't much you can do, fact is things are progressing and that means car parking is getting harder
- The only issue I see in ballarat is in the hospital precincts and the only way to solve this is to build bigger parking areas for st john staff
- Make more parking for workers of the hospital, that do not have to be paid.
- Create a massive car park out of the CBD and have busses constantly running (every 10 minutes) into the CBD
- Open up all of Frank and Loch Ave for free all day parking again. Build a multistory or underground car park for hospital workers on site. Don't make employees walk in the dark to get to their cars.
- Free 2 hours around shops. More all day parking within reasonable walking distance for staff
- More bus service I have just visited Rockhampton in Queensland large parking with NO charges at ALL
- Provide free parking on council lands near CBD. The major problem is workers parking centrally.
- Hospital should provide parking for staff.
- I absolutely reject having parking meters in heritage streets.
- Extend the parking services up to and around the skatepark on Eureka Street. We already have parking issues during hours like netball of cars blocking our driveway and allowing us to not park at our house. I have had to park around the corner a couple of times. Also cars being constantly left in carparks over night. This could solve that.
- More ALL DAY FREE parking around hospital
- Open up council owned land for parking; City Oval, Western Oval, White Flat, increase parking at Civic Hall/ library precinct.

- Build car parks
- Making all parking number allocated as the ticket process can be inconvenient, especially if you have babies and small children. Having to leave your car, walk to a pay station and reopen your car is more inconvenient than locking up and paying for the park corresponding to your space.
- It is okay as it is. leave it alone
- Get rid of the parking officers as they are zealots.
- Allow the one ticket to be used at multiple CBD locations (Echuca has this policy).
- Build a multi level car park above or below ground car parks
- Do not punish the sick by extending the parking limits around the hospital
- All parking free and remove time limits.
- Improve public transport frequency, safety and journey times.
- Leave it alone
- Keep it the same as is
- Buy the land recently vacated by Mercedes for additional train station parking and can be used for retail in weekends
- Ensure sufficient free parking for train commuters. Commuting to Melbourne to work is already expensive
- From what I see and experience - there is no problem with the parking if you are just coming down to shop. I can generally get one near the shops I want to visit, and I don't mind paying for them. I do find it curious that the parks out the front of St Pats Church in Sturt St are free though everywhere you have to pay.
- The issue is that you are forcing workers further away from their workplaces and taking away the free all day parks. Without workers, there are no shops. Given the amount of small business and workers on minimum wages - paying between \$20 and \$80 a week to go work may force some workers to look for work in Delacombe, Wendouree and Alfredton where the parking is free. Small business will die, as I certainly won't be having ANY lunches or coffee's (which I don't do often) if I have to pay to go to work. And I am not alone in my thinking.
- Not build a hotel at the train station and increase parking capacity there. You should also upgrade the library car park into a multi level
- Ample easy parking for commuters which does not infringe on parking for shoppers, residents and local workers.
- Make it cheaper to pay - and penalise overstays with fines.

- Nothing wrong with it at the moment.
- CBD needs free parking or cheaper parking to encourage people into the area. For those that work in the area more parking blocks at reasonable prices
- No easy solution, have to find a system that works for the masses and the under privileged not just the council and the residents within the permit areas. Also think about the impact on the local shop owners also. I don't think rushing in and putting in smart meters is fair and just and will make things worse for the ballarat community as a whole not improve the situation. Ask t community not just the vocal, powerful few.
- THE SAFETY ASPECT OF HAVING TO PARK A LONG WAY OUT FROM THE cbd TO ACCESS FREE PARKING IS HUGE- ARRIVING EARLY IN THE MONRING AND OFTEN AFTER DARK THIS WILL PUSH CITY WORKERS OUT FUTHER NEEDING TO WALK DARK STREETS TO RETURN TO THIER CARS. THINK ABOUT THE PEOPLE WHO RUN YOUR CITY. THIS IS BLOODY MINDED , UNSAFE AND JUST GREEDY - BALLARAT COUNCIL BE REASONABLE AND LEAVE THINGS AS THEY ARE
- build a larger car park for people who are shopping, still with the first 2 hours free.
- Make more parks and not charge people.
- Build a multi story car park
- Build bigger carparks
- Free parking EVERYWHERE for at least one hour.
- Set the universal standard, make it easy to comply and people will
- Council will gain more than lose by making clear standards that are understandable.
- There is no real world justification in adding complexity to an already complex zoned parking system to make it bigger and more complex? Apps, zones, different times, residents, permits....too much for no valid reasons
- Please, please, please, be progressive - not regressive. This is an opportunity for council initiative.
- Follow the lead of every other progressive town around the world that doesn't have a real public transport system.
- I was encouraged by Council to move to Ballarat as a commuter as the Council support weekday commuters. All i have witnessed is the sale of crown land to a hotel, and stationary busses taking up carparks.
- Let people come and go and they will. Encourage a standard "hour to shop, services or cafe etc" and it becomes the norm. If you do this then for once the residents, tourists, and businesses will actually appreciate their council's progressive attitude.
- free parking !!!!!

- Make the first 30 mins Free in the CBD Area as a lot of the time you just need to run in and out of a store. The Yellow Zone & Blue needs to be made a lot smaller and make weekends free in those zones.
- Offer more accessible safe public transport. Improve street lighting. Put bitumen along residential streets.
- Smart phone parking is a good option but should not be the only option. My elderly parents and aunts don't have a credit card let alone a smart phone. Parking around BHS has been absolutely ruined. Staff members are running out to move car's - at cost to their work place, staff walking in the rain/hail/wind/dark 10 - 15 minutes to their car at night and after a 13 hour day on their feet- in ICU.
- I really wonder how the council would like to experience this. I can tell you that being rained on, fearing for my own safety, when I am exhausted after caring for someone for 13 hours is not fun.
- Shame shame shame. I will never vote for anyone on the current council again. rather pay the fine!
- Besides removing all council employees involved with this scheme and then to make it equitable for all of Ballarat's residents, this scheme should be implemented across all of Ballarat and its districts. In this the council would show that it does not discriminate against its residents because of their addresses. After all, this scheme is a revenue raiser a payback for the Victoria's rate capping. A parking problem? we don't have a parking problem but a council problem, led by weak councillors
- Need to offer people somewhere to park, but not in residential streets. You let the Webster St crowd petition you to change there parking arrangements to stop workers parking front of flash house why are you doing it to folk near the Mallow, its almost Redan. It's a CBD problem so solve in the CBD by building large underground carparks that cost a fortune but future proof the parking in the CBD and don't compromise the built fabric. Put it on your six project wishlist and jettison the stupid ones that went forward.
- Don't apply a fee to the substantial geographical footprint of Ballarat as planned and punish the residents of Ballarat who happen to work in those areas. It is revenue raising for the CoB who cannot manage effectively the infrastructure they have. Look at the 2, 3 or 4 hr parking zones. Run the buses more effectively for Ballarat and surrounding residents and not for metropolitan timetables.
- Can you build more parking blocks?
- Put FAR more parking at the station, and make sure it is only travellers, not students and workers who park there. Leave the parking in Mair St. Work out how to get more parking for businesses in their back yards or lanes, so workers can park at their work, instead of where shoppers, travellers or people using business services (seeing lawyers, insurance companies, dentists, etc etc) need to park
- Build multi-storey car parks. I know you don't want to use this, but Ballarat is limited in its sprawl space. With more and more people coming into town to visit and live, parking needs

to be addressed and having multi-storey car parks at sites around the CBD would definitely help with improving access to parking in the different CBD areas.

- Provide free and improved public transport in the CBD. Be forward thinking and actually build multi-storey car parks now (they'll cost even more in the future). If Council is not requiring new businesses to provide carparking then Council must provide it in more locations (think Melbourne CBD).
- You need free all day parking for hospital staff. We don't always have time to move cars or manage parking costs. Imagine if you were dying and your health care team said sorry I have to move my car/pay my meter
- Give free parking to teachers and nurses. improve parking options at the periphery.
- I would put a lot more free, all-day parking around the hospital. It is impossible for staff and visitors to get parking. Staff are having to walk long distances in the dark to get to their car after a shift - this is so unsafe. Or staff are having to use up break time to go and shift their car due to time restrictions. There are no where near enough car parks in the hospital car park and it is impossible to get a park in there too. The visitors to the hospital have real difficulties too. A lot of them have very little money and it is so hard for them to get to the hospital and then have to pay for parking. They are already going through a stressful time having a family member in hospital. I also wonder about the ethics of making people who are visiting an unwell family member in hospital pay for parking. It is very sad when family members cannot visit because they can't afford the parking, or, they can only visit for a short time because that is all they can pay for or the park is time restricted for.
- A bigger hospital car park particularly for staff members would reduce the pressure on street parking as it fills up before even 8.30am most days. Additional multi-story car parks around the CBD would also save space and be more convenient. Residents that live in the mentioned zones should not have to deal with visitors paying to park near their home!
- Remove council staff parking lots near Myer and open up that area to everyone too, or maybe as its zone 1, have it paid like all the other areas.
- Agree something needs to be done. I know there has been much criticism of building multi story parking due to cost - but even if this was loaned money, the revenue from paid parking within would be at least enough to cover the interest on the loan - rather than renting a space that requires handing back to the owner at the end so the cost of renting such an area is wasted money anyhow - better to invest in an asset that is owned and pay off over time. Best site the old Mercedes Benz site for a start.  
I want to add the main criticism I have with the overall plan is the removal of time restrictions in zone 1 - or mainly along Sturt St and say 50metres in from each road - people who can afford to will just park out the front all day and pay (I am accountant and no plenty of business owners along Sturt St who will do just this) This will have huge detrimental affect on through traffic and customers ability to park near shops along Sturt St for quick shopping when people may park there all day. People in Ballarat are not going to walk blocks to get to a shop, when some of those shops are all contained up at Stockland Wendouree - will be a massive loss of retail trade in Bridge mall and up Sturt St
- I don't have a problem with parking - if there is a time where parking is not available close to my destination - I park & walk or alternatively drop off my passengers & park & walk. It is Ballarat not Melbourne CBD.

- Stop making it a cash grab by the city council. How about offering hospital workers who could some day be saving your life discounted rates or better yet, leave it free??
- stop taking the side of residents, they choose to live in the CBD, this is too one sided towards them. people are always going to need park in the CBD for work. not everyone can afford it, think of the single parents working in retail in low incomes that can't afford parking. they finish after dark and walk back to a car that is parked blocks away. lets build some infrastructure first and put some safety in place before we put people at risk.
- Don't charge people, especially hospital staff, to park. We come to work, have stressful days dealing with sick people and their families, and now you want us to PAY for the privilege of helping our community. Because healthcare staff are definitely remunerated enough to also cover the cost of paying to go to work. How happy will the City of Ballarat be when the healthcare workers all leave for a city that isn't so expensive to work in?
- Resident parking (strictly managed) in busy areas- Time limits MUST be maintained to prevent the wealthy (read lawyers and accountants etc) in the business district just parking where ever they want and not moving all day so those businesses that require turnover of customers have a chance to actually have customers- the unlimited time frames makes me very anxious about the life of the city at all
- build another carpark at the hospital and also charge less.
- Build more car parks or purchase 'vacant lots' around the town and utilise for car parking, build trams.
- Greater availability of long term carparks close to the CBD for workers and shoppers.
- Complementing extending car parking options with better street lighting and safer areas for commuters to walk early morning / late night
- For me the main issue is safety, as a shift worker I have to leave work late at night and walk alone to my car, by making me walk further to access cheaper parking the council is telling me that my safety is a lesser priority than making money. I do not mind paying a reasonable amount daily to park (I always use the hospital car park for \$5 a day when spaces are available) but am finding it harder to access this option since the current changes were implemented. One council representative told me that they could put in better lighting!!! Is that so an attacker can better see his target (it certainly wouldn't make me feel safer). Realistically the solution to this is to build more car parks...starting with the money that the council was given by the government for this very purpose (informed of this by a VicRoads employee). Finally if this inane plan is to go ahead the council should implement free parking permits for hospital staff that are required to do shift work hence avoiding another possible event like the tragic violation and murder of Eurydice Dixon.
- Build a FREE multi story car park. The train car park is ridiculous
- Ballarat has many wide streets where parking is currently parallel to the kerb. Changing the orientation to angled parking would create more spaces and alleviate pressure on existing parking.

- Continue to restrict hours of parking and provide alternatives 2-3 blocks away from the hospital precinct. with the proposed plan I could park my car in these areas all day as long as I pay.
- Build more carparks.
- There are a large number of 3 hour limit carparks that are not utilised, particularly for hospital patients, visitors and staff...some of these could be changed back to all day with selected parking for residents.
- Ensure adequate parking for commuters around Ballarat Railway Station.
- Make bike infrastructure more safe that will encourage a greater uptake of bike riding that will have a flow-on effect in reducing cars on road and hence more parking available - then you don't have a parking issue :)
- Build a multi-story carpark, no changes to the payments need to be made, very unfair for those who work in the CBD, especially the hospital where parking has been an issue for many years not only for staff but visitors also.
- I would remove parking from parts of Sturt Street and provide dedicated high density parking which encourages Ballarat residents to get out of their cars and walk a little. This would also improve retail as there would be more foot traffic. We need to encourage this community to engage more with one another and spend time in public spaces by creating dedicated zones rather than always enabling parking right outside. People will complain at first but will hopefully see the value in this as they get used to the change.
- Workers have a free 8 hour pass in zone 2 and 3
- Make a multi-storey car park and stop giving new developments the ability to recuse themselves from providing parking
- As I work for BHS home nursing service I am concerned about how this will effect my staff. Will they have to pay to park outside patients homes? Visits are usually under 1 hour but when they see multiple patients in the same area time will quickly add up. What provision will there be for visiting healthcare providers, MOWs etc? Will the organisations pick up this cost? If staff are expected to cover this cost it will make recruitment very difficult. Also patients visiting BHS for weekly review as part of the HITH program. DHHS said parking is to be at hospital expense. If BHS refuse to pay I will need to give patients taxi vouchers. The potential ramifications are large and expensive.
- Provide more bulk parking areas within CBD or create more high rise parking close to major work zones.
- Make it all free or a lot cheaper like the olden days
- Not make residents have to pay any more to park in their street. provide visitor permits. I won't even be able to have a visitor on weekends without paying for parking when my street is deserted. make multi story car parks free. Might encourage more people to use them. make business' accountable for their parking provisions. provide bike parking in multiple locations like Europe does.



- As you receive HUGE rates from the business in the CBD, one would have thought the council would have had a plan to use a % of the rates to go towards another carpark tower. This would show you supporting the battling CBD businesses.
- I hope this doesn't go thru, everyone in our street are against it. We are sick of hospital staff parking all day. This is allowing NO parking for local residents Who have bought expensive houses.. Our families visiting should not have to pay. You have a large Football ground not being used thru the week WHY can't hospital staff park in the grounds( Not far to walk to hospital)
- Resident from East St north. I don't want my visitors paying anything to visit me.
- Nothing, leave it as it is. Rather than spending money on developing half a solution that creates even more problems
- Give hospital workers a 8hr parking permit to be able to park close to hospital and not have to walk and feel unsafe at 6 in the morning or 11 at night
- More bigger designated areas for CBD workers that is all day free parking. Wait until all the developments have occurred in the CBD as this will also restrict parking and make it more congested (VicGov building, Mair Street redevelopment, Railway station development).
- Make parking cheaper or free. Where does the money go????
- Parking in all zones identified needs to be on asphalt with clearly marked parking bays. In zone 1 I would like to see cheaper short stay parking, and then more expensive rate for longer.
- Make zone 1 free in most spots. Especially the hospital area.
- More spaces available
- Greater free parking facilities such as multi story carpark - i.e first 2 hrs free.
- Build a multi storey car park where the proposed hotel is at the Railway station and another one in Mair street on the site where Mercedes Benz was, also close to the Railway station and not far from theatre, restaurants and major shopping areas of the CBD. I would also ensure that our health workers are not penalised and made to walk after dark to their cars, so what ever this takes - maybe council need to build a multi storey staff car park for staff only in addition to what is there.
- Have more practical bike parking and appropriate & safe bike commuting.
- Leave matters alone. Financially penalising Ballarat residents, workers and visitors for wanting/needing to be in Ballarat and its surrounding suburbs is not ideal.
- Demolish the civic hall and build a multi story car park.
- More multi storey or underground parking. These can be paid parking.
- Free CBD shuttle bus to reduce amount of cars in CBD

- If you are looking beyond the CBD to improve parking a lot of work has to be done along all street, as spots get pretty wet on the dirty and grass area and people get stuck in the area and need assistance.
- To improve parking in the CBD would need to consult with Business that have people accessing doctors / shops/ picture theatre etc and no where to park if you have a disability.
- Plenty of spaces to add more car parks, why punish workers & hsp patients?
- Stop taking away free parking. Allocate more areas not less especially near the train station
- Ensure that around hospital and QEC areas there is a good mixture of both paid and free all day parking particularly at the QEC where there is inadequate parking for staff, many of whom work shifts and do not want to be walking too far away from the centre to their car in the dark
- I don't find parking in the CBD problematic now, so would leave well alone
- I believe the proposal put forward by the Council is fundamentally flawed.
- First, by extending paid parking (i.e under various 'zones'), any person who works in the CBD is forced into paying for parking with no realistic alternative. Even in zone C, a worker would be paying \$20 a week for parking. Over a year, this equates to \$1040. For many, this is entirely unrealistic. Whilst \$20 a week may not appear a great deal of money, for some members of our community it could be the difference between putting on the heating in winter, purchasing a child new school shoes, paying for sport or music lessons or having food on the table. No realistic alternative has been provided by the Council. Perhaps a better solution would be to improve Ballarat public transport to negate the need for various workers to be parking in the CBD.  
Secondly, the parking increases are likely to adversely effect small businesses. I have lived in a town (Townsville) where the CBD was empty - there was never any around and most store fronts were closed. Most people went to large shopping centres with endless chain stores rather than into the CBD. The city felt like it had no soul. I have always loved the charm and character of Ballarat. I like that I patronise local businesses - especially the emerging food scene - and support our local community members. However, an increase in parking price makes this ever more difficult for many members of the community. Instead, their business may be driven to shopping centres and chain stores, depleting the character and soul of our beautiful town.  
Third, why does it appear that the only areas which have been exempted from these changes are said large chain stores and shopping centres - i.e. Central Square, Big W and Coles/Woolworths. This appears to be the only area not undergoing any change. This unfairly preferences these stores over the small businesses of Ballarat, who if anything, we should be doing more to support.  
Fourth, currently if a patron does not want to pay for parking, there is an option of parking in a free zone and walking into the CBD. Under this proposal, there would be no such option available. Paid parking is essentially forced onto all members of the community.  
Finally, not only is the whole suggestion that Ballarat parking is in some kind of crisis a fabrication but this is a non-solution. Ballarat is a growing city and parking in the CBD will become problematic as we continue to expand. However, this plan does not propose any new parking availability, only raises revenue for the Council. A far better solution would surely be to improve public transport - with buses, trams and potentially infrastructure for trains as our suburbs continue to expand. Or, to build additional multi-storey parking (either

above or below ground). Areas like the Big W and Coles/Woolworths carpark could be ideal sites for this.

- Free with a time limit.
- I have never had trouble getting a park in the cbd so I can't see why we need to be paying more. The cost of parking is already sending people away. I can't choose where I work. I'm going to be greatly disadvantaged if you start charging for parking in the hospital precinct. \$24 a week minimum worse off under this proposal
- I think that what we currently have is more than sufficient.  
Furthermore I would like to add that perhaps you should consider in your future surveys to add a chance for people to really let you know their opinion. It is all well and good for you to have directed questions, but you have left no space for people to add another issue. Have a 'Any Further Comments' section in the future please.  
Overall I do not agree with this plan, it simply will drive people out of the CBD, make the working day harder and longer for those who work in the CBD and further solidify in the minds of the residents of
- Ballarat that our council is simply out for our money.
- Investigate long-term strategic investment in key locations. Look at the longer term picture and increase the number of parking stations (multi level and paid) in the area. This would give people who need to stay longer the opportunity, but also give casual visitors option to park in a time limited bay.
- The proposed solution is nothing more than a band-aid and it's time to look at the longer term needs of the city, beyond providing revenue. If there was a choice over 'investing' in the empty and under utilised Mars stadium (which ironically does not have sufficient parking) and providing suitable infrastructure to support a growing 'city', then suitable infrastructure investment should be chosen every single time.
- Council keep saying we need to operate like a city, well, after living in Melbourne CBD for five years I can assure you parking stations are necessary. You cannot rely on one type of parking to solve all problems, a multi-faceted and strategic investment is required to address these issues. Additionally, feasibility and impact modelling needs to be undertaken by INDEPENDENT advisors and NOT Council staff. The previous proposal submitted by Council staff was poorly developed, presented the decisions as a done deal and was incredibly ableist.
- In terms of disability access, your PR department stated recently that if people wanted to park for free, it was only a 9 minute walk back into town. That equates to almost a kilometre, which for people with a disability (and who are often on a fixed income) may as well be one hundred kilometres. You may answer that people with disabilities should have a permit, but that doesn't take into account people with a temporary disability, or people who do not qualify for the permit, but still have mobility issues. The plan as proposed, is discriminatory and penalises low-income earners and people who already are often isolated from society. How can a Council in good conscience, endorse this?

- I think it works now with a mix of free and paid parking. Unless it's close to Christmas I can generally get a park where I want and I pay the \$4 and I can do all I want to do in a couple of hours. The only time it's a pain is if I want to go to the movies and have to find somewhere that's a long enough park (more than 2 hrs)
- increase zone 1 prices to prevent lingering in the CBD but not gouge visitors and residents of Ballarat with paid parking in zone 2 and 2
- need more parking. already expensive enough, public transport isn't adequate enough for such a big regional centre.
- Encourage residents to park off street
- Build another multi storey carpark.
- Only increase the fee for zone 1 to keep traffic moving. Get rid of paid parking for zone two and three. Move traffic to the outskirts of town and provide more public transport. Bring trams back to sturt street.
- multi story parking and plenty of it.
- The rest if the parks in street should be free for workers or at least one side of road free parking. Very unsafe early mornings, late nights
- No zones 1,2, 3 - all zones the same  
All zones 2 hours maximum  
Charge hourly commercial rates in key zones (minimum \$2/hr) such as hospital precinct (zones 1,2,3) where purpose built carparks exist to discourage on street parking.  
Current proposed zones 2 & 3 in the hospital precinct are too close for free or cheap all day parking at such a nominal hourly rate and this will only encourage a return to all day staff parking.  
The underlying grievance of residents in the hospital precinct arises from all day staff parking, not hospital visitors.  
Insist hospitals deal with employees grievances re parking and costs rather than fobbing off to council. eg hospitals offer salary packaging for parking or subsidise costs for staff.  
Encourage park and ride services, ride to work services.  
Reduce unattractive "car park" streets by reducing number of car spaces via parallel parking rather than 90 degree angle parking.  
Increase pedestrian safety and driver visibility in the same way.  
Prioritise barricades around street trees in heritage streets.  
Return the streets to the residents. Provide up to 2 x free parking permits on request per household because residents are already paying rates substantially higher than inner city Melbourne where multiple parking permits free of charge are offered. Residents are entitled to live without the daily safety and access issues they face when dealing with the unsustainable impact of on street parking during business hours. They should not be further penalised by having to pay for this "privilege".
- Stop making people pay for it.

- Sack the person that designed this system

The proposed meter should be abandoned. It is use in Geelong and Warrnambool. For people who have problem with sight they are difficult to read and use. It has to be simple. The proposed meter is not simple

- bring back Anderson st as all day park again for workers (instead of 3hr park as it is now), that will clear up at least 20 car spaces a day. Also need to consider the safety of the workers in the CBD.
- Many people start at 6am and would not feel safe walking 2kms alone in the dark at that hour - seriously would you feel safe.
- Get more land to utilize for parking. eg around Queen Elizabeth Centre which is not in Ballarat Central
- Leave it as is
- Build multi story car parking- it will be better starting now instead of in a few years when this problem does not go away-
- you are currently going to push the congestion into the outer suburbs and it will be an ongoing issue.
- Development of multi story parking options with free or low cost parking for city workers. eg train station site or increase size of civic hall car parking
- I lile this plan for zone 1. I just think zone 2 and 3 are ridiculous. This is punishing and robbing those who keep the CBD alive.
- I think a tram would be good.
- Build a number of 5 story car parks, and change to park in them. You are going about it back wards. Look at what Geelong does for parking.
- Provide more parking space for workers near CBD, eg so much space wasted at VIC Park or City Oval and provide a shuttle bus service to and from
- Build another carpark like the one Central Square carpark where the first 2 hours are free - to give patients and visitors an option to park for free and leave the BHS carpark for staff. If visitors start parking in the hospital carpark - there will not be enough parks for staff members.
- Shift all biggest shopping centers and services including hospotal out of town.
- Continue looking at partnerships with unis etc to build multi story carparks for the hospitals. (Which around that area should not be paid). I don't think we should be looking at making money off parking and we should be encouraging getting people into our town and helping keep our small businesses going and look at raising funds elsewhere
- Park and ride..brilliant idea
- Park and ride

- No comments
- Leave it as it is! Hello! It's that simple. We can park somewhere closeish to work from free and not have to stress about it. Just leave it as is.
- Make all parking free but time limited with clear signage and parking inspectors monitoring people's cars.
- Provide shuttle buses from Sebastopol, Black Hill, Wendouree, Lucas and Delacombe areas for local workers.
- Providing free under cover bike storage facilities would help us become a modern, sustainable city even more than we already are. Also, this and clearer bike paths could further help our local population become more active and our roads less congested.
- I like this system. I just think hospital parking needs to retain a 2 hour free zone
- Build car park spaces for the shopping precinct areas.
- these residents choose to have the ability to afford homes in these areas where they can walk to banks, supermarkets, work and restarants and other shopping areas. and should not be given more than one permit.. many of these residents work and would probably not be receiving extra visitors during working hrs
- residents don't own land in front of house, it is common knowledge that the majority of residents who have made complaints about parking are affluent influential people who perhaps are themselves councilors???
- It's ok the way it is
- No need to change anything. This new plan offers no new service and just charges people for existing free assets
- I wouldve personallly looked further into the future with the hospital parking to make that twice the size to actually accommodate for hospital staff, patients and visitors. But otherwise I believe that if more areas were free then the actual congestion would be spread out. Residential areas within all areas of the CBD should be free in order to spread out the longer needed parking congestion. Its all very inconvenient and just revenue raising. Money would be better spent on something else! I understand some areas need a limit so money can be made on fines but the way its set out now congests certain residential areas.
- I don't think that this will improve parking around the hospital or busy areas in theory you can park where you like for as long as you like
- Park & Ride, educate people that the days of park close to where you want have gone
- Multi storey car parking such as at central square, if the council of the long past could manage to foresee the need for it then why can't recent planners ?

- Improve the road edges ie Dana st ,with increased use the dirt/gravel parking areas are starting to fall apart ,signage is poor ,no parking bays are marked and clearly marked no parking area sir private driveways
- Ignore the minority of rich noisy residents in Webster street and surrounds and open it up again to free all day parking.
- HAVE ZONE ONE ONLY ALL ELSE FREE MOST PEOPLE WON'T WALK ANY DISTANCE
- Put in the infrastructure to support growth in the city including parking. The current plan makes parking more expensive doesn't create more car parks. Ballarat city should use some of the rates revenue to create free all day car parks rather than take overseas holidays. It will reflect poorly on Ballarat if there isn't enough parking for the new Gov hub employees, train users or hospital workers. Lack of parking is a huge annoyance for people working in Ballarat that will go elsewhere if it becomes any more difficult
- Maintain 2 hour parking around the hospital and cbd so the hospital staff and shoppers do not clog up our streets leaving no room for residents or our guests. Push the cars further out, I would be interested to know what percentage of hospital staff actually pay the City of Ballarat rates. Their safety is important, build multi storey car parks for them
- I volunteer at the hospital (up to 7 - 8 hours) and because the parking at the hospital is always under stress I park in Urquhart St and walk (a fair way away) NOW under your proposal I'll have \_\_\_\_\_ to \_\_\_\_\_ pay!!!  
I also just received your "Smarter Parking Plan" and the truth is I get annoyed when you sell things supposedly to our advantage (Parking is about to get easier!!) when clearly you are simply finding a way to raise more revenue! I actually support parking fees... but this is a stretch too far...
- Definitely the park and ride
- Create more geographic business districts with the infrastructure to cater for future population growth. We are the 3rd largest city in Victoria. We need to start planning and developing to cater for our future needs.
- Not sure
- Additional high rise public parking options. The council is keen to try to lure big
- businesses/government departments to the Ballarat area, and the CBD in particular but it does not have the forethought to perceive potential risks and options that would reduce the risks. It is doing this at the expense of small businesses and retailers who do not have the capacity to grow on large scales. Many elderly feel unable to catch public transport (buses being the only option available in Ballarat) as it is too difficult to board and alight from buses.
- Marked spaces that actually fit cars used in the country and sealed roads - not dirt and potholed gravel areas - who should have to pay to park in areas where you get bogged?
- Having a multi storey car park (on the edge of town as previously suggested) with a shuttle bus, as suggested previously, would be ideal.

- Nothing. Its fine as it is. I have lived in major cities all over the world and we have nothing to complain about here in Ballarat. Parking a little out of the way and walking into the city is fine or finding a park in CBD is super easy the way it is.
- Firstly I would admit to the residents that this plan is just a money making venture to make up with the shortfall in the council budget. Then I would implement the smart solution over the existing parking meter system to allow meter fees to be topped up by smart phone as well as keep the existing meters. Planning... create more parking area.. ie like the one next to office works but any new development must include extra parking... not less in the proposal. Multi level or underground parking. 2000 new cars coming in government department...where is the funding from the government for their parking? isn't that the job of the council to negotiate.

No thought has been given to those affected in the surrounding areas in this plan. The neighborhood will become car parks as workers are forced out of the current parking zones. The number of irate resides is about to swell.

Older residents don't use smart phones.... How are they going to pay for parking if there is not a pay station where the car is.????

Small business will now have cars parked outside them all day not allowing customers that come and go to shop.... Great idea councilors! ruin our small business.... and replace it with what?

Finally.... as a new resident to Ballarat, this has been the worst Council communication process I have come across. Obviously you are already committed to the solution are going to implement regardless of any feedback you get because all this fake consultation is all after the fact. Not to tell residents of the proposal 3 days before you were going to vote on it is almost criminal... as a council you should be ashamed and all relived of your roles. You no longer represent the residents of Ballarat.

Congratulations on the new council slogan is now

"Ballarat the place not to \$\$\$\$PARK\$\$\$"

- Council need to really consider parking allotments when approving new eateries in the CBD. Venues can not use the same amount of allotted parking spaces in their application as this must be happening. The amount of new eateries in the Armstrong/Lydiard/Sturt St areas have opened up without any new parking areas is astounding. Although its fantastic for Ballarat to have all these great eateries but the council MUST consider parking for all the customers not just the same parking for each venue.
- More parking
- Seal the parking spots so they can be used in all weather without getting bogged or wet feet! Make them bigger so vehicles used in regional areas - 4WD's, utes and the like - will actually fit so people can still get in and out and no cars are damaged in any way!
- Promote ride share and car pool. Safer bike access and parking.
- Multi-story or underground car parks in commercial/transport zones. This should have been



- addressed in the upgrade to the Station precinct instead of reducing the amount of car parks! What an outrage that residents are being forced to pay the price for councils mismanagement...the whole
- 'Smarter Parking Plan' should be scrapped.
- Build another multi level car park. Improve public transport in the CBD. Make the time limits practical to the area and cost appropriate. Not blanket zones.
- Appropriately sized secure multi storey carparks in two or three key locations - e.g. within safe walking distance of the hospital precinct and north & south sides of the CBD. Present street lighting is poor in many of the areas where workers are already having to park.
- Unsure, but don't believe multistory car parks are the answer.
- Prices need to rise, but I think multi story parks in certain cbd locations are a must - like say the old Mercedes Benz site on Mair st, especially with car parks being removed. It's mainly workers who need this type of car park solution - if the charge was similar to current central square park, I believe
- it would be utilised. To borrow to construct such a thing is reasonable consider revenue raised would go to paying off the loan - that's just what any commercial operator would do so not sure why council are so against this form of investment.
- Leave as is.
- WE SIMPLY NEED MORE SPACES AVAIL. I KNOW IT ISN'T EASY TO COME UP WITH SPACES, BUT THERE IS A MASSIVE SHORTAGE AND BALLARAT IS CONTINUING TO GROW. WORKERS ALREADY HAVE A VERY HARD TIME PARKING ANYWHERE NEAR THE CBD AND HAVE TO WALK A LONG WAY IN TERRIBLE WEATHER. NOW THEY WILL ALSO HAVE TO PAY TO PARK. RETAIL WILL SUFFER BECAUSE SOME PEOPLE WON'T WANT TO PAY. ONLINE SHOPPING WILL BE MORE APPEALING. AND THE SMART PARKING OVERLOOKS A HUGE AMOUNT OF PEOPLE SUCH AS VISITORS, ELDERLY, PEOPLE WITHOUT SMART PHONES.
- I really don't understand how making people pay, with the option to stay longer in a car park eases parking stress! Your main pitch has been that the city needs to accommodate a growing number of cars - but I don't see anything about adding new car parks??
- I would love to be able to use the buses - but have found only 1 bus/hr that would get me to childcare and no buses that would get me back to work.
- Build a proper multistory carpark.
- If this parking plan is to proceed I personally will no longer enter the cbd for any reason as I can shop with free parking elsewhere
- You could potentially build car parks further out and offer a park and ride at a reasonable price with free parking at the parking site. Also research what countries like Sweden are doing.
- Not be so focussed on money.

- Not change the hours.
- Keep things the same!!!
- Need to look at building multiple storey facilities to provide for the expected increased workers.
- Don't see how the plan will relieve the issues but will just raise revenue for the council!!!!
- Build a free parking structure that caters for actual numbers of users.
- Build some dedicated high rise car parks.
- Also note the proposal document is unreadable by colour blind people (even red/green) and tough to read small print for everyone.
- Make it free to encourage commerce. it does not consider the needs of those struggling with costs to go to work or general increasing costs of living. It does nothing for disabled who are also stretched economically. It will result in a lot of unused pay for parking places.
- Keep free parking for disabled. Make sure essential service shift workers have cheap and safe areas to park. Nurses should not have to walk the streets at night to return to their cars, nor have their wages significantly decreased due to parking costs. (There is no public transport before 0630 on a Sunday or public holiday, - from Learmonth or many other suburbs where nurses live)
- Reduce size of median strip up the entire length and have angled parking. Nobody uses the footpaths in the middle other than at intersections to cross.
- Not vote for any councillors who support this proposal
- Utilise the ovals nearest the CBD and the hospitals and parking space.
- Significantly improve the bus services around the city, with more regular services with just 15 minutes between services in peak times. This will encourage people to use the buses when accessing the CBD.
- The bus routes need to be revised, allowing for people to access different parts of the city without having to transit through the CBD.
- Move the City council out of the CBD ( Siberia sounds good) & use the land for parking.
- Build a mid-sized, multi level parking garage close to the CBD. There are several unutilized blocks close to the CBD for example that could be used.
- make more parking available, you removed parking in Mair, Armstrong
- Build large all day parking for workers
- Use parking spaces around football ovals which sit vacant about 90% of the year for workers
- Have more parking at the same rate right across the area, with 2hr minimums.

- Stop increases fees build another carpark in opposite area and stop wasting tax payers money on surveys
- Nothing to do with CBD parking but you probably need to think about the patients coming to the hospitals for treatment etc with no free parking immediately outside hospitals you are penalising them
- im not sure parking is the problem, the cbd needs a rejuvenated retail precinct, one where people want to go.
- Make zone 2 and 3 streets into free parking with one side all day and the other side 3 hour restricted parking.
- Probably what council is proposing here!
- Free parking zones 2and 3. One side of all streets 3 hour parking
- ENFORCE RULES MORE!! More parking officers, more often
- Provide more evidence that the current system isn't working for business in the CBD. Bring in zone 2 and 3 simply means for money for councils
- Provide as many park and ride options as possible.
- More area allocated free all day parking
- return all day parking to Webster street area
- If it is CBD workers taking up all the car parks. Look at building a rise parking option maybe in Zone 2. I don't see that there is excessive parking congestion in the CBD, our clients can always get a park on Lydiard St, and there are plenty available parks about when I go out for al walk during the day. I see this as more of a revenue raising opportunity for council and disagree with it.
- Make it all free
- Add multi level parking like Central Square and keep the first 2 hours free (like Central Square)
- Build more car parks and/or improve public transport. Increasing the cost of parking is easy and profitable for council but the cost is too much of a burden for the community when there is barely any public transport available.
- If the council insists on implementing their plan then Zone 3 should be much smaller or its going to take too long for people to get to work. Its a tight schedule dropping children off at school and still getting to work on time.
- \*\*\*\*Stop approving new building development in the CBD that does not have adequate parking!!!!\*\*\*\*

- Stop approving new building development that does not have proper end of journey facilities for cyclists.
- Increase the capacity Central Square car park - build more stories onto it.
- Make Eastwood Street and Big W carpark multi story as well.
- Build multi story on Little Channel St - Sharwood St carpark.
- Build more multi story carparks at the railway station - the one under construction will be at full capacity from day one.
- Understand the fact that Ballarat is a very widely spread City that is only going to get bigger. Cars will be a necessity for families, commuters and the elderly for the foreseeable future.
- Ballarat is getting bigger, invest now otherwise you will be in the same dilemma in 10 years.
- Turn all parallel parks into angle parks, one parallel park can be turned into 3 angle parks!
- Encourage the use of public transport and walking to work by restricting parking in residential areas.
- Dramatically improve public transport
- In commercial areas encourage short term parking
- Better utilise the empty spaces for parking. There are empty lots all over the city full of rubbish that could be used as parking spaces.
- It makes me so mad to see the politicians in this town have personal car parking spaces where they work, and the rest of us will be fighting among ourselves and paying thousands a year to park kilometres away from where we work.
- Build more multi storey carparking. Do not give parking exemptions to new builds, eg Grenville St Department of Justice building should be made to have sufficient car parks.
- Build more free parking, especially three or four story ones
- I don't think it is too bad at the moment, I can always find a park when needed. Seems a bit of an over reaction, apart from areas around the hospitals perhaps. Large/medium businesses need to be encouraged to provide parking for their workers, this would help with spaces being taken on the streets all day.
- Provide additional multi-storey carpark
- Better bus service. No need to drive.
- Parking could be improved by more forward planning of the city.

- We currently have 4 or 5 struggling shopping precincts (Bridge Mall, Central, Stockland etc) that don't have the size and capacity to demand the quality Ballarat so desires. They also lack sufficient parking that caters to Ballarat's fickle weather.
- This also applies to places like the train stations. Ballarat's appeal is it's close proximity to Melbourne, but if you can't park easily at either station and travel without being charge exorbitant amounts, it just won't happen.
- Car sharing schemes using solar energy. Please invest in them asap - less cars on streets, less parking headaches!
- Free parking permits for employees. My parking over 12 months is \$1500. That's not fair when it's not claimable back on tax.
- I strongly disagree with vline commuters having to pay for parking. Fares are expensive enough without adding parking fees. Paid parking would be a disincentive for people to use public transport.
- It also seems to go against plans by government & council to encourage people to live in regional areas.  
I also disagree with paid parking in zones 2 & 3 (especially zone 3 where it is completely unnecessary). Lower cost of living is a huge factor in people choosing to live in regional areas such as Ballarat. Ballarat is not Melbourne or Geelong.
- Have the first 30mins free for the cbd and leave the rest alone.
- Multi-story car parking. Raglan Street North has vacant land. Realistic planning for new Civic Hall employees and their carparking requirements. Oh lets not forget the Ballarat train station car parking which is about to disappear. Why is the council not considering vehicles in planning permits. Some of us live outside of the city limits and do not have access to public transport therefore need to drive a vehicle.
- Introduce technology to make it easier to pay and monitor time remaining ove the existing Zone 1 area
- Build another multistory car park on the civic hall site for CBD workers
- Keep the turn over. Remove the need to pay for parking but have timed parking. I don't shop where I have to pay for parking I look for alternates. I don't need to shop in Ballarat but do when I can. This optionality would be exercised in not shopping with increased parking restrictions.
- More affordable and in the high zone - should be more than 10 mins for free. We're spoiled by lots of 2 hr no meter parking and really disgusted with these changes.
- create more spaces - which i know is not feasible
- Council to secure more land for parking.
- More business to advertise available parking for their own customers (Doctors surgery etc)

- I would consider multiple park and ride locations that are easily accessible for staff and ensure timely access to them throughout the day ensuring cars were not a target of theft and damage.
- I would ensure that all businesses could be parked outside of for at least 20 minutes and this could be paid in the CBD. The 10 minute free parking is a good idea and would stop opportunistic parking attendants fining people when they quickly go in to a building like the SMB childcare centre on Lydiard st to collect/drop off children and come out with a \$68 fine because the pay stations are out of sight from the close parks.
- I would not charge for parking in Zone 2 and definitely not zone 3. Some people just cannot afford \$5 per day in parking. Some of Zone 1 and 2 are actually empty throughout the day because of the parking changes already implemented and they are not close to businesses.
- I would reinstitute the city circle bus up and down Sturt St for free which would allow people to access businesses etc close without having to look for parks. I would look at the CAT system from Perth and Fremantle to see how this operates as it is great and free. It could be put in other areas of Ballarat too.
- Look into the viability of more multi story car parks or underground car parks.
- Ensure people working at night have some special exemption to park close by to their workplace.
- Look at timeliness, safety and availability of public transport
- Look into safe bike lanes and bike parking areas.
- 2 hr parking part CBD only to allow flow for business trade. No paid parking outlying areas (it's funny how the CBD extends to Macarthur street etc when parking is to be introduced). Allow Govt buildings large organisations to move to outlying areas of town with ample parking for customers and staff (Ballarat City Council will not grant planning permits for this to happen but are happy to say the CBD parking is congested). Improve bus/bike routes before you put parking plans in place. Not all workers can afford \$2,000 a year for parking. If we wanted to pay that we would move to a capital City but hey they have decent public transport options and some good bike paths/facilities. When approval like the Gov Hub at Civic Hall goes up the council makes sure that there are enough onsite parks for the people who are going to work out of that location rather than making a larger parking problem. Plan ahead not back track to fix problems. Webster street and Hospital parking 2hr parking did not fix anything it just congested residential streets. Think hard before it becomes an extreme mess and business loses money closes or moves to DTC and Stockland etc to get away (if they can) to avoid customer backlash
- Maybe provide car parks (similar to the Dana St car park) in different locations.
- Continue to make inner CBD parking restricted times (even with the smarter parking) so that cars turn over and customers for businesses can park close by rather than those who wish pay the higher fee blocking up the parking all day. Remove Zone 3 completely as it pushes free car parking completely out of any areas with retail (unless people want to park around the lake?). Also revisit some areas that have been changed to 2/3hrs in the last parking changes which has completely freed up parking in those areas and no one parks there anymore compared to side streets which are jam packed with all day cars, i.e. Webster Street, Lyons Street North

and South (paid all day parking), parts of Dana Street. These areas could be changed to 4/5/6 hrs for those who wish to park further away but can still park and catch a movie, go shopping or work a short shift without having to worry about moving cars half way through.

- As a worker who does not live in Ballarat, it is not feasible to us to walk from home or catch public transport unless we are able to do the park and ride option. Looking at cities such as Melbourne and Auckland (where apparently this idea is based from), those who wish to drive into the CBD and pay parking fees can, however those who do not want to park in the CBD has easy access to frequent, reliable public transport (trams, buses, trains etc). If this parking idea is to go ahead, there needs to be thought on how Council can help those who do not want to or have the means to pay the parking fees each and every day. There also needs to be other options rather than forcing everyone to pay for parking.
- Another point is that I raised about is that having an App is not people friendly for those who do not use or have a smart phone. You are forcing them to walk large distances to pay for their parking. Perhaps local shops and businesses have pay stations in their premises that people can pay from. A lot more research needs to be done before the parking plan is put into action.
- Consider how to better develop public transport and vacant spaces for parking. I realise this all costs money but I am not convinced this proposal is best plan
- It seems to operate alright as it is. Maybe build more multi storey car parks in the CBD for workers.
- This would allow street parking for shoppers you visit the CBD for short periods of time.
- Provide more multilevel car-parking and make it free. Shopping centres and gaming venues all understand the concept of making parking free and convenient for their patrons, thereby encouraging business. Ballarat City Council seems to be oblivious to this.
- Keep the same hours, fees and bring in technology to remove the parking meters. Why try to fix something if it isn't broken?
- Make it cheaper- particularly around the hospital precinct
- Turn the old car yard in Mair street opp the Good Guys into a multi storey carpark to compensate for the parks that will be lost with Mair street upgrade. If the busses connected to the trains better and ran later at night for returning commuters there would be a lot less commuter cars parked around lydiard street and doveton crescent
- Offer free two hour parking within Zone 1 to encourage trade within this area but stop all-day workers taking up parks. Free two hour everywhere...  
Open up vacant spaces to all day parking. There are so many vacant lots within the CBD area that could easily be utilised by a private operator or the Council to provide all day parking. Improve public transport, bike paths, and pedestrian crossings. Roundabouts in Ballarat are a nightmare for pedestrians to cross!

- allow people employed in the CBD a special allowance parking similar to disability pensioners. Build another multiple story car park close to Lydiard street which is always way too busy for the amount of parks available.
- build more above ground parking parking
- Introduce, or re-introduce, better public transports. Bring back the trams.
- The best question during 'consultation'. Someone has done their mediation management training.
- Congratulations! Instead of asking this question in a survey of the public, ask your planning and infrastructure departments what strategies they have implemented with all of the additional funds they are receiving from the housing construction boom in Lucas and Delacombe and Miners Rest? Clearly they haven't been spending building permit money or increased rate funds on developing transport services or infrastructure for those residents wanting to access the cbd! Actually I'd like to know where all of that additional rates money from the vast number of newly constructed housing is going? As for your question below I think I can identify with each of listed 'interest groups' but there isn't an option for that.
- I would encourage the council to consider alternative ways of getting workers into the city apart from driving. There needs to be a concerted effort to improve public transport to hubs such as the hospital precinct, to federation university and acu, as well as better connections of buses for people travelling across the city.
- There also needs to be better cycling infrastructure to allow people to ride safely and easily into the city, thus freeing up parks for other users.
- Take it back to the way it was before changing hours in Webster Street & hospital precinct
- Your plan for zone 1 and 2 is good. Zone 3 should be free and unlimited as it is now.
- The obvious answer would be to allocate more parking spaces, but I am not sure how this would be done, other than building multilevel car parks. It's a difficult situation.
- I don't have access to the information you have. As the city council for Ballarat, If you cant identify issues with transport and planning then what are we paying you for? This is for the future of Ballarat, according to your introductory remarks. A better question is what were you doing 10 or even 5 years ago to address the future needs of Ballarat? We wouldn't be having this debacle if you did your job back then!
- Change it back to free parking in Webster Streets and Hospital and streets close to Ballarat Central. It is unsafe to walk from work in the dark, and it is a money grab for the council of Ballarat, We pay rates but get nothing for it.
- Ensure a reasonable turn over of time, ensure there is enough parking, ensure that people are not disadvantaged (ie staff at hospitals/retail/university or low income earners such as students and pension card holders), ensure that any payment modality is user friendly, ensure you seek feedback from a representative sample of the community (not just a few with vested interests or access to technology - a cross section of the community needs to be sampled with a valid sample size.



- Massive improvement to public transport.
- if you are going to rake in millions of dollars from this system then you have a moral obligation to use ALL of the \$ you make from the new system on improving public transport.
- Keep it the way it is now.
- This change will do no good and it will in fact harm our city.
- People will be more frustrated and angry each and every day. How is that a good thing? Have you considered the increase in Mental Health issues that this plan will impose. There are many hidden costs to this plan that I don't think you have thought about at all. All you can see is the immediate \$ it will bring in and you hope (you have not proof) that it will result in less people parking in the city this will not happen. In our current world people are forced to drive into work.
- Public transport would have to be 100 to 1000 times more effective to make a significant difference.
- PLEASE don't implement this plan it's just way too expensive and will do way too much harm.
- Introduce longer parking for parks near by the Regent for the movies - or making it available for those going to the movies with some type of validation from the Theater
- Have free parking on weekends to encourage visitors to the city, as Geelong has.
- My concern is for people like myself who do in home aged care will have to choose between losing money to parking meters outside patients homes or having to refuse to care for clients within the zoned parking area as parking fees impact our level of pay. It is unfair to impose a new fee either on a low wage earner or an elderly client, both on a very fixed income.
- Certainly not charge people that are just trying to earn a living
- Council should look at how other councils in Victoria
- Are they are managing their cbd parking.
- Shift the councils vehicles from the area, they too should pay the same rate as others or walk to work in the rain.
- decrease many of the restrictions to allow people to park for longer and linger. have lunch, shop, recreate and spend!
- I would also look at a consolidated car parking policy to make the CBD pedestrian friendly and improve car parking facilities throughout the CBD which encourages people to walk.
- Impliment technology and develop large multistory car parks. Make parking at the hospitals cheaper and easier for staff and patients. Free parking for commuters as they already pay lots for travel and are trying to use public transport.
- What's the actual issue? The parking at the moment seems to be fine.

- Keep it as is!!
- Provide more free commuter parking, managed by MYKI card access to prevent others from using facilities.
- Open up parking in areas including Webster Street where there is ample room for off street parking and limit parking in smaller off streets. More multi story car parking, the Civic Hall Site would be a great start. The ideas of Eastern Oval, Whote flat and City Oval are good, however none will stop the congestion in our street, Lyonds Street North.
- The hourly rates are way too high! Dont implement all day.. still continue to have time limits.
- Can you purchase part of an hour or is the minimum \$2 in Zone 1?
- Provide multiple permits for residents. It disadvantages those who stay at home during business hours such as uni students, mothers, unemployed, shift workers, retirees etc. and those opting to walk or ride to work as you are trying to promote.
- What plans do you have in place for residential areas just out of Zone 3? This will now become the new go to for those not wanting to pay.
- Increase the number of car parks around existing businesses in the CBD.
- Build multiple multi-story carparks in the CBD.
- Stop trying to be so similar to Melbourne. Make Sturt st and maybe the immediate FIRST block paid parking, but leave everything else free. It just seems a very obvious way to get more money by placing female CBD workers who don't work 9-5 in danger, and reducing the chances of businesses being able to employ staff at night
- Honestly the 'parking problem' and this 'parking solution' isn't for Ballarat. Ballarat is to far spend out with it's shops and centre's that a CBD plan is going to dry out the CBD business. Well what we business have to offer anyway. Cause this notion works well with Melbourne cause it's CBD has a lot to offer. Yes Ballarat has some good shopping spots. But doesn't have the scale nor variety of shops/places to have this big parking plan. We need the scale and variety of shops, that council think we have first. Or is the council to busy day-dreaming the large variety and scale, that it hasn't been out and explored to see that we really don't need this nor have the city for it.
- Build more high rise parking firstly. Have a combination of resident and all day parking within reasonable walking distance of CBD. Seeing empty streets of park near to hospital all day is frustrating and shows BCC have not got this right.
- If I'm expected to walk for 15 mins in the wet/cold to get to my car, my kids will be collected late from school every day and will not get to sport on time. But maybe that won't be a problem when I pay for parking as I won't have the money to pay for their sport.
- Let us control our own money and keep it in the community rather than handing it to BCC to waste and spend on things we don't want or need.

- Put more accessible parking within the CBD itself, not outside of it, and stop removing old parks all the time
- Either leave it as it is or don't charge so much to park close, you'll be losing workers and customers in the CBD because no one wants to pay to park.
- don't make people pay these ridiculous prices. you'll be losing business all around as no one wants to pay. keep it the way it is.
- Have more free parking or at least leave the existing free parks near the hospital for chemo patients and the like
- I think the idea to use free parking at Eastern oval and a lot of the facilities around town would be good. and even line marking at the station would help. St Pats and the church opposite have parking areas that could be used every day.
- Provide more multi storey car parks.
- I would suggest residential parking along one side of the street and 4 hourly metered parking on the other side. The health precinct and ACU parking zones should be structured to enable a minimum of 4 hourly parks. A significant increase in disabled parking is required close to the hospitals.
- Additional buses are required to support and encourage people to leave their car at home. Low income earners including students cannot afford to pay for metered parking and would be encouraged to catch reliable public transport if the system was enhanced. Make the process easier not harder.
- construct multi level car park, improve public transport and walkability....
- We do not support any all day parking in the Hospital precinct. Workers would happily feed the meters where would patients park to visit doctors/dentists or people in hospital. Parking at school drop-off & pick up times is at a premium & if these spots were taken by workers all day, parent would risk double parking & unsafe practices & this would be an accident waiting to happen, Put the safety of children before workers.
- Not impose massive areas of regulated parking fees!! The boundaries of zone 2 and 3 are excessive. I can only expect this is a money grab from the council and NOT a consideration of the users of this city.
- Build another multiplex paid car park. That's what other cities seem to do, rather than just pushing out paid parking into residential zones.
- I was told that the new office building in Creswick Road & Grenville Street could not have underground car parking because if granite underground so why not make new buildings provide street level parking ie. Eureka Medical Centre & Centerlink. With the proposed Parking extending for some distance I must say i would not want to be a business owner in particular a cafe because if I have to pay say \$4 parking & meet a friend for lunch or coffee I will go elsewhere out of the CBD. Do you want the city to become a ghost town. Too many shops are vacant now

- Reduce fees, \$2 per hour does not encourage people to spend time in the cbd and potentially spend more money, support local business, discover more. Provide permits for hospital staff to allow parking closer and safer to their workplace without added stress of trying to avoid penalties.
- Potentially dangerous people attend the hospital and staff are at risk entering and leaving, walking alone. I avoid areas because of parking meters, therefore businesses suffer.
- Open all existing/new multi storey car parking to casual CBD workers for free. Most people using all day/free parking are low paid retail or hospitality workers, working random 3-5hr shifts, any time between 7am - 1am, these workers need safe, well lit, inner city options. Offer free parking to these workers, based on individuals wages, doing so will free up residential zones. Charging more and extending zones is only going to push parking further out of the CBD as proved with the new zoning of Lyons St between Mair & Dana - this Street is now empty and surrounding residential streets are overwhelmed. Council should stop seeing parking as a revenue raising opportunity and start supporting CBD businesses with appealing parking options for both workers, customers and surrounding residents. With Ballarats new suburban shopping precincts offering free and convenient parking, consumers are already avoiding the CBD and eventually this will close many businesses.
- When our CBD resembles a ghost town and thousands of jobs have been lost, I guess Council wont have parking issues to debate...nor the revenue to operate! Fix the problem, dont tax it!!
- Remove the zone 3 area - there are no issues with parking in my street. There are no workers, shoppers only residents which park here. You should have data from all areas you are proposing to implement paid parking - I find it hard to believe you have any to support paid parking in Zone 3.
- Force new government developments to provide their own parks as part of the development.
- Change of zones. Zone 3 should not be a thing
- Many Residents have no other option than to use street parking. Older homes have no driveway which are not wide enough to permit a car to enter. At least one visitors pass is also a must to be provided to ratepayers in the areas. No extra parks are created by meter parking. 2 hours parking is already limiting all day parking at present & could be extended to other areas in zone 1. Is this a service to the public or another easy revenue scheme?
- Auckland has 1.5 Million people How can we possibly compare?
- Keep 1 small zone of literally Mair Street, across to Dana Street and the streets running parallel across them (lydiard- back up to Pleasant st) and charge \$2 per hour for them. This is mostly the business zone and parking is accessible in these areas or close by for shoppers and business employees. Charging ballarat residents, businesses in quiet areas and already cost affected students to park to go about their daily lives is just plain inconsiderate, greedy and unreasonable.
- MORE PARKING

- I would remove the time limits recently imposed on certain streets e.g. Webster St, and instead allocate stretches of the road with residential permits, and leave other sections as free parking. I also haven't had any issues finding a park when driving to work or into the CBD on evenings/weekends, and I am unclear what issue this parking strategy is trying to address.
- Provide residents with permits and provide workers with all day permits (Mon-Fri) for zone 2 (and 3 if still required). Require all other users to pay minimal fees for short term use of parks in the CBD and zone 2.
- Parking congestion in the city is a matter of supply and demand.
- Additional public transport options would be needed to prevent a reduction in demand from adversely affecting business in the area.
- undertake focus groups to determine the reasons people do not take public transport. Determine if correcting these issues are feasible.
- The supply-side option is to considerably increase supply in locations where the 'cbd workers' will prefer to use these additional spaces, thereby leaving the majority of street parking for visitors and consumers.
- A cost-benefit analysis should be conducted to determine the appropriate response.
- If the council aims to force people to spend as little time in the city as possible, the three zone parking solution will work. I believe that this will have a strong disincentive on the amount of time people are able to reasonably spend in town, and that the means of measuring how much time people are spending in a given zone is implicitly flawed. It will invite outrage, avoidance, and a lot of negative feeling.
- Leave it the way it is. This is a confected problem made up by the wealthy & whingy residents of Webster Street who have a direct line to their councillor's office. If you change the parking system, I will vote against all incumbent councillors who support the changes at the next opportunity, and will encourage my family and friends to do the same. Leave parking the way it is.
- Stop removing so many parks when you "revitalise" areas.
- Consider converting BigW and Little Bridge street to multi-story. At Least one story at each of these areas would double capacity. Further multistory may be worthwhile but only if parking fee is not excessive.
- Provide more off-street parking. This should of done 25 years ago. Very slack.
- Ensure free parking for train commuters. They already have to pay high fees to work and adding another \$10+ per day to a \$30-40 ticket will make it difficult for many. Can't park and ride easily when the train leaves at 6am! Where are the free commuter spaces like the ones currently across from Aldi?
- Get better public transport. Put trams up the centre of the median strip in Sturt St. Add trams to Drummond ST and Creswick Rd and Main Rd for example. I would like to choose two interest groups from below but your survey won't let me do it. A faulty survey.

- Providing a better public bus service in and around Ballarat. Especially for workers, then they use the bus service. If I was to travel to and from work via bus, I would need 2 buses and may take up to 2hrs. compared to 20 mins in the car. the service doesn't coordinate connecting services and in outer Ballarat area the bus service only runs every hour. Pretty pathetic!!!!!!
- One ticket covers all areas.
- Have more all day parking in some of the bigger streets around and including Webster street. to stop clogging up the smaller streets
- Build more parking in the CBD rather than giving land away to developers.
- Give commuters more public transport options therefore lessening the need for car parking spaces.
- Any new developments should contain space for car parking for their business.
- there is a need for a large central car park
- Introduce phone apps, online monitoring, ability to see how many spaces there were in various streets in real time.
- Keep the status quo with regards parking as more parking is built to be able to accommodate a growing CBD workforce.
- Create a proposal which does not discriminate against people, particularly women who are concerned about their safety who are forced to pay more just to feel safe.
- Acknowledge that supply and demand will address the parking problem better than charging for parking, through incentivising users to alter their behaviour (e.g. parking at a different time, carpooling etc), which will only have unintended negative consequences, and destroy the businesses of the area.
- Make it cheaper and easier to access
- If I had the answer to that, I'd have already sent it through!
- I'D COME UP WITH A BETTER BLOODY IDEA THAN THIS!
- The angle parks at coles are much easier to park in than the Big W carpark
- Another multi-level car park.
- Make more and make it cheaper
- Utilise unused land for parking.
- Don't make healthcare workers and university students pay for parking while they are studying and working

- As stated, it is hard because of the climate at Ballarat. When ever I can ride to uni I do so, however in the middle of winter when it is raining everyday, there is no hope but to drive. We are already carpooling to reduce the carbon foot print, so by making us now pay, and not a small amount either. It doesn't make sense, the people who will have to pay the most for parking are the people who have the most contact hours, and in most cases they are the ones less likely to have a job, as they have a higher work load at Uni. Basically you are disadvantaging students trying to receive an education, which is a huge deterrence
- Offer parking permits for Zone 3 as some people need to park there regularly and for long periods and may not have the time to move their car every few hours or go out and top up the meter eg ACU students
- cancel the meter parking
- Make all parking 4 hours free
- Build an additional multi-storey car park.
- Not make poor uni students and health care workers at BHS and St John of God fork out money for parking that is already costly.
- Make designated areas for workers within in the CBD,
- Higher car Parks buildings. Free parking for students
- I strongly disagree with the size of zone 3. It would mean the only free all day parking would be outside of walking distance from the CBD. Public transport is not an option for everyone, and not everyone can afford to pay for parking, which for a full time worker parking in zone 3 would be \$800+/year. I understand that there can't be free all day parking right within the city, but there needs to be a free option within walking distance.
- Cheap
- I would make Parking prices reasonable and allow for longer times in the bays
- Allow for longer term parking near the ACU
- Better bus and/or tram service to reduce parking issues
- If the council is serious about assisting businesses in Ballarat I question why you are endeavouring to put in place something that will deter many. You're attempting to charge as much as Melb. I am surprised that you are so interested in parking yet it appears you've done nothing about traffic management. The increased traffic from South of Ballarat has added 10 mins extra to my trip to and from work. How about before bcc try to source extra funds you come and sit at roundabouts down Latrobe st at peak hour. Maybe then you'll actually do something that is useful for the community rather than the council finding more ways to get funds off the community which is identified as low socioeconomical region?
- more free parking like geelong to encourage people to shop local.

- The parking located in most of the side streets around the hospital and towards the end of Sturt street don't have lined parks. One person ends up parking diagonally in a 90 degree park and as a result takes up 3 extra parks. If you want to make more parking room that would be a good place to start as that is where a lot of wasted room is going.
- Let's not mess up this great town for those locals who are the lifeblood of the town - local residents and the workers - those two groups alone will bring so much money into the CBD, lets not put them off. I acknowledge that tourists are also very important to this town, but lets not set it up so those with more money benefit the most out of this. One of the most important improvements to be made is to improve current zoning so it is practical and better utilized - for example, a big proportion of Webster St parking between Lyons St and Drummond Street is vacant all day because of the zoning is not practical. Let's fix these zonings.
- I reckon there is a big problem coming with all the new workers being attracted to the CBD with new Gov Hub and other offices etc. I think council really needs an overall development strategy (big picture, long term, and not just parking), so we are not trying to fix up problems when they pop up - its like it is being done 'ad-hoc'.
- I hear that Gov Hub doesn't have enough car spaces for all the tenants when full - more pressure on locals/existing workers parking, not to mention traffic.
- The 2 level car park behind the library - build this up and up. I know there may be design problems that might not allow this to occur in its current state, but if we look years ahead (and we need to look far ahead), it's already a car park/existing use, so create a fair dinkum car park there, charge for use, and that way you have a core of available parks close to CBD. This requires foresight and funds, but if we look far enough ahead, it is a real opportunity.
- We need to stop bringing more new jobs etc into the CBD, lets work on filling up the real estate thats already here - develop a strategy that will consolidate the CBD, allow more development just out a bit, but maybe close to railway stations/plan a new station to make it attractive for people/new uses, plan for parking etc. We don't need more cars/traffic in the CBD. We need an overall strategy for the future of Ballarat, not just a new parking scheme.
- I understand you need to do something short term, and I support that, but at the same time lets do the long term planning, that has a life span beyond terms of government - that's what's really needed.  
Thanks for the opportunity.
- More car parking in the CBD and surrounding areas
- Build more parking places. Allow public places to be free parking promoting physical exercise as people will be more likely to walk to work/ study.
- NO CHARGE AN ARM & LEG
- Need multi level parking
- don't make university students pay for parking near their university for which they already pay thousands of dollars



- Buy what land is available to create additional free parking, rather than spending absurd amounts of money on creating gimmicks such as 'app based parking' and trying to persuade the public that reduced parking times at an increased price is in their best interest!
- remove paid parking
- Not what the council is doing that's for sure. FREE parking first hour then 50c an hour after that sounds fair with no limit
- Bring back tram systems
- Build a multi story car park that is affordable for everyone.
- Tough question. I spend quite a lot of time in the CBD and there are empty street parks everywhere during the day time. Seems as though the council has (not necessarily deliberately) managed to convey that parking is difficult in the CBD, when actually the parks turn over quickly
- Provide 4 hour blocks of free parking, the parking inspector issues warnings or notifications to those going beyond the time limit. This would result in an invigorated CBD. Additional multi-storey carparks would be most beneficial, again, free for a limited time.
- Get people to use more reliable public transport more - Bike in or put a bike in your ute to do the last few kms on a bike if out of town. Encourage people to walk as they do in Europe promoting health benefits. Build a couple of multi story car parks in current sites like Coles and Woolies. Be more flexible and agile in setting up zones. For example the recent Full day to 2hr change in Webster st was a FAIL. It left a lot of spots vacant all day and pushed vehicles into side streets. Need more agility to change some of those back as they were not utilized. there was no need for so many 2hr spots. Thinking outside the box is important. Many of the one hour or two hour spots are taken up by all day parkers. Enforcement is slack in some areas.
- Build multi-level parking complexes similar to those in major shopping centres to meet the demand for parking and remove parking spots in the middle of the road as it just leads to congestion and it's a hazard.
- all of the above. and building parking capacity into new developments
- Near areas such as uni and hospitals having free parking. This would allow people to have less stress and less money wasted when they have no other option other than to park in those areas
- Create options for longer parking as many people don't have time to move their cars either due to work or study commitments
- Not this
- Stop expecting Ballarat CBD workers to prop up local businesses while slugging them with more costs of living like paid parking. We're struggling to pay mortgages, etc. Who on earth thinks that's a winning formula for a town?
- More parking

- Nothing! Leave it the way it is
- Longer hours around university
- make it all 4 hrs and pay for any longer than that
- Bike paths.
- Encourage citizens to use motor scooters like in Europe and Asia. You should approach the state government to have free rego for scooters. How many single occupant car trips are made? Do you know? They could be on scooters.
- Change all parallel parks to angle parks.
- Around residential/hospital precinct 3 hr max parking. Make Ballarat base hospital multi car park more usable. Force St Johns hospital to provide more parking. Same for education entities.
- Encourage Ballarat hospital and St John and ACU to establish campuses out of CBD.
- TRAMS.  
TRAMS.  
TRAMS.  
Thanks.



- Use public transport
- Incentivise walking, cycling or public transport and increase the support for these services, reducing the overall demand on parking/
- increase parking considerably
- Don't rip of the rate payers that live in the cbd.
- Make it fairer for residents to park in their own neighborhood. Do not charge them...
- Reduce expenses and create more available/safe parking for nursing staff and university students. It is inexcusable to make staff walk 4+ blocks to get to their cars after a 12 hour shift in pitch black.
- More needs to be done before a serious incident occurs.
- Better all day and free options for cbd workers- people choose to live in Ballarat rather than big cities to avoid cbd parking costs
- First 2 hours all over cbd should be free to encourage more shoppers

- Commuter parking for vline services needs more careful consideration and planning for this parking review should be undertaken in conjunction with the govhub development and the station upgrade as they are all connected
- The strategy doesn't seem to outline what community benefits will arise from charging new parking fees - significant revenues will be raised by council so ratepayers should be able to contribute to discussion on how this is spent
- not enforce payment systems in areas which are currently free to park. in order to support those the work live and seek education in the CBD there needs to be more all day parking or parking which is longer in duration.
- wider spaces, free parking near universities and schools
- Have unlimited parking zones for university students around ACU campus
- no meters. free parking upto three hours in zone one, parking fines if over stay, 5 hour parking in zone 2, parking fines if over stay, and free all day parking in zone 3, with designated residential parking spots in each street for permit holders only.
- No paid parking in zone 3. Why should we pay to park in a ditch along a street - it is not even a proper car park.
- paid parking in the city is okay but surrounding streets should remain with times unpayed parking and should not be extended or shortened
- Increase the parking at the civic hall multi story car park. We have more parking issues around the eating & entertainant eara than anywhere else.

I think we should be able to choose more than one option below.

- More free parking for weekends, more parking in general
- Reconnect the passanger train line between Geelong and Ballarat. It would connect the smaller towns and remove the need for workers to commute.
- Create standard parking times through the CBD. Paid parking Monday to Friday during business hours, free parking on weekends (adhering to the time limit) to encourage people to come into the CBD.
- Don't we want to welcome people into our beautiful city. Don't we want to support our local traders? We need to be offering affordable parking solutions in the CBD to bring the people in. What is wrong with what we already have? I would also like the option of buying a monthly / yearly permit for people working in the CBD to park in laces like the civic hall etc. Because those machines are broken so often it is a real source of frustration for those using them daily.
- More free zones
- None payment for resd

- Give people incentives to utilise free parking and walk. Again, not ideal for everyone. We do need access to more high rise facilities for parking.
- Make it less expensive.
- Make it free all day
- Increase the length of parking especially in zone 2 and 3 without charge, for the health learning precinct, there is not enough parking that suits the time requirements of the students and staff in this area. 2 hour parking is no where near long enough for university students to park their cars as a lot of students have 9-5 days with only one break so moving the car every 2 hours is not a realistic option and in fact may affect the attendance of students and staff willing to work within the Ballarat health community.
- Leave parking around ACU and the hospital as it is.
- Nothing. It is fine the way it is.
- free 2 hour parking
- I dont think it needs improving. I dont have a problem with it now.
- Could you provide incentives for car park providers to build new multi-storey car parks in Ballarat?
- provide more parks for uni students
- provide more parks for hospital AND nursing home staff and not penalise them.
- WE COULD HAVE A BIGGER CAR PARK AT THE HOSPITAL THAT MIGHT HELP AS IT IS MOST OF US HAVE TO WALK QUITE AWAYS AS IT.
- the construction of a very large underground carpark with direct walkway access to the CBD. Keep underground parking fees at a minimum, while on street parking remains expensive.
- This system seems to work very well in a number of European cities... perhaps a study tour to Europe could be organised!
- I support all day parking but lower the cost of Zone 1. I would be concerned that the CBD workers will be financially affected of the proposed \$16 per day fee. Park and Ride is a good idea and improving the bus service by having more direct routes and safer bus stops might encourage people to use the services.
- Re-think the residential permits. On top of the already exorbitant rates, you will now be asking families to pay an extra \$200+ for having more than one car. This is not Melbourne or Sydney, this is Ballarat. Very few families only have one car.
- I have many vacant car parks outside my house now, which workers no longer use because they are too expensive. I'm not begrudging this as I can now get a park out front; however it would seem that only one of us in our household will be able to park outside our house if this plan goes through as we can NOT justify the expense of another permit. As it currently is

we can just juggle visitors staying by moving cars out the front and them parking in off-street parking, but this also will now have to be reconsidered. Whatt a waste of valuable parking spaces!

Furthermore, I would reconsider having Zone 1 until 7pm. That is too long and again it disadvantages residential parkers.

- I would also consider rethinking Zone 1. Outside the immediate CBD, change the parking to reflect the residence status as opposed to businesses and price more fairly.
- more long term parking in streets, bus services from larger parking areas to main workplaces eg SJOG and BHS.
- free 4 hour parking everywhere.
- Encourage more inner city shoppers with a park and ride service.
- Ensure free all day parking is available on the outskirts for CBD workers park and walk or park and ride.
- Ensure public transport is reliable.
- Encourage locals to shop locally by allowing space to park in central areas without being deterred by the idea of a fee or fine.
- The streets directly around hospital - metered but extended to 3 hours to allow those with appointments at hospital to stay in 1 park and not have to leave to top up meters or move car.  
Streets beyond 1 block - shared between free parking/permits/metered parking.  
Alternate these 3 throughout each street with clear signage.  
It is currently very disheartening to park at other end of Drummond St Nth and walk past multiple 3/4 empty streets. Maybe the residents of these streets could learn to compromise and may walk 20 meters to their cars? A shared zone would make it fair for all!!!
- Provide new high story car parks within the CBD to allow for more people to park in the same places.
- better quality parks, with \$1 per hour parking in all areas besides sturt st where it should be \$2. student, resident and staff exempt parking should be introduced so people to not have to pay money to be at work, home or university. there should be a resident, student, or staff sticker that you can put on your car to allow you to park free in the area that you either work, live or study.
- Look at the under utilised parking areas (ie webster st) caused by time limited parking and apply a practical view of this service provision (don't let \$ rule the decision making)
- Public transport coverage - currently causing the need to drive into town
- Free all day parking everywhere.
- Provide free parking all day permits to all residents, businesses, companies, departments, organisations and all employees of these.

- Provide a free parking permit, or permits, for business owners within Zone 1.(Depending on number of employees.Again , these people are the heart of Central B.) They don' t want to be walking back to their transport in the dark.
- I am a student, a Nurse and a resident. My entire life is effected by these new proposes. I cannot afford to pay for parking, meaning I will have to park even further away from work putting me (a female) in harms way when i finish an afternoon shift (10pm) and have to walk further down poorly lit streets. So when I get assaulted don't victim blame and say i should pay for parking because that is completely unreasonable.
- Stop removing car parks for starters. All the ridiculous changes that have been made to streets in recent times has reduced the over all number of parks available, thus increasing congestion.
- offer all day parking and parking for workers.
- Build multi level car park in CBD to cater for employees preferably at the Civic Hall site as this could also cater for train commuters
- Some spaces with longer, and some with shorter time periods
- I would build a multistorey car park on the civic hall site- ran by city council for those wishing to drive daily.
- There would be an increase in public transport (bus/consider trams again!) to the Western zones of Ballarat, especially across work hours, to encourage more people to use this service.
- I think the use of a ticket across a Zone for a time period is a great idea- however, I believe that the current zones are exorbitant and unrealistic given Ballarat's current and predicted growth.
- minimise paid parking to ensure that less parking tickets are given to people who are just trying to get an education and earn a wage.
- Find a location close to the CBD and build another high rise parking like at Central square. The proposed zones are absolutely ludicrous and spells out greedy Council. I don't mind having to pay for fair parking but the zones are not fair. Sturt st from Bakery Hill McDonalds to Pleasant should be metered..that's for sure, I have no problems there, but zones 2 & 3 are just unjustifiable. Another high rise carpark but make it affordable, if it's affordable, you'll get your money back because people will use it. Zone 1 is a little ambitious as well, it doesn't have to extend so far wide, probably as far as Dana/Eyre st and Mair st, but no further.
- Provide more efficient public transport options. Build multilevel car parking. Allow transferable parking if paid and moving parking spots.
- Enable it to be free for the first 2-3 hours.
- the smart phone idea is a good idea. being a city with a large number of university students, i think it would be great if students and pensioners could register as such and receive an adequate discount on their parking.

- Make it easier to leave your car and go about all your errands without parking in multiple places within easy walking distance just because your time is up anyway. So some of the above ideas are good. No time limits, top ups from phone app and any meter included.
- Build more parking lots - make them either free 2 hr parking or \$1/hr parking. Do NOT make hospital staff pay for parking, do NOT make university students pay for parking. Do NOT raise the price of parking. Do NOT extend paid parking outside of the CBD.
- Free parking around hospitals for health care workers.
- I feel the people making these parking fees, work a 9-5 Monday to Friday business day, have an allocated park and pay no/minimal fees. I currently walk 3 blocks from the hospital precinct to my car after a late shift - approximately 2130-2200hrs at night. It's only 3 blocks, but poor lighting and no security make it feel like a lot further away. Paying for parking is not an option for me, as \$1300 per year, can not be spared.
- Make all parking free of charge especially around the hospitals and ACU. Who in the right mindset would propose a charge around these areas?
- Build multi storey parking
- The plan should have been to demolish the civic hall and build a car park in there!
- For a start, Ballarat s awful and dated public transport, which is extremely limited in scope and regularity, needs to be fixed. If public transport for greatly improved, that would be an overall incentive to leave cars at home and travel into the CBD via public transport...therefore reducing the number of cars in the city centre to begin with.
- the need for another multistory car park is needed
- Leave it how it is but improve parking around ACU for students to access.
- More multistoreys at a reasonable daily price, specifically for workers/employees.
- I would consider having areas of free 2 hour parking in the hospital areas for the benefit of patients attending appointments to assist those who are disadvantaged and unwell - mainly on Drummond, Sturt and Mair Streets - this is for the benefits of patients and hard working staff!!!!
- Make it a reasonable price, traders aren't going to cut their throats by parking out the front of their business
- more of it- longer time frames! OR give students/ healthcare workers a permit to be able to park for free closer to these services as hours run late and it is unsafe and unaffordable having to park so far away
- Paid and time limited parking in the immediate CBD and in outer zones a mix of all day free parking and free time limited parking within the same blocks. This gives people choice. Currently where I park I see many time limited free parks empty all day following the last changes made to parking.

- stop providing developers with parking dispensations, bring back the trams, build more multi storey and basement carparks
- Nothing other than to provide more free all day parking for workers within walking distance of the CBD - the Civic hall carpark, railway station and surrounds, etc - so that workers are not forced to park in residential areas to annoy home owners (I note that COB workers have allocated spaces in the multistorey carpark!) . If I am shopping there is always somewhere to park short term, this is not an issue. Supply a few more baby and disability parks for those unable to walk distances.
- Leave some free car parking spaces
- This plan
- Increasing prices not spaces is literally a bandaid fix which will last as long as a black and gold bandaid on wet skin. As a council you are planning to screw over the very people that would be saving your life.
- You plan to "increase parking for residents" can only work if the plan is to make parking so expensive that people will park out side the payment zone which will be good for people in Webster Street but not so good for people on the edge of the payment zone. But we don't care about them so much as the inner city residents.
- Actually it may be bad for people in Webster Street as well because people will be able to park all day long if they simply pay for the privileged. Meaning there will be even less rotation of cars. You could wait all day for a single spot to become vacant. Personally I see this plan as just a nice way to bring in a huge revenue for the council. But how much are you paying for this system? What's the return where are the kick backs going? There is not enough transparency in all this. It smacks of graft.
- Keep the current costs but extend to 2 hour time limits, plus increase all day parking availability for workers
- Pull down the civic hall and build a multi story
- Longer free parking times
- Return Lyons Street South to free all day parking.
- Keeping as much free parking around as possible.
- I understand that you see parking as an issue. However, everyday I walk past EMPTY all day parking spaces (ticket zone) near Anderson St West, why do you think nobody parks there? Because they cannot afford to. Do you really think lower paid workers (retail etc) can afford to pay \$20+ pw for parking? I am a working mother - I make a positive contribution to the community. I work part-time (so I can meet the needs of my family) but this means I am paid less. I walk 10 mins each way to and from work a day because I cannot afford to pay for parking. It is simply not practical to use public transport/ride a bike etc when I have school aged children to drop off and pick up from school & their associated after school activities. I do not see a benefit at all for part-time working mothers - it is just another cost for us. What really annoys me in your plan is that if we decide to park miles away and walk so we don't



have to pay parking fees, you will then introduce time restrictions. Now I understand residents don't want cars parked outside their homes but this is a result of the council policies - do I dare say it again....because we can't afford to pay parking fees. Now I know your argument there is get a job outside of the CBD. Depending on your job occupation that is not as easy as you think, remember we work part-time, usually we don't have a lot of options. I am not against parking fees for Zone 1. I figure if you want to park that close, then you have to pay. Maybe you should encourage all of the retail shops and businesses to move outside of the CBD where we can have adequate free parking. Workers, shoppers and the Council would be far happier.

- Remove time limits
- For one keep it to the CBD. Around the hospital precinct are you fucking kidding? I am currently on placement at St John of god, and for one you have extremely sick patients, patients that need rehab constantly and you expect family members who want to be by there side while they are very sick and you want to pay for parking? Get a fucking brain!
- free parking at hospital area - taking advantage of people
- Certainly NOT what this so called Council, “that is employed by us the Ratepayers” are trying to do, ruining our City of Ballarat with so many stupid suggestions. 😞😞😞😞
- Parking for full time workers that is not expensive and short walk. Current 9 min example is ridiculous. That works out to be a kilometre. I wouldn't want to be walking in that far in a he dark in winter. Need more Car parks in multiple areas in zone 1
- Making Zone 1 parking I believe is acceptable as this will assist with parking for shoppers, however the Zones 2 and 3 are just not reasonable at all for workers in the CBD area. This is causing an enormous safety issue
- More free and local parking especially for nurses and uni students in the current CBD
- Take away timed parks in the CBD, as it pushes workers further out and this blocked up the smaller residential streets. the paid parking on Sturt st, is enough to keep the traffic turning over.
- Please stop trying to take more money away from hard working people in the CBD, especially when you're not giving us anything in return.
- make more areas for all day parking that is free. In this case people that work can park in areas that are safe and dont have to worry about money.
- Ensure that car parking is properly marked to evenly space vehicles and to efficiently use the space available e.g Webster St
- Build another central car park with more free parking
- Build a central free parking area
- More multi-storey carparks, similar to central square carpark. Have a car park of similar size at the Big W carpark, Little Bridge Street carpark and railway station (I am meaning a 9 +

leave car park, not the couple of levels that is getting put in place.

- Maybe utilise the space that useless building in Bridge Mall as a car park. Consider underground car park options
- Making free parking available to nurses so they can safely walk to and from the hospital safely
- provide a more reliable and frequent bus network throughout the CoB - I live in Alfredton but only have an hourly bus service that now takes 3/4 hour each way (with numerous timed stops!). I can walk the 7 km in just over an hour (I do this from time to time) and opt to ride a bike to work daily, though improvements to improve the safety of my route to CBD would assist and encourage others to do the same.
- In the box below I've chosen "Worker" but am also a shopper and resident - allowing multiple choices or providing clarity on the definitions of these (eg resident = resides in Zones 1-3) and indicating that responses above relate to "most frequent reason for parking in CBD" would help make the survey more meaningful.
- thanks for the opportunity to participate ( [REDACTED] ) I always think survey respondents should be prepared to be transparent on who they are rather than anonymously submit multiple surveys to sway the stats). cheers
- In addition to street parking, looking to the future growth of Ballarat why hasn't the brains trust implemented more high rise parking scattered around the city to cope with the influx of extra vehicles. Provide a much more efficient public transport system that coincides with cross over routes that one does not arrive at one destination only to have to wait another 1/2 or 1 hour for the connecting service.
- I don't see any issues with the way it is, changes were already made 12 months ago when additional 3 and 4 hour parking restrictions were implemented which pushed workers further out to enable them to get all day parking spaces for free, workers in the CBD should not be punished by having to pay for parking already 6 blocks from where they work, it is absolutely ridiculous. Think of the CBD workers who are trying to make a living, instead for trying to revenue raise and take our hard earned money.
- Free parking and no extend parking limits around Universities (ACU and Fed uni CBD campus).
- leave it as it is! maybe just up the price on sturt street or change central square to free 1 hour parking?? if you need more money
- Several Large multi story car parks in the cbd area. Big W/Coles, Woolworths car parks are prime locations.
- I would look for private investors to help build vertical car parks. This would enable the housing of lots of cars. I would keep the parking charges at a reasonable level and would have an early bird set price rate. Look towards Europe for inspiration. Valet parking could also be an option with perhaps an extra charge for that. One site for this could be within the new station complex.

- think long term, parking is only going to be more of an issue as GovHub starts operation, the hospitals expand, businesses open etc
- Increase parking on the fringes and make this appealing for people to use then walk in. Increase parking at the train station with this being free for train users (connected to myki). These parks are currently consumed by city workers and should be used to encourage commute workers into Ballarat
- Get better public transport. Safer bicycle infrastructure. Alter the traffic lights to favour pedestrians so you don't have to push the button which often results in needing to wait for a full cycle because you just missed pushing it in time
- I love shopping and enjoying the entertainment in the CBD and drive in from the country to do so. I have the choice between Geelong and Bendigo albeit a longer drive. My only barrier was fear of getting a violation as I always spend more than 2 hours in town, 3 or 4 times a week. As I don't have that issue in the other cities which have amazing shops, entertainment, and amenities, it makes it hard to choose Ballarat sometimes, even though it is the city I live in. I am happy to pay for the time I park in the CBD, and if more parking cannot be supplied, public transport will need to take its place.
- I would look at historic cities in Europe with similar population, for examples of successful parking, and not a large modern city like Auckland. UNTIL Ballarat has a affordable and useful public transport system, I would make it free to park, but have realistic time limits because this works in Melbourne suburban commercial areas ( which is more like Ballarat's CBD than Melbourne's CBD), as well as outer areas in Ballarat. I would STOP waiving car parking requirements for new developments which will generate a need for large numbers of car spaces. eg the 4 storey block of offices recently approved in Grenville St. This should only be allowed AFTER the Council have developed and built park and ride systems. At this stage Council's idea of making existing residents carry the burden in their residential streets as formal car parks, whilst allowing the Grenville st office development to provide less parks than needed, is blatantly unfair.
- I would also develop park and ride services on the outskirts of the city. I would not undermine the heritage streetscapes and historic urban landscapes as council is currently encouraging and allowing with the 5 storey block of flats at the station development and the 5 storey office development at the Grenville St. I would treat a large area of the CBD as our 'Old Town' and free up the development of modern architecture outside that area for multistorey car parks, offices and apartments as has been done successfully for decades in numerous historic cities, eg Stockholm, Amsterdam, Zurich, Paris, to name just a fraction of them. Places like Zurich, the commercial capital of Switzerland have a vibrant 'old town' where there are very few places to park, and so 95% of people take the excellent public trains, trams and buses....but Ballarat does not have an excellent public transport system and being so spread out it seems unlikely to be able to finance it. But Park and Ride into the 'historic and vibrant old town' could work. As a resident in Soldiers Hill I am very concerned that the parking plan proposed by Council, would result in removal of the informal gravel verges and historic stone drainage & replaced with asphalt with lined parking bays and concrete kerbs. This will destroy a major part of Soldiers Hill historic urban landscape. I belong to all the interest groups you have listed. I am a resident and often walk to the CBD but I drive when needed eg cold or hot weather, large or heavy item to carry, in a hurry, etc. I am a business owner who works from home. I am a regular shopper in the CBD. What evidence will there be that this consultation isn't

treated the way many 'consultations' are treated ..ie Council can tick the 'we consulted' box and then mostly ignore the results and proceed with the proposed plan anyway ? I am sorry to have to ask that question, but the community are very tired of participating in a process that is not taken seriously. It is disappointing that we have not been able to save a copy of this submission, when we know that technically that could easily have been arranged in the design of this form. Please make all submissions publicly available as they are anonymous, and therefore there are no privacy problems but it would make this consultation process transparent.

- improved public transport and cycling facilities - this is essential
- Less all day parking in the CBD zone 1. All day parking should only be available in zone 2 and 3. If people want to park all day park in private car parks or walk.
- Make a multistorey car park at the train station. Consider making them in other key areas or expanding the one at the hospital. Leave the rest of the parking policy as is. No zones, no crappy apps designed to extract rent, no charging me to park in a quiet street at night.
- Build another multi-storey carpark
- Open the mall to traffic which will include street parking.
- Improve dramatically the appalling lack of accessible disabled parking. Fine to provide it but useless for wheelchair users in too many areas; no access to the footpath unless you can step up a huge gutter ! Yes there is heritage constraints with blue stone but for pete sake only people who consider all this are able bodied; have no damn idea able bodied the hurdles and challenges faced by disabled; especially wheelchair users in the city. Target areas around doctors, pharmacies, main shopping areas such as Target, council chambers for better accessible parking. Ballarat has an appalling lack of accessibility not just with parking but with access to shops and the kerb and guttering even for crossing streets is unsafe. Not that anyone would care. Would be nice to have defined "accessible" routes for safety of mobility impaired, scooter users and wheelchair users.
- Allow 15 min free parking for quick shopping.
- Create a fantastic public transport system, including a tram that'll run from Bakery Hill to the Arch of Victory. The only reason people are forced to drive their own cars into town is because there is no other viable option. It's not rocket science, so why confuse the issue?
- Build more free multi-storey car parking in order to better the infrastructure for the future.
- General comment here, as a shopper to Ballarat, given the option of buying in Ballarat and wrestling with a complex parking system, I avoid Ballarat, second option is to buy in Wend. Village, or Delacombe or buy online. The proposed system seems way too complicated. It says GO SOMEWHERE ELSE. There is not enough value in Ballarat Central to warrant getting a master's degree in parking.
- I would build multi storey car parking along both sides (north & south) of the train line from the train station to peel street to the same height or higher than the train line embankment. Current shops in Mair street could be incorporated in the ground level if needed. Second area for high rise parking would be corner of field and catton streets. Third area would be to cover Leigh river along Anderson street

- The easiest way to solve the CBD Parking Crisis is to simply decrease the number of cars needing to travel and park in the CBD. Ballarat is long over due for a revamp of its Bus Service. For years I used the bus to go to work (Alfredton to Base Hospital). The route then went directly down Sturt St. BUT NOW it means a trip via Wendouree Village & the train station! So now I drive my car to work. If Ballarat improved the bus routes, made the service far more frequent, and direct, many people would then use it. Surely this should be on the planning table as well. To me it seems quite a logical and simpler approach to the crisis. As Ballarat grows - especially Lucas & Delacombe areas, this issue will only get worse unless a more efficient public transport system is implemented quickly.
- Improve the amount of public transport, cover more areas and faster services
- Leave paid parking as it currently is and build a few car parks around the cbd. Improve public transport. Most of the areas in the new zones don't even have parking problems. You ought to be ashamed of yourselves.
- provide more free parking and less overseas trips for councillors I do not get much bang for my buck with the rates that I pay now
- Add some extra street lights.
- Remove zone 3
- I can't see it been able to improve as there isn't the room to improve the parking. we simply need heap more parks but unless you knock down buildings there isn't the space, if there was space multi story car parks is the best idea. And the group I identify with is shopper and worker but you don't give the option for both in the next box
- Tradie permits
- Build more high rise car parking near the centres of employment. Eg increase the amount near the hospitals and in the cbd. When driverless cars hit the scene, this will all change again.
- I would not increase the price of parking, it is already very expensive. Having a parking complex built somewhere close by would be useful.
- Provide the abovementioned Park and ride, and then ENFORCE your current parking restrictions in the hospital/Uni precinct.
- Increase the 2P parking outside of ACU on Mair St to 4P
- Free parking is to be made and encouraged as your proposal is driving business and shoppers away from the CBD!
- More free zones - street access and free areas near shopping centres.
- employees will be charged to park their own cars in order to maintain their employment is disadvantage and you are driving people out to Wendouree, DTC and other towns to shop
- Current parking arrangements suit us quite well. It would be good to purchase a parking ticket which was still valid if you moved your car to another park within the time paid for.

Parking tickets up to three hours would be good.

- Free parking within zone 3 and some parts of zone 2 needs to be maintained to enable people who work in the city to work without paying for parking, as many already have low wages. Safety is at risk if workers, particularly women, have to walk miles in the dark to get to their cars.
- This is a leading question - I would not do anything to "improve" parking. I think this Smarter Parking Plan is (with a few caveats) a good way to better manage our existing parking. But the focus should be on improving ACCESS, and the best way to improve access is to provide alternatives to driving - namely public transport, cycling and walking. Council should also be doing everything in its power to encourage an urban form that doesn't require people to drive - ie medium-density developments with minimal parking, either within a short (walkable/cyclable) distance of the CBD, or within a short walk to key public transport corridors that get them to the CBD.
- Make it free for all, gets people into CBD and enforce time limits
- provide a park & ride for the rail commuters so they don't take up the parks near the CBD - provide free weekend parking to encourage people to shop in the CBD - if it wasn't for the restaurants in the CBD it would be dead
- If we had a decent, frequent bus system, people could come into the CBD by public transport. No cars needed. Problem solved.
- Have more parking around Lydiard and Armstrong street that is well lit up and with security. As a single female who frequents the area on a Saturday night, I often have to walk down darker streets to get to my car because I couldn't park close to the venue
- Build more carparks - up
- improve bus services
- Free parking all weekend. People in Geelong have it and CBD is vibrant. People are prepared to pay for parking but only in the real CBD not residential areas
- Build a train station opposite the northern oval and put in a big car park on the corner of Norman St and Creswick Rd. This would free up a lot of parking around the city train station. The benefits would also help when events are held at Mars Stadium with a train to the door and also help with parking in that area.
- Build more free parking spaces
- Build more free carparks, with businesses moving into Ballarat central with over 300 to 400 new employees there will no parking available. People cannot afford to pay more for parking.
- If they park further away, safety walking to vehicles on dark winter nights, or anytime will be a serious concern.
- Businesses will move outside of central Ballarat. Ballarat central will die

- Encourage more opportunities for ride sharing
- Build more free carparks, to bring customers back to the local cbd instead of driving them away
- Construct a multi-storey carpark on the current ground level parking area opposite Aldi (entry via Doveton St North).
- Construct a long stay multi-storey carpark on the old Godbears car yard site opposite The Bluestone on Mair Street, with entry directly onto the forecourt of Ballarat Station from the top level of the long stay parking building.
- Construct a second multi-storey long stay parking building adjacent to the current hospital precinct. This would need to include high tech 24/7 security and hospital staff should only be required to pay a minimal daily fee for use. This would free up parking in adjacent residential streets.
- Stop building more government infrastructure like at civic hall and old plaster fun house site until you can sort this mess up!!
- You have already made a donut effect
- More free parking on the perimeter with free reliable buses
- Build more multi - story carparks in the CBD for shoppers and employee's who can afford to pay for parking.
- Open the Bridge Mall up, decrease the cost of parking, encourage people to walk. The CBD is already dying as people elect to do their shopping at DTC and Stockland because parking is easy and free. Strategies to encourage people to return to the CBD need to be considered, including free parking. Hospital workers seem to yield a significant amount of power in considerations for parking.
- Open up all council (ie our) parking infrastructure at sports grounds, Vic Park to free park and ride and support growth in parking at Wendouree station for same purpose to cbd by train. Don't allow unlimited paid parking which would encourage closing down rotation and be a means to suffocate cbd businesses - it doesn't make sense for a council to eat its own like this.
- IT SHOULD BE EASY, BUT PUBLIC TRANSPORT NEEDS TO RUN MORE OFTEN EARLY MORNING AND LATE ARVO. AND IT IS UNRELIABLE. WHY PAY A LOT OF MONEY FOR REGO AND INSURANCE AND LEAVE THE CAR AT HOME. NEED INCENTIVE, NOT JUST THROW MONEY AT COUNCIL, SO THAT SAMANTHA CAN GO ON HER LA DI DA HOLIDAYS.
- Provide another multi story carpark in Mair Street where Mercedes Benze was
- Make all areas maximum 2 hour parking or charge in 2 hour blocks for people who are prepared to stay there all day.
- Introduce the technology listed above as soon as possible to make it easier for patrons and also for the Council staff.

- I work in the state government building and recent changes to local parking means that Webster street is now empty of cars and people are parking elsewhere in smaller side streets. Poorly thought out plan to do this, as there is plenty of room in the wide Webster street to handle the parking and now it is relatively empty
- Create more affordable safe parking that considers all within our community.
- I don't know anyone who agrees with this proposal, no matter what we say council will do what it wants. But for what it's worth- Ballarat is not Melbourne. Public transport is not regular or wide spread enough to be an alternative. Whether we pay or not, we have to park in front of house's!!
- There are no other parking options. Huge pay zones just moves us to the front of other house further away, and makes working costly. Council just spent money putting the new time zone signs up all over Ballarat- what a waste of money that was if it's all going to change again?! It is repeated at us that Ballarat is growing and you are planning for the future as a big city. But business's here are dwindling. So many business's are closing People choose to live here, but go to Melb for work and entertainment. Maybe there needs to be more focus on drawing people into the city, and cleaning up the bridgeway end of town rather than money grabbing on parking.
- Leave it as is.
- Enable shoppers to be able to park in one place and not have to keep returning to move their car or top up the meter. Also, there is a great need for workers to have access to all-day parking at reasonable cost, perhaps one or more multi-story car parks that required a permit to access.
- Public transport needs to be improved and made safer, particularly buses. At present it is difficult to determine just when buses leave from my local bus stop, plus what timetables are available are hard to make sense of. I would be happy to use public transport if these issues were addressed.
- Provide a park and ride service on at least 2 sides of town. As mentioned above this would be at a cost equivalent to an average Ballarat return fare on a public bus, would provide regular (10-15min) ride services to cater for both workers and shoppers etc that use the cbd area. These park and ride services could also help cater for large sporting events such as AFL games.  
Provide more multi-storey parking in the hospital precinct. As with the park and ride service it would need to be at fair cost such as the equivalent average Ballarat bus fare, particularly because many of the hospital staff are unable to use public transport services because of the starting and finishing times of their shifts. Consideration should also be given to fees charged to those undergoing tests/procedures that only take a couple of hours and also the immediate family of patients eg parents of ill children or the partners of women in labour as they may need to be parked for extended periods of time & don't need to be worrying about parking or high costs.  
Stop approving development applications that do not provide adequate parking as part of the development. This is only compounding the problems!  
Increase the free 2 hour parking zones to 3 hour parking zones. Have you ever attempted to take a young breast fed baby shopping in the cbd, doing your groceries, going to the chemist, feeding and changing the baby (needs to be done every 3 hours at times), then



doing some personal shopping or visiting a cafe all in 2 hours before moving your car(including putting the baby in and out of the car)?

- It can't be done, I've tried! It is no wonder people are deserting the Bridge Mall and cbd for Stocklands or DTC! It would be much less stressful! If businesses in the mall are to have a chance against the large shopping centres then shoppers are going to need to have time to shop.
- I would build more multi-story car parks around the hospital & railway precincts. (There are a total of only two multi-story car parks in Ballarat at the moment-hospital & Central Square) And I would make the parking free for hospital employees & priced reasonably for rail & hospital users. This would free up CBD parking for the use of shoppers, diners & business employees which is what it should be primarily for. It would also keep parking in residential areas for the use of the residents. I would also look at the possibility of another railway link from either Lucas or DTC to encourage people to use rail as their daily commute.
- Seriously look at building a multi storey car park near the CBD.
- Get rid of the hundreds of disabled spots that sit empty most of the time. Also, stop reserving parking spaces in the multi story car park at central square. They sit empty most of the time.
- Stop being money hungry and find the money in other areas and start encouraging people into our town. I know paid parking will discourage so many people from coming into town and reduce the amount of times people regularly come into town. I come into town 3x a week for medical appts and on the disability pension so paying \$4 a visit will equal \$24 a fortnight out of payment which is a lot of money for me as I live week to week so I have no idea how I will pay for this (parking) and I can't walk further. So this just isn't doable every week for me so won't be able to go to my appointments anymore and will get more unwell - all because of Council wanting money for parking. It is actually a lot of money on a regular basis to some of us.
- I like the system Mornington Peninsula Shire have in Mornington township. There plenty of parking is provided behind the main business street to keep cars out of the main area.
- Provide additional parking places. Provide a range of one hour, two hour and four hour places across the CBD.
- Have more parking near the hospital for staff
- I see no need to improve short term parking within ballarat - there is plenty of parking and I have never had a problem getting a park in the city at any time. There is now a problem for all day parking with the introduction of timed parking to the outer city streets eg Dana and Webster where if you look there are now no cars parked there at all! What was the point? Is it better to have no one parked in these streets and push them out further??
- If Ballarat people got over their obsession with having to find a park directly outside of the shop they wish to visit, they would find that there is more than enough parking within a two/three block radius of the cbd. Nothing needs to change.
- For one I dont pay for parking in the CBD now unless I really have to! I park in all 2hr free parking, or will park blocks away now and walk.

- The bike path in my opinion is still the way to go and getting the residents out of cars and only bikes!
- Additional carparks to service CBD and hospital. These need to be affordable to build up a demand of the use.  
E.g. \$2 a day to start off parking near the hospital. Cannot jump immediately to \$50+ a week for families.  
Redevelop Bakery Hill shops and surrounds with better parking  
Develop a strategy with BHS to get staff to pay for a permit to park around hospital surrounds. Make this permit affordable.
- Free parking permits for those working more than 12 hours per week. Free parking permits for those travelling more than 10kms to work and increase minimum hour parking to 3hours. If our clients cant come in for long appts we will lose demand and jobs will be at risk of redundancy. Some of us actually need our jobs- we dont all come from money or have wealthy people to mooch off.
- Build numerous multilevel carparks around the CBD and train station, they could be underground to reduce the aesthetic impact on the area. The \$25,000 cost to council listed in the FAQ's is nothing given what you pay the CEO and Executive.
- Create more parking spaces within cbd
- More free parking for workers
- Provide more free short-term parking at the Ballarat Library. It's impossible to get a park now, particularly with the Sebastopol library closure, and it's hard to park further away and carry heavy books, especially having to cross busy road with very un-user-friendly crossings.
- Not sure why zone 3 parking should be paid for- surely this is just revenue raising. Why cant parking be spread across Ballarat. Surely each street outside the Red are could have 1/2 & 1/2 parking- 1/2 2-4 hrs 1/2 All day parking, this way you are spreading the parking all over the town.
- Why not make all streets in zones -1/2 street 2hr parks & 1/2 street free all day parks. This will spread the parking throughout the city, reducing impact on businesses & residents Ballarat Community should not have to pay the City of Ballarat just so they can attend work, visit their friends& family or stay home! This is not a solution to the parking problems this is a fund raising scheme
- Keep the areas the same as they are now. Do not increase the areas where you need to pay, it just looks like council are trying to fund their own wishes and junkets.
- I don't think this survey asks all relevant questions. It doesn't allow for feedback most peoples issues that they need to highlight to council
- Permit parking find "permit only" spaces for residents. Free parking will encourage too many non resident cars parking.

- Should only be residential parking but if permits are to be issued- at least 3 free PLUS permit parking in only zones in at least zone 3. if the above is not implemented the problem is only being pushed further out of the CBD into heritage residential areas
- Really, Residents should be able to park outside their own houses & so should anyone visiting them.
- Be it a family member or visiting Health practitioner or friend. Most people have more than 1 car. It is not just people who live in the CBD who have to put up with neighbors parked in front of their home. We all have other cars parked in front of our house
- If you want to Make Ballarat the most livable city in Australia you make parking Free.
- Only enforce time limits, disability parks and commercial zones
- Park and ride.
- Make more parking spots available
- High rise parking
- Keep the free parking after 5:30 pm
- I guess you have to raise revenue from rate payers to pay for our mayors junket trips
- More disabled parking and 15minute free parks. Remove many of the car parks in zone 1 and replace them with minibus stops, green space, sculptures, park benches and bike lanes. Free minibus trips for kids and the elderly.
- Need to have more parking provided in multi-storey buildings
- Build more high rise car parks but I have never had a problem parking in the cbd
- A well designed bicycle and pedestrian infrastructure would be great. But hey! Didn't we already have one of those until it was undermined by Amy Johnson and Josh Morris whipping up the rabble with their very successful campaign of misinformation, politicization and fear mongering!? Get cars out of the CBD- make it a pleasant place to be in! We have got to get past this "the automobile is God" mentality. Car parking is incredibly wasteful of space and amenity, especially when most cars only have one or two people in them.
- Not do most of what you are proposing. Making parking available all day to those that can afford to pay for it in the busiest parts of our city not only excludes those groups I have previously mentioned but it will, I believe, just make parking worse as there will no longer be the regular turn over of car parks because people are forced to move their cars because of time limits. People will just park exactly where they already park but for longer now. It also makes it incredibly difficult for students at ACU to attend classes without shelling out their low wage uni jobs on parking to attend those classes. They could park around the lake and walk but who wants to do that on a cold, miserable, wet Ballarat winter day? I work at the hospital and these new changes will not particularly affect me as I park in the multistory carpark (which I imagine will be even harder to get a park in after these changes are made) but they will affect the hundreds of day patients coming in for treatment (such as

chemotherapy or dialysis) everyday, not to mention their visitors who will then have to park god knows where because all the parks directly outside the hospital will have cars occupying the spaces all day long!

- There is actually nothing wrong with the current parking system in Ballarat as in time limited spaces, some metered, some not, there just ISN'T ENOUGH OF IT!
- The current set up encourages turn over of car parks in spaces even if it is only one space over but cars are still moving. Your new plan will completely eradicate this!
- And the workers??? People make choices if you live in zone area you get to park free?? if you don't-you pay. doesn't sound fair to me. people will choose to shop at Wendouree Village to DTC and why not?
- Not one of these questions let us voice our concerns about real issues. You already have made it so much harder for us to park near hospital precinct, we have to walk 4 blocks in the dark to get to & from work and you are planning on making it even harder and we will still have to pay. Be fair & give workers a break and stop forcing people away from the CBD
- If this go's through it will shut down the CBD & a lot of the business's there
- this Council needs to go if this go's ahead & the people are wanting to put it in
- This is Ballarat Not Auckland! Not the same population
- I have arthritis in my feet & already walk a distance to work, any further would cause considerable more pain. But to pay will cause more financial pain as I also don't work full time & cannot afford to spend more money than needed for bills, groceries etc
- Keep it free for workers to encourage employment
- I'd make the free parking period you have proposed 15 minutes. If I need to stop at the pharmacy to pick up a script, by the time I've got the baby and my school aged daughter out of the car, got in there and waited for my script to be filled, it can easily exceed 10 minutes but would rarely go over 15. A slightly increased time period would provide much higher flexibility and would still result in a significant turnover of vehicles on the street, which is what you're looking for.  
I'd also improve the bus services, both the density of the routes and the frequency of buses. It currently creates no incentive to use it as it's a long walk to a stop and the buses are infrequent. If you want to make this work you need to help people change their mindset about how they get around, and better public transport is critical to its success, not just making it more expensive to park in the CBD.
- We need more parking in the hospital precinct. This probably means more parking buildings.
- This plan fails to indicate if time restrictions are to be removed or remain. All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD. Force longer term parking to designated areas, or public transport. Make short term parking in CBD free to encourage people into CBD.

- This plan fails to indicate if time restrictions are to be removed or remain. All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD, make parking free!! Force longer term parking to designated areas, or public transport.
- All CBD street parking should be time restricted, max 2 hours. Encourage people to the CBD, make parking free!! Force longer term parking to designated areas, or public transport.
- Build a multi storey at the train station, making it an affordable all day ticket for CBD staff and train users. Maintain some free parking areas around key facilities such as the hospital, Eastwood centre, BADOCC etc.
- Concentrate on cbd not outskirts
- provide free all day car parks for city workers
- The smart parking plan has not been preparing according to the urban/town planning principle, especially for small city like Ballarat. The delineation of the so called “the wider CBD” does not differentiate the business and residential areas. Also, the 10 min free parking does not account for the reality of the business life in the CBD. Is it possible to perform a simple routine task within 10 min in this area? We do not think so.  
One of the advantages of living in a small city is to park our car in the CBD with reasonable price for accomplishing daily routine work. However, the preparation of the smart parking plan did not consider this fact.  
Instead of spending a lot of money for technology, the city council should use the money to widen the store lane (right turn problems created by the new bus route) at the traffic light and to carryout high standard road maintenance work. Cheap maintenance procedure such as spreading fine aggregate without sufficient bitumen and compaction is not the right solutions for the existing problems of pot holes and fatigue cracks or damages.  
We don’t want to see any changes to the existing parking system in the CBD and the surrounding areas. Besides, the council should restore the previous parking time at the Cathedral Church (free parking on Sunday) and at the UFS pharmacy - in front of the ALDI store (no time limit after 12:30 PM on Saturday).
- People drive and park in the CBD because getting there by any other means is frightening and dangerous. For example try crossing the Midland Hwy, from Webster St in a car or on foot.
- Improve poor road design and planning, particularly around the
- Big W carpark, Little Bridge St carparks and Cheap as Chips.
- Open Bridge Mall to one way traffic and make parking available.
- I would provide more parking options as many people who work in the CBD already struggle to find parking, let alone if you remove the free parking options they do have. If you take away these options people, particularly those working retail or hospitality who don’t earn much, have to pay money everyday just to go to work.
- Make it free.
- Leave it alone

- Educate, encourage customers to participate. Health and fitness. Utilise input from health providers, media, council to campaign for good lifestyle habits.
- Having one ticket that works in the whole CBD area. For example if i pay for parking in the hospital and then move to the doveton street, the ticket would still work.
- Parking in the CBD should be free. Ballarat City Council makes enough money ripping us off with council rates already. The process of paying for parking at the meter is just inefficient. There are lines of people waiting at times. Seems silly to make people pay to park their cars even for just 10 minutes if that's all they need. Why not allow free parking for an hour?
- Nothing, its fine as it is. Why don't you fully disclose the revenue you will generate and be honest about it. This whole plan stinks of something Tony Domeo has cooked up. The best plan for Ballarat is to sack the council and the top management, stop screwing the residents and telling us we have a big problem when we don't. You will kill the CBD. People will not change their parking habits regardless of what you do, the cost to my staff will be huge and you know it.
- I will move my business out of the CBD, its already becoming a ghost town.
- Create more parking spaces as part of the train station redevelopment.
- Provide more free parking spaces, better street lighting to feel safe when walking to your car at night.
- Surely the City of Ballarat has more pressing issues to be covering and spending their time and money on. E.G. MENTAL HEALTH
- The CBD doesn't exist! Shops are moving out of the CBD in droves. You should be encouraging people to come and stay for longer periods. Not making them worry about when their meter is going to expire. I don't believe there is a shortage of parking in the CBD just a lack of appropriate zoned areas. There is no long term parking as it is and now you want people that they happy to spend the day in town pay for the privilege. I know of three CBD businesses that are already moving due to the change to the parking and how it will effect their business. All this will do is pushed everyone that works local to move their car and get their shopping, groceries, tattsлото, from either Delecombe, Wendouree or Sebas on their way home. I think you really need to work out where Ballarat's CBD is as it is no longer where it use to be. When was the last you walked down the street? Half the shops are closed. And the other half don't even bother opening up on some days through the week because its too quiet. How many new shops or businesses have opened up in the last twelve months in the CBD compared to those that chose to open up in Wendouree, Delecombe or Sebasetopool? I think the answer to this would shock most people and give you your answer on where people consider the CBD to be.
- We have Central Square for shoppers staying longer than 2 or 3 hour limits. You could extend Eastwood Parking and Big W parking to 3hr parking so workers could utilise more parking closer to the CBD.
- Leave as is

- Throw the current council out and bring in people with realistic ideas on the matter.
- Free parking Saturday & Sunday
- Free all day parking in Zone 2 & 3
- CBD parking \$2 per hour with 2 hour limits
- Demolish Civic Hall and build a multi story car park
- This is a joke. If this goes through you will cripple the businesses in the CBD. How will you market the changes to tourists? Or don't you even care about any of that. All I see with this plan is a money hungry council members who have parking passes and don't even need to worry about having to pay for parking!
- Make it all 2 hour free, first in - best dressed.
- Put in more parks! the CBD is so congested, no wonder I will shop outside of Ballarat, or go to Stock Lands where you don't require to pay for parking.
- I think that pay by plate technology is definitely the way to go in the future, obviously we'd need to make sure that offline options are available for those without internet access (physical pay stations and possibly a phone number to call would be the obvious options). Personally I also think it's worth looking into special resident rates, where residents would pay a lesser amount in parking than non-residents and tourists. It seems unfair at first but worked very well in Miami and is a option recommended by Donald Shoup. Most of all I would STRONGLY recommend that the train station receive a multi-storey car park so that those using the train have somewhere to park within 5 blocks of the station. I understand these are expensive but the biggest problem with the CBD parking is that there isn't enough of it, the only way to fix that is to make more parks.
- RE CURRENT PROPOSED PLAN (Because there was no free-form place given to respond to the plan overall):  
The fact that the current map shows parking would be paid up to Macarthur Street and Lake Wendouree seems ridiculous, almost all of that is residential yet ALL of those people would have to get permits to park in front of their own house. Why?! I honestly don't understand how this has gotten this far, I can understand changing parking for the CBD but SO MUCH residential space is covered as well. Currently people who work in the CBD or using the train station are parking on Seymour and Clarendon Street so they can get free parking. These people aren't going to start paying if this goes through, they'll just park further away, you'll only be pushing people OUT of the city centre and making their lives harder.  
IN CONCLUSION: Please don't do this, it's not going to fix anything, just like when the parking was changed in the health precinct it's just going to shunt the problem elsewhere and make a lot of people angry.
- Ballarat does not have the public transport of Melb or Sydney, so trying to make parking the same does not make sense.  
If you want people not to drive, then you have to have a better public transport system. People shouldn't be walking from late night hospital shifts in the dark and cold, it is too unsafe. Melbourne and Sydney hospitals and universities have public transport at their front doors and people can get anywhere from a central point.

- Increase the number of car parks available
- Look to buy a piece of land. Hey bridge mall norwich plaza. That looks old out dated and frankly terrible. Knock it down turn the whole place into a multi storey car park connected to a multi level shopping center like they have in geelong. The council just made a 66 million dollar surplus. They could also get another erureka style clinic in there. With a focus on mental health. They could also look at a place for community groups. This would get people back into the cbd not just for shopping or restaurants. Ballarat has an opportunity to set itself up especially if our population is set to double in 20 years.
- I think most of the proposals are a good start. All new businesses should have to provide ADEQUATE number of parking spaces of an appropriate size for cars to actually fit into.
- Before improving parking, public transport needs to be upgraded, there are not enough bus services.
- Have a better public transport system so people have alternative options and don't have to park
- Free parking everywhere you crooks
- I work at the hospital and I don't think parking is that bad around this area! On an AM shift I have to walk 5-6 blocks to work which I think is fine. When I leave work at 3.30 there are always 2 hour parks free around the hospital area! I think someone is making the parking in Ballarat sound worse than it is!
- If you could build a multi deck carpark somewhere close to Bridge Mall, that is where you can charge people
- well considering I'm not on salary like you lot it's your job to do the clever thinking.
- residential parking permits for the people who pay the huge rates you see fit to spend on these ridiculous surveys. timed parking around cbd residential streets
- Timed parking in residential streets. Better public transport
- Council need to improve our public transport system first, then thinking of smart parking. A "Park and Ride" is not park and ride.
- Add another high rise car park to the civic hall precinc. Offering 2 hr free parking to encourage shopping within the CBD, reasonably priced 4 hour parking to cater to cinema goers & all day/weekly pass capped price parking to assist people who work in the CBD. Car park should be open until midnight to cater to restaurant goers in CBD.
- build new multistory car parks however let private enterprise do it, I hate the way the ratepayer pays and pays for infrastructure to be built for the council to sell it of or lease it at a cheap rate we never recoup the costs seems to be favored folks getting a free kick.
- More multi deck parks in key areas, like the one already near Target. Big W should be multi deck.



- BUILD MORE PARKING BUILDINGS! Stop trying to make more money and actually listen to the people of Ballarat for a change. We need more parking in the city, not less!
- Provide pockets of time restricted free parking (like that in Armstrong St near Fed Uni and Radmac - one side free the other paid).
- Simple more public transport and more station and surrounding are parking first.
- Use council land and lease vacant blocks to create parking in the cbd. Or create a new parking building.
- Higher fees, reallocate space for separated cycling paths, encourage public transport, walking, cycling.
- Sack the town planners who worked on the tiny BHS car park. Build more multi-story car parks, and have free 4 hour parking near bridge mall, Myer and the hospital, to encourage money to be spent and shops to stay open.
- Not make parking increase in price
- Build more multi story car parks and make it affordable to park in them. Need to be at both ends of
- CBD not just in centre
- Not sure how you are going to give 2hrs free to people using coin operated meters. Park and ride services sound like a great advance
- Leave it alone at present we have no issues. The council have stated the parking proposal will free up carparks this is rubbish all parking will still be utilised around the hospital precinct but the council will be making money out of those utilizing the car spaces charging people in zone 2 and 3 is nothing more than a cash grab shame on Ballarat council.
- I would get a couple of private companies to build multi story or underground carparks which would charge reasonable fees, within close walking distance of the CBD. For example the car park at the rear of the library and civic hall is a good location and this could be extended below and above the ground. There could be an above and below ground multi-storey carpark built where the train station carpark off Doveton Street opposite Aldi. The new hospital building plans should include a very large below ground carpark.
- I would only allow new buildings to be constructed in the CBD if they include underground car parking.
- I would improve public transport options and connections into the CBD - we would catch the bus into the CBD on Friday and Saturday evenings but the buses don't run late enough to get home.
- Demolish Civic hall & build a big car park

- Provide a more frequent public transport system during peak demand. Trams in CBD would have been nice back in day! Someone had a bright idea (not) to remove them all!
- There needs to be more all day free parking for workers
- Have more low cost parks and stop building useless outdoor little grass areas like happened to bakery hill. Ballarat is too cold and wet for that kind of thing. Give us more of what we have. Not take away peoples desire to work or live here.
- Invest in multi stack car parks on decomissioned business sites, e.g near the old courier offices, the second vline park near UFS. Make these huge and charge what you would like. Also, build a multi stack next to Civic Hall!
- Extend size of car park at library
- Build a multi-storey car park in cooperation with state government on site of train station car park opposite Aldi in Doveton St.
- Multi-storey car park in Mair St around Grenville St on railway side
- more free spaces,
- I'm health care work and i work 5 days week. there should be more free parking spots and remove the time restrictions there have been many time in my shifts i have to move my car when i got a parking fine in the days before the police station was built and in front of an empty block (paid the fine) I asked about our future parking then and was told by Council there is NO projected parking plans made for Ballarat. So council has sat idly on this issue and now want to increase its area for getting money in without fixing the problem at all. Hospital parking in their grounds has gone up in price as a result of this. Build another carparking facility, we need it. We need people to come to Ballarat, not drive them away.
- more multi story parking for all day CBD workers and long term, make it part of the package. New business in that area should show a parking plan for customers and employees.
- Have designated car spaces for staff around the hospital or tell them to ride a bike. Make all companies encourage their staff to share a ride.
- Have parking at 2 hour limits so that everyone has to move their car and share the spaces available.
- Free parking for anyone with a weekly/monthly/yearly train ticket to Melbourne around train station. The cost of working in Melb is becoming outrageous.
- You need great access to all day parking at for people working in the CBD to access. the current street parking with 1-2 hour parking is fine. No need to change this. Just provide grater access to all day parking.
- Make it for residents or shoppers only. Not for people to park their car all day and take a train to the city leaving us with no car spaces

- I would offer more public transport services into the CBD area, more bike lanes and some sort of subsidised service you mention above, if you are going to increase both parking charges and area for charging. It is Néo-libéralisme to over a stick without the carrot.
- Build multi-storey car parks. Don't charge any parking fees
- No CBD parking. Provide the free par and ride
- Reduce restrictions
- Not make people have to park 15 blocks away from their work because they can't afford to pay for parking every single day. I don't want to be walking this far to my car in the dark.
- It seems that the main issue is workers who are taking up car parks for potential 'shoppers'. One of the best solutions would have been building a multi-storey car park at the train station development. Heaps of commuters & workers would have been catered for and CBD car parks kept relatively free for shoppers.
- The suggested car park up at the vacant block near Officeworks is not convenient for workers or commuters (unless it is going to be a park & ride location).
- Public transport needs to be massively improved. If public transport is convenient & easy, people will start weighing up whether or not they need to take their car.
- less restrictions on time and lower the price, it is extremely expensive to have to pay for parking when working in the CBD and parking 3 blocks away.
- You need to have a better public transport system so people can leave their cars at home and go to work. That is the missing link to all of this. Melbourne has a great public transport system that is why paid parking is not an issue.
- It's difficult to know, you can't please everyone, but I think older people and visitors need convenient parking.
- Implement and frequent, efficient and regular, cheap "park and ride service" from outer areas of Ballarat eg football grounds for those residents who work in the CBD
- The State Government cannot shift public sector jobs to Ballarat without funding parking and infrastructure
- Extend free parking for Royal South Street Volunteers to 4 hours in specially identified zones across
- August, September and October each year.  
RSSS contributes \$8m to the Ballarat economy annually and without our volunteers the Eisteddfod would simply not function.  
Feedback tells us that one of the biggest detriments to volunteering at RSSS is having to pay for parking. As most of our volunteers are retired any cost burden hits hard.  
Most sessions at RSSS run close to 4 hours, if parking around Her Majesty's was made available to this group for free, up to 4 hours, we would be able to recruit and retain

considerably more volunteers thus ensuring the continued success of Australia's oldest Eisteddfod.

- Have parking limitations although have provisions for residents (several permits not allocated to specific cars - to allow for visitors). Have a number of parks 15 /30 min to allow for a quick turn over of customers in the CBD. If customers have to pay for parking they will shop elsewhere eg. Stocklands or other cities.
- As a regular user of the library, what will happen about parking for library users. There are currently about 20 2 hr free parks, but there seem to be only 4 or 5 once the Gov Hub is built. When I take grandkids to storytime, with a pusher, 2 kids and a bag of books, I can't walk far. And what about older people with mobility issues?
- Give people incentive to exercise by keeping further away parking free.
- Be vigilant, fine offenders & keep it as it is
- More free short-term parking at the library. Free parking for volunteers around town. Don't allow major development or business build close to the CBD which causes congestion.
- More car parks obviously.
- Provide more parking for students who study within the CBD (ACU and Federation University)
- odds and even numbers o number pltes
- Make zone1 (and perhaps some of zone 2) free but with time limits - central business district commercial rates are already high compared to other regional towns. Free parking would encourage people to shop in the city rather satellite shopping centres. charge for zones 2 (\$2) and 3 (\$1) with no time limits. City workers could then catch a free shuttle , walk to work or use public transport.
- Make it easy. Clearly marked zones.
- After 4pm free. More parking for train commuters.
- Increase the range of the Ballarat tram (lake to mall, passed hospital) to make use of car parks around lake.
- Ban it
- Increase the cost of parking and decrease parking times in the CBD area only, areas marked for paid parking in zones 2 & 3 are excessive. Zone 1 is the only acceptable parking zone.
- I would be looking at the current parking areas that can have buildings built for parking the one opersit the Woolworths parking area why can't the Woolworths ones be built up instead of single layer and big w also charging more for parking is not going to solve the issue we are a growing city we need more parking spaces. You need to also look at the Dana street primary school as this is in the city and it appears you haven't thought of school drop offs and pick ups for them it Wass hard enough when my son went there what is going to happen now if this goes ahead

- I say bring back the Trams down Sturt Street.
  - 1 It will free up parking.
  - 2 It will be a big tourist attraction..we even have a tram museum here utilise it all.
 Yeah few monuments can be relocated and a few trees will be removed however all that was not there 100 years ago.
- stop charging for all parking. People would move their cars more often to go to another spot to park, freeing up their space for someone else to shop. there could just be a time limit imposed and if caught leaving their car in a park for a long period of time, they be fined.
- Low level or underground parking on edge cbd designed not to detract from heritage feel of city.
- Supply more off street parking at a reasonable cost. Cheap enough to make people use it. Put pressure on the Government to supply money for parking when building new infrastructure or moving departments to Ballarat. i.e. Ballarat Base Hospital. ( Elections are coming up.) Maybe a bit drastic but should we refuse a permit, etc, unless parking is included. I know we want these jobs , etc. but is this a way to let them know that parking is a real serious issue. Absolute waste of money to build a hotel in the railway station precinct which should be used for parking. Extra parking at the Civic Hall. Have parking meters where necessary not just as a revenue stream. ( i.e. Yellow Zone ).
- Any new or expanding business "must" supply adequate/extra parking ( i.e. more than 4 parks when they have 4 staff using these spaces ) and must not be allowed to offset this by making a monetary payment. ( extreme circumstances only ). Why is the CBD shopping area the only area that has metered parking. ( not talking about private car parking at Stockland ) Other shopping areas such as Howitt St. are extremely congested. People will drive to these areas to avoid meters and this is obvious as the CBD is dying with lots of empty shops. This would also help to keep costs down in the CBD.
- Better/more multi level parking at the train station and free with no resorts.
- Stop preferential parking. Like for the Royal South Street Society. Preferential parking is elitist. It causes anxiety and tension between residents and it is blatantly not fair or equitable. People from RSS are rude, arrogant and to be honest hostile. Mean while my aged parents are isolated and their opportunity to welcome visitors to their home is basically negligible.. it's a horrid situation just horrid. And Council so quick to punish though fines. It's bonkers it's so unfair. Not even one visitors pass allowed. Criminal..
- Build more multistory car parks. I don't believe it is fair to make parking in the CBD so expensive for workers who have no choice but to park in the street. I'm sure your work provides free parking for you. \$20 per day for parking is extremely unfair
- I think that the disabled bays need to be wider. people with a type 1 pass are people that require to open the drivers door fully to be able to access the wheelchair. Also amputees, people who have had knee problems also need to open the door fully. Most of the bays in Ballarat you can not do this.
- Bays should be the size of 1 1/2 bays. Many a times I have seen people unable to get in there cars as the next disabled bay is to close.

- Implement the new solution on the existing parking footprint... but not allow all day parking.
- I would keep time restrictions throughout Zone 1. I believe that charging in this area is appropriate. I worry that all day parking in this zone could negatively impact businesses as shoppers struggle to find carparks as wealthier CBD workers happily pay \$16 per day for the convenience of a close carpark. This reduced turnover would be detrimental to businesses.
- TIMED, not paid parking in Zones 2 and 3 are essential to preserve access for residents during business hours. I believe a mix of timed and untimed sections on the residential blocks throughout Zones 2 and 3 would help balance the needs of CBD workers and residents. I believe the timed sections should be aligned with those houses with no off street parking, as well as additional sections of each block. I would suggest that two hour parking is more appropriate than three hour parking, to prevent CBD workers from abusing the system by moving their vehicles at lunchtime.
- Lyons Street South (between Dana and Eyre) is a good test case and an example of where this is working well. There are four sections of time restricted areas on this block, which the majority of the time means there are car parks free for visitors and residents.
- It is key is to ensure there are enough of these sections throughout each block so that tradespeople, health workers and other visitors can find car parks while still allowing some for those residents, particularly those without any off street parking. If this approach was to be adopted then this mix of timed and untimed parking would need to be extended for a significant number of blocks, so as not to disadvantage the residents on the first untimed block. This would need to be closely monitored and extended if outer blocks began to be burdened with all day parking. Also key to the success of this model would be a comprehensive policing program to ensure the time limits are respected, especially in the first weeks and months.
- As a resident outside zone 3 I am furious with this solution. No cars will park in zones 123 and they will all park in my street. Locals do not pay for parking they prefer to walk over paying. This solution will directly affect local business in the zone and has upset all my neighbors. Implementing this project will wake a sleeping giant.
- Stop, review and re evaluate what you are doing. This solution does not fix the issue with more cars coming to Ballarat. Has the council exposed us by signing contracts with this solution without any realistic consultation. Residents know that you will be proceeding without seriously considering our feedback. When will you learn.....Another failed project to add to your list.
- we need parking spaces at the Chemist, the doctor and local shops
- Increase the availability of public transport. Perhaps free shuttle buses from outlying areas at peak times. It worked for the Hospital when parking was not available
- Give volunteers free parking.
- Leave time limits on Zone 1 parks - i.e. max 1 or 2 hours. Zone 2 should be all day and Zone 3 - Nil cost. I would encourage people to ride a bike or walk, and build car parks that service the CBD. Example Businesses such as JB Cameron Steel should be in an industrial area. This then would create a great site for a 4/5 story car park close to the CBD for all day parking. The hospital area certainly is a problem so using and improving the City Oval is a must and a better

linkage bus system is a great solution. I have just come back from Perth and their bike/pedestrian paths are awesome and their bus system is consistent and reliable. The key is to get the people to use it when created.

- make more spaces available especially for pensioners and volunteers
- I think the parking is fine just the way it is in C.B.D
- multi storey private car park
- This is a council money grab
- Increase off road parking. Dont sell such facilities, or provide exclusivity such as Drummond street south
- Build multi storey car parks in CBD area
- make it free
- provide more multi- level parking - BigW and Coles/Woolworths areas could be multi-level.
- More high rise parking like target.
- Timed free parking in zones 2 and 3 if policed
- I don't disagree with what council are trying to achieve, but I believe that by changing the parking how you plan, will only result in people parking just outside the suggested zones and walking an extra couple of blocks. Remember, it is people who live outside of these zones who are trying to park all day for work or whatever. So really you are simply going to make one persons problem now, someone else's problem in the future. For instance, I live in Barkly Street. People who park all day close to town now, will merely start parking in my street, blocking my driveway, preventing me from parking out front of my house in the future. So how could parking be improved. Well I have relatives who live in Moonee Ponds and they have permit only parking in their street (and surrounding streets) with limited 2 hour parking in certain spots. They are also given two FREE permits for their TWO registered vehicles, plus an EXTRA permit for visitors. Now, one would have to ask where Ballarat council have sought their new parking plan? Have you spoken to other Melbourne Councils about how they manage their parking, or do you prefer to waste ratepayer money travelling to expensive overseas locations seeking advice from irrelevant sources. Time to start treating your ratepayers with respect and working for them. Think wisely before making your final decision and do some more research. There are better options out there, just gotta look.
- Allow free parking and create more free parking areas for workers in the CBD including at the train stations.
- More bike lanes that are well marked, bike parking areas and reduced speeds would also encourage less cars in the CBD as its replaced by bikes (including e-bikes) and more frequent public transport.
- There needs to be a more integrated approach about reducing environmental impacts of cars, improving CBD liveability and amenity, and improving the health of residents and visitors rather than just a simplistic approach to pushing cars out the CBD by making parking

unaffordable. Look at what other countries and cities do to achieve co-benefits as there are models and experiences to learn from and to use an approach that changes infrastructure but also behaviour and attitudes for the future.

- To install easy to use meters where you don't get a ticket if you get working a meter wrong especially considering as parking attendants literally drive around looking for anyone they can issue fines against regardless of circumstances!
- Seriously look at building underground car parks beneath Sturt Street and / or Mair Street. This has been done very successfully in many European cities - and without any impact on far older and more historic buildings than we have in Ballarat; there is absolutely no reason (except a lack of vision) why this can't be done here. there are more than enough cars coming into Ballarat that their payback will be both positive and relatively short-term - certainly less than 10 years.
- I would have it free to encourage business, tourism and happy people.

In the cbd of Adelaide I heard they ripped out the meters along Hutt Street.

- Have more free full day park or permit for those who work in the city
- I am no expert, it appears BBC are not either.
- How about copying a public transport system that is successful? No need to reinvent the wheel.
- Ensure new buildings such as giv hub has sufficient parking for all new workers in CBD. Where you sell off assets such as at the railway station the purchaser provides exact same spaces plus more but that has not happened either - you have created this problem and forcing us to pay fo ryour mistakes
- Multi-storey car parks need to be built.
- Make it all free.
- I agree there needs to be different parking zones for the CBD. However, they also need to be more clearly defined for both locals and visitors to the city. Zone 1 could be from Dana St - Mair St and Lydiard St - Drummond St. Zone 2 could include Eyre St, Pleasant St, Webster St, Peel St and Grant St. The zones need to be easier for everyone to understand, otherwise it is just a money grabbing exercise by the council.
- Nothing! As a business owner in sturt street (hair salon), our customers are usually with us for 2-4 hours and very rarely do they struggle to get a park. If they couldnt get a free park within 4 blocks and they had to pay so much in parking on top of what they pay in my business. They will go somewhere else.
- I would pull down Big W and re open all that car park for starters.
- More free all day parking for workers... how do we get our kids to school then get to work on time if we have to walk up to 4 blocks away!!!! There is not enough free all day parking spaces for workers.



- Not everyone can afford to pay for parking everyday whilst working!!!
- Better parking plan for railway precinct. The similar parking plan implemented in Warnambool has caused significant disruption to residents and businesses. If you're going to consult, be honest about it and don't create a self-fulfilling survey like this - it's patently obvious that many of these questions are designed to get a predetermined result in your favour. For instance - the one about permits will undoubtedly get a majority positive response, which you could interpret as people supporting the SPP, whereas that might not be the intent of rate payers. The only people this plan will suit are those who can afford to pay to park wherever they wish - pull up in front of the town hall or hospital or other CBD hotspots and stay there all day. Those at the other end of the socio-economic spectrum will have to curtail their activities, such as visiting family, the sick, attending church services, appointments with healthcare and welfare providers etc. This plan isn't surprising under our Liberal party dominated council and Lake Wendouree resident mayor. The people who put this plan together should be thoroughly ashamed of themselves.
- Build carparks
- You can call it a smarter parking plan but that doesn't make it one.
- Charged all day parking in the residential areas surrounding the CBD would be a very unpopular decision. Also, it does not provide the additional 1500-2500 carparks Council anticipates will be required in the next few years.
- More all day parking
- Council should implement a range of measures to resolve carparking in the Ballarat CBD. Parking in the CBD is going to be placed under considerable further pressure as a result of the extraordinary residential growth rates taking place in Ballarat. There is also going to be further pressure on parking as a result of the Gov Hub development, train station redevelopment and the duplication of Mair Street. The Haymes site at 107 - 117 Creswick Road will suffer as a result of these carparking losses. In particular, one hour or two hour carparking should be provided on both sides of the service road adjacent to this site.
- To resolve the CBD parking issue, Council should work with both State and Federal Government to source more funding for car parking. Also, a differential rate system could be considered to provide more finances for CBD parking. Council can also use its financial resources to contribute to parking solutions. Investigations should be undertaken to see why both Geelong and Bendigo seem to have more inner city multi deck and overall carparks than Ballarat.
- Existing peripheral centres in Ballarat, including Stockland and DTC have free parking and this proposal will encourage more clientele to utilise these centres and not the CBD.
- The objective of carparking in the CBD should be turnover of car spaces to maximise the number of people that can park in the CBD on a daily basis. This scheme will not encourage this turnover of car spaces and will result in the CBD being a less desirable place to enjoy and visit.

- Stop approving planning permits that contain a reduction of parking allowance and make development include more parking that's required. Also, developed existing single level parking into multi level parking such as the bridge mall area.
- For starters all 4x4's (larger vehicles)to have a seperate parking section as they cause black spots for drivers with smaller cars trying to get out of car parks safely
- Make 1 hour free
- More multideck car parking
- Make it attractive for new multi-level parking businesses to construct in the CBD.
- Free parking with time limits to encourage people to use the area!
- free parking on weekends, better options for workers all day
- I don't know - but the biggest concern i have with the new set up is the parks that are currently free for 2 hours down Mair st and across to STurt st (Raglan, Lyons st etc) will cost money after 10 min. These are all the places people park for medical and dental appoinmtnets and I think it's much fairer to put these as a zone 2
- I like the idea of an app to pay for parking but I think you need to allow for alternative methods of paying.
- Should have knocked down the civic hall and placed full underground and above ground parking.
- High rise parking
- So complex!!  
Need to have multiple strategies to address multiple issues. There is not a single answer to this issue - keep consulting and engaging with those directly affected (ie: residents, workers)
- Having experienced a similar parking plan as explained. I am fully supportive of its implementation.
- More parking spaces are required- more at train station- make bus terminal inside station grounds and take back bus parks for car parking
- Have an assortment of timed and metered parking. I work at the hospital and since the most recent parking changes there are areas where there are vacant car spaces in most streets within the hospital precinct. Pensioners shouldn't be penalised to pay more to have easy access to the hospital. Open up all the car parks that are "reserved" for city of Ballarat vehicles including the mayoral park to allow the general public access to more parking.
- Leniency! Also make spaces large enough to fit 4x4's and wagons (which most cars in town are). Having 1m of the back of my car sticking out, and finding spaces where I can open my door properly is difficult

- OPEN THE BRIDGE MALL TO TRAFFIC FROM THE EAST ,10KLM PER HOUR SPEED LIMIT. YOU COULD GET 20 TO 30 PARKS FOR PASSING TRAFFIC ,THIS WOULD HELP THE TRADERS AS WELL
  - Just open up a few more vacant sites and lease them as needed
  - free for shoppers, free for volunteers while they are doing volunteer work.
- Get people back shopping in the city - it is so distressing - all the empty shops
- Give businesses the incentive to put up more car parks. To find out how other cities cope with this problem and to act on the best methods.
  - Build high rise parking buildings.
  - I would open Bridge Street Mall to traffic and have parking down one side. I think having better parking at Ballarat station will go a long way to helping the issues around the CBD.
  - Multi storey car park in Mair Street near the railway station
  - Build more multi-story car parking
  - we need more free parking around the BHS for working people. Why should we have to pay to come to work. yes we have a car park but it is full before the late starters get there. It is a joke.....
  - The way things are is good, but personally believes parking can be improved by providing more parking space at people's conveniences (zone 1), that is having more multi complexes. I am aware it will cost a lot, but quite honestly people like to be close to their cars. Having another near the hospitals will allow more staff to park and gives them security that it is well lit and at good staff rate, hospitals need to look after their staff, and safety is important! This would put the stress off people living in zone two knowing the area still have a high turn over rate for parking, also eases off the nonstop coming and going of people parking all day in front of your house, as usually it is staff wanting to park closer to the hospitals and willing to overstay the restrictions, risking the chance of a parking fine as currently it is still cheaper getting a fine than parking all day all week in a multi complex. The parking for staff needs to be worth parking in multi complexes, that is, at a good staff rate. They're there working hard to look after the patients, the hospitals need to look after their staff. Equally, more monitoring is required to prevent people abusing the system, by parking all day in the same spot in a 2hour restricting zone, people that are doing the right thing, coming into town are the ones suffering because there's no parking near hospitals/CBD because those that are abusing the system are getting away with it, they know they can and am doing it still. More traffic monitoring the more parking turn over rate. We need to ensure everyone is doing the right thing, and the only way is for ensuring we stamp out those abusing it. Having a few in the CBD will encourage more people to come in, as there are more parking opportunities, especially near restaurants and shops, with limited parking currently just discourages people to stay away. They're willing to pay if it's close to where they want to be. Safe, well lit up and continuous monitoring.
  - I personally believe. When they know they are being watched, people will do the right thing!

- The solution, more paid multi complexes with maybe free first hour parking, well lit convenient safe monitoring complex with staff benefits near hospitals will take the stress off surrounding residences as dealing with high volume of traffic all day long has already been a safe issue. Encourages more parking opportunities, for those visiting and as much as people complain about paid parking, if it is convenient to where they want to go, they will be willing to pay to be closer to where they want to be. Monitoring is a key factor, and if we lack that, people will abuse the system and not pay, knowing that quite honestly there isn't enough staff to cover the grounds. For hospital visits, if they know they are going to take longer than 2hrs, the thought of convenient parking near hospitals with long term parking will give them a peace of mind, same with staff parking, especially night shifts. Long term parking in multi complexes near main areas like Armstrong st, going for dinner, people would pay a few dollars to be close.
- Improve parking? More reasons to use multi complexes with benefits - close, cheap and safe.
- Increase monitoring done, more staff covering grounds, they need to be noticed for people to know they are in motion. Thus people will do the right thing! Time is short, people don't want to waste so much time walking or traveling, so convenient is everything. The cheaper the better, but people are still willing to pay a few dollars to cut down time.
- Pretty much as you are proposing (as something has to be done) but looking at capacity of streets in surrounding residential areas (eg Zone 2 and 3 near CBD or hospital) to cater to increased parking. In my area for example (Duncan and Frank Streets) there is very little scope to increase parking given the narrowness of the road and the fact that the street is fairly full with local resident parking due to shared driveways, lack of driveways etc. Consideration should also be given to issuing 2-3 free local resident parking permits per house in recognition of those households that currently have no choice but to park in the street. (eg look at local context).
- Leave it as it is. Or provide more free all day parks close specifically for employees even if have to prove linked to job not just shopping
- Make it free for 30 minutes and then you pay \$1 for 2 hours and then it's \$1 for every hour after that.
- Purchase land and create more parks along with nice green scenic places to sit.
- Provide more reasonably-priced all day parking out of the CBD but near where it is required – station, hospital etc.
- More multi story parking, better lighting between the outer areas (e.g. from Library to Armstrong St, up Doveton Cres to the station carpark), extend the Sturt St crossing pedestrian timing to make walking easier.
- Build more parking options so that workers can still get to work. It is incredibly difficult to find all day parking. Don't be greedy with the daily fee.
- The bus option is terrifying if you have to use the terminal near the Bridge Mall. I've seen assaults on my way to and from work walking past this area. If you want to encourage people to use the buses, you need to make it feel safe. At present it doesn't. Put in constant security. Make commuters and school children feel safe to use this transport option.

- Parking is fine
- Free up and multi zone time limits throughout to ensure access to central ballarat
- Improved facilities and infrastructure for bus users and cyclists might encourage such alternatives, especially for workers.
- Encouraging usage public transport and bike use
- Allow students / unemployed 2 hours free parking near their area of study, such as those who attend Matchworks and Genu training programs in Armstrong Street South. It's tough enough being unemployed without having to fork out a fortune in car parking.
- Create more parking spaces. Ensure that people on low budgets can park for free within a reasonable walking distance.
- Increase more free parking spaces for cbd workers.
- ok as is
- Improve bicycle access - BUT NOT the central lane down the middle of Sturt Street which was
- ridiculous
- Get rid of the corrupt council.
- Probably not
- Allow 2 hours free parking throughout zone 1.
- Close Mair Street car yards and small businesses alongside the railway and build multistorey car parking with an elevated pedestrian bridge into Bridge Mall.
- A phone app would avoid meters that are out of action. I think that our CBD parking is still excellent - you rarely have to park more than a block away from where you are going.
- Make more parking free parking in and around the CBD
- Multi story parking where civic hall is
- For businesses to survive, customer rotation is needed. Unlimited parking let cafes employees park unlimited time. This restrict available customer spaces available. Increased parking fee restrict customers further. Free 1H parking with strict time restriction
- Make all parking free for 1 hour and enforce it.
- Only apply the parking restrictions to Zone 1. Limited restrictions to Zone 2.
- Make more multi-storey car parks

- Stop taking away spaces in the interest of improving parking. eg on Armstrong St Nth all the car parking works created less parking but interesting more space for eateries such as the Forge.
- some multi storage car parks for business employees to utilise leaving more available for short stay customers
- If I was to improve the parking,
- I would make the parks around the hospital, Cinema and restaurant area more time allocation. You go to a restaurant or cinema and only get 1-2 hours. That's not long enough.
- I personally don't want to pay \$2 an hour! I would pay \$1 an hour! I wouldn't mind that! Prices need to change! Needs to be fair for the town.
- Zone 1 is CBD, zones 2 and 3 are not, so don't enforce paid parking there. I would extend the car park at the library to be multi story too.
- Build a multi car park in the civic hall and one at the train station, make it free all day parking. This would alleviate the problem of workers parking outside residential properties. Also, the hospital car park is too expensive for the workers, make it more affordable and then it may be used in the way it was intended.
- At the bottom of Sturt Street - in a westerly direction, there is parking on both sides. My proposal is to extend parking on both sides of the two lanes (ie either side of the median strip). This would increase parking and would slow traffic down in Sturt Street. I would also open up the Bridge Mall to traffic in an east - west direction, (no parking) just wide boulevard - what a vista when visitors arrive in Ballarat.
- Multi storey car park. Bigger car park under GovHub. Any new hospital should have at least 3 levels of car parking underneath (eg. St Johns Geelong)
- As the city grows, it is imperative that we begin to grow up instead of out. That includes parking.
- Given that, we will need to identify locations for multi-storey car parking in the CBD.
- The convenience of not having to move the car every two hours, or being able to top up from a smart phone and NOT having to find change for meters would definitely encourage me to stay in the cbd longer. It would be good for the businesses in the cbd, who find it tougher to entice shoppers away from undercover shopping experiences like Stockland and the internet. DON'T make the hours longer though, that's a step way too far. It's bad enough having to worry about parking on a Saturday; Geelong has free parking all weekend! Much better to have full occupancy of shops in the cbd and less parking revenue.
- Car parks replaced with protected bike lanes. One big zone, a flat hourly rate and many more disabled parks. Try and get Ballaratians walking and riding!
- Greatly invest in readily accessible high frequency public transport systems, seamlessly interconnecting. I have lived in Washington DC, did not have a car, and could get anywhere in the city and its suburbs by inexpensive public transport systems, in reasonable time.

- More FREE secure parks with easy access to the cbd.
- There need to be a couple more multi-story carparks which are affordable
- Give hard working Ballarat employees a fair go and don't make them pay for parking when they are going to work. If I wanted to do this I would live in a big city like Melbourne.
- Re: parking in ballarat From reading the courier & a people opinions & letters I think council have missed the point the majority of the public are saying.
- This plan is not a solution. It's like asking people to pay for oxygen. You are zoning a wider area & simply asking people to pay to park there. That is not a solution. A solution requires council- who are not magnanimous gods looking down on us and gifting us- we pay them- exorbitant wages- to do a job just like any other person. In return we expect results. If council actually thought about this means we expect parking to be provided by creating more parking in the areas required- not asking people to walk long distances- especially at night when safety has been highlighted as an issue. Or ride a bike or catch a bus. Car pooling doesn't work. If you finishe work and get to your car but have to wait for people you gave a lift to because they are delayed or working overtime it fails. And seriously who wants to ride a train for two hours then a a bike home in Ballarat' weather?
- Council needs to start buying properties & providing multi storey parking- ground floor 2 hours free other levels long term parking. If in a heritage area a facade can be built to blend. Mercedes in Mair street moved. The site could be a four level car parking. Charging for it helps pay for it, then roll on to other areas. Eg Eastwood car park could easily be 3-4 levels. It's known the council is operating with a \$66 million dollar float. Use some of it. Further down mair street are car dealers with large areas of land behind them. Buy that land and add more multi storey car parks. There are so many spots around Ballarat and near the in demand areas, which have vacant land or for sale land. Buy it and build multi storey car parks. Force the state gov to provide parking for things they build- you do this for private developers and residents. Stop conning us into thinking that zoning areas & a making people pay works. Tourists need parking too. So stop making areas for locals, which cost for all day parking and block access to tourist spots & a businesses. The only real solution is buy land, build multi storey car parks & a lots. THAT is providing parking.
- Public transport would need to be considered along with a 'Park and Ride' service.
- Improve the reliability & efficiency of the public transport- buses 1suppose- north/south & a east/west. Apart from the circufeus routes FIRST
- Do nothing & a wait for the public to complain loudly & bitterly - if & when all the proposal development actually happens it appears to be contingent on state & federal govt monies
- What about the financials? How much will it cost to implement? How much renueue will council receive? @ break even, where does the surplus go? Will the parking fine criteria change?
- Need to build more multi storey car parks in the cbd. Improved the public transport routes, so people can get the destination directly & a in a timely manner.
- build another multi storey car park.

- Build another multi storey car park including underground car spaces near bakery hill and also one near the hospital
- I mostly support the plan, but if the population is going to keep growing more parking needs to be built.
- The shell site on creswick road should be a multi storey car park (with a shared path along the rail easement to the station. It would also provide parking for civic hall area (1000+ cars)  
2. Tear up the contract for the stupid apartment block on the north rail station site. Another multi storey car park should be built on site. Lifts should be built between platform 1&2 for the disabled.
- You only have one chance at create a viable and liveable and workable cbd don't stuff it up,
- have a city bus service that circled the main CBD that allowed you to access the spread out city centre. For the elderly, the very young and disabled Ballarat is not an ideal city to get around. the hill in Sturt street is one example. The current 2hr parking around the health services is not currently used as people do not want to walk eg Webster St and along Drummond St.
- Wouldn't have allowed a bullshit hotel to go in at the station
- Still have free parking close to the City so if you work all day in the CBD we can park a walk to work because over a full week it comes close to a hold days pay going on parking. Smaller zone of parking in the cbd. Maybe extend the time and charge more but only if the parking zones are not extended.
- paying for parking in the cbd should be able to be used anywhere in the cbd and not limited to a particular block/street
- Not the have zone 3 paid parking
- Build a multi level car park
- Improve public transport so people would be more likely to use it.
- Multilevel carparks
- Provide more free parking for people working in the CBD that have no other option than to drive to work. I know for a fact people will do anything to avoid paying for parking as a worker. This isn't Melbourne, people move away from things like this. I'm happy to pay when I come in and do shopping on a day off/weekend, however during the work week I refuse to pay. As an example, Lyons st South between Sturt and Dana st introduced paid parking last year, and everyone that used to park there moved a block further out, and what was a Street with not as many residences filled with CBD workers, is now a ghost town and all the residences on Dana, Lyons st and Raglan St have been filled with workers cars. Introducing paid parking in these areas will just push workers to other residential areas where parking is free, and fill up different spaces. It won't fix the problem, it will just move it. Use some spare space at the Church to create some free parking. They don't pay tax, and have space to spare.



- I don't think it's that bad now, I think the whole point of this is for the council to raise revenue as they are hurting because of the rates cap. Everyone else has to live with CPI, So the council should too. When was the last time the council did a revue of operations and created efficiencies, (like other businesses do when costs out way revenue)? I imagine with a lean thinking approach the council and there for the COB could operate at a lower cost and not need extra revenue streams
- Another multi storey car park to assist cbd workers and train users
- Run better bus timetables rather than price gouging and revenue raising via paid parking. I'm a resident and a shopper and will shop elsewhere and online if this crazy parking revenue raising goes ahead - what will that do to our city. This council is not thinking of the rate payers and local business but rather trying to raise revenue as they cannot raise the rates at the ridiculous rate they used to- time for a reality check - this is a lower socioeconomic town - start looking after your people and your rate payers!
- I just watched the online video explaining why you want to do this, what a joke, it mentions frustration of not being able to get a park in the CBD, so your solution is to put the price up/charge for parks that are currently free (business economics 101) so your goal is not better parking (as no new car parks are being built) it's revenue raising. Progressive cities actively work towards reducing the number of cars parking in the CBD by improving public transport. Our current bus system is a joke, they are empty most of the time (other than school kids), if the routes and timetables were fixed up they would be used more by CBD workers and therefore there would be less cars parked in the CBD. Imagine if there were 15 minute increment buses during the morning and afternoon peaks that went from say Lucas straight down Sturt street ( with multiple stops the length of Sturt street) once taken up that would save thousands of parks a day
- do away with all parallel parking bays, introduce more multilevel parking stations
- The Civic Hall needs to be increased in capacity.
- Make all day parking for workers free
- Trams down centre of Sturt street
- I would create at least three "Park and Ride" locations for workers.
- The train station carpark would have a boom gate that requires your Miki card to be swiped and if you have not travelled that day, you are required to pay a fee. The parking would be free for train commuters.
- Anywhere that a fee is being charged for parking would have to have marked parking spaces as people are often very selfish when parking and take up more than one spot.
- Investment in land and a multi-story carpark is essential. Possibly near Officeworks. Parking costs would be kept reasonable with possibly the first 2 hours free to encourage more shoppers back into town.

- Parking in residential streets (in Zone 3) would have sections of timed 2-3 hour parking and sections of all day parking along each block, to be fair to residents and their visitors as well as shoppers, tourists and workers.
- Provide 10 min parking adjacent to toilets, Provide caravan/RV parking for tourists which is easily accessible and easily found(after all we are a tourist town)
- Build more high rise parking lots ... what else will provide more parking places ?
- It seems council want to impose more and higher parking fees and allow longer parking to maximise income but provide no additional services like more parking lots.
- Confirm rates for new high rise parking at Station.
- Ensure Soldiers Hill does not get affected by commuter parking - limit to 2 hours (and provide residents with sufficient permit parking options.
- 1hr free and no all day parking in zone 1
- The current changes which have been put in place the past 12-18 months havent worked. Lyons street is now empty most days and onky busy when big funerals or church services are on - what about free 2-3 hour parking in the streets running off sturt st (lyons, raglan, errard to name a few)
- Get rid of the council
- I do not agree with unlimited time frames on parking in the cbd as this will remove the ability for shoppers to effectively access local business. I would build more multiple level car parks to provide for workers in the cbd.
- Increase proposed 10 minute free parking to 15 minute free parking in zone 1. This would still encourage rapid turnover but allow things like school pickups, short shopping etc and allow for unexpected delays.
- Leave parking meter costs & free timed areas as is & meet with the main contributors to the problem (growing hospitals, houses converted to Medical but with no parking facilities & growing school) to get them to provide solutions. Council approves the additions to these buildings but doesnt appear to think about the impact on infrastructure with the increased workforce. Maybe a secondary hospital site out at Lucas would lessen the burden & not make our beautiful Sturt St into a ghost town.
- Make it free
- Make zone one free for one hour then \$2 per hour after that to support local businesses.
- Zone 2 could be free for 3 hours then \$2 per hour after. This discourages all day parking and supports visitors to the CBD  
Zone 3 should not be restricted parking at all. It is not congested parking now. Areas close to the train station need to be unrestricted to allow for train travellers. Developments proposed for the railway precinct will mean that there is less parking there taking in to account for all the cars parked around the perimeter of the actual bitumen parking area.

- A couple of multi story buildings
- Create another multi car parking facility in CBD, there are plenty of vacant blocks around
- Colour code time limits on parking so it is easy to identify and maximise parking in and around the CBD with smarter infrastructure
- Allow workers to park for free all day somewhere convenient or for a lower cost.
- Build more undercover car parking, at a reasonable price.
- Charge more for CBD parking and leave the rest alone.
- Make first 30 mins free for quick jobs. Have some longer parks available near the cinema.
- Add more parks
- Same cost cbd only and ability to move and retain ticket
- 3 years ago I was able to park my car all day for FREE on Raglan street (sturt street and dana street section). Want to appease the many thousands of workers that work in this vicinity? Return the free parking so we don't all have to get to work half an hour earlier to fight for a car space that we might not even get.
- Offer more free parking. The Ballarat City Council should consider the women of this city that need to walk home during the winter in the DARK. We sometimes have to park so far away that the walk is 20 minutes in the dark. I am a 25 year old woman that fears for my life (and legitimately so) when I have to walk that far to my car in the dark. Add the winter elements on top of that and you've got yourself a cold, weak and scared woman which is an easy target for sexual predators. These kinds of rape and murder crimes have ALWAYS been an issue, history tells us that, and these crimes will continue to be an issue. Look at the statistics, these violent and sexual crimes are most commonly occurring out of opportunity. The predator sees a woman walking alone to her car in the dark, he sees an opportunity. He takes it. I do not want to be the next Jill Meagher. I do not want to be the next Eurydice Dixon. These crimes evoke fear in ALL women. Constantly in the back of our minds. We need to look over our shoulders when we walk anywhere. We need to constantly keep our loved ones informed of where we are in case anything happens to us. We already have to do so much to look out for ourselves, and now our Council isn't even looking out for us? I'm just waiting for the next violent and sexual rape/murder to happen. Hoping it isn't me. And the council has allowed me to become even more fearful.
- Offer more free parking to workers that need to park their cars all day. Even Geelong has ample free parking for workers. The Ballarat City Council is extending paid parking out into the residential streets and Geelong does not even do this. There are multiple places in Suburbs of Melbourne that don't even do what the council is suggesting.
- Keep zone 2 and 3 free, COB changed the parking hours for Anderson Street East to 4 hours and those parks remain free now, waste of space.
- Give the workers in the CBD more choice and cheaper parking options. the park on the cnr Dana & Doveton st charges \$7 per day which is reasonable however you cannot leave the park during the day and if you do are required to pay an extra \$ 8.

- There is no infrastructure to support this parking plan to provide all users groups (except residents) with viable, affordable, safe and accessible alternatives. Under this system, those that can afford parking will have all the convenience and safety, while those that can't, face increased travel and journey times to their work, to retailers and health providers. We are not Melbourne and that is why many people choose to live here and also visit our historic city. Most workers are also not on Melbourne wages, so even taking \$1 an hour out of an hourly rate for parking is noticeable - especially for part time working parents/mothers who often don't have the luxury of time after school drop offs or to pick up, for lengthy bus routes or walking kms to get to bus stops or free parking when closer parking is all gone by those who can arrive earlier.
- There still should be free short timed options for deliveries or drop offs - this could have considerable cost implications for suppliers in the CBD if they have to pay for every single minute that they are making a delivery.
- The bus system is a mess and changes have made it worse with poor connections, longer journey times and bus stops that are unsafe.
- Another multi-storey car park.
- Park and ride points for workers to meet and travel together as well as a park and ride bus. (Catering for residents on the East and South side of Ballarat, as well as those on the West).
- More options, even private, of affordable parking at places such as the church in Sturt Street. (St Andrews) ie. not \$20 per day.
- A free or cheap bus service that covers the central area similar to the free "City Circle" could assist - especially those trying to use the buses and get up and down Sturt Street.
- Better planning when expansions are proposed that will bring more people into the CBD (workers or otherwise) eg Govhub, growing businesses. Addressing the loss of parking at the station and problems in that area - paid parking adds to mounting costs and long walks to travel times.
- Another train station with more parking seems a great idea.
- Improved safety for women and pedestrians once it is dark, especially at key transport interchanges.
- Less demonising of workers - businesses pay rates too, and many workers are also the shoppers in the CBD (lunch times and after work).
- Interest group: I am a shopper, worker and user of health services in the CBD area for both myself and my family.
- Create an environment what people want to visit and shop in
- Actually make it free, Bridge Mall and Sturt Street will suffer further.

- Be more supportive of Business, encourage people back into the CBD, people are just refusing to pay for parking at such expensive rates, businesses suffer as a result, be more realistic, parking inspectors should be more friendly and happy to assist with questions and inquiries. Just have a look at Sturt Street, it is a ghost town, and a sorry sight.
- Give workers free parking close by especially the hospital workers, make parking cheap and do away with Proposed Zone 3.
- Longer parking, especially for appointments, don't have such high metered parking rates. Have friendly parking inspectors
- Implement a multi storey car park in the Curtis street carpark where Woolworths & Coles are it would help a large area with the tafe & police station
- Parking within the CBD should be free with appropriate time restrictions to encourage people to shop and remain in Ballarat.
- I think to be fair and equitable to all users there should be a portion of free parking available to all users. Your proposal is not improving the parking it is simply making it user pays. A very good revenue raiser but not any improvement in parking. For some workers the cost of parking will be more that the last 5 years of wage increase. This will be a effectively a pay cut because in order to park anywhere around the hospital and CBD, even 4 or 5 blocks away we will still have to pay around \$16 a week. Ballarat is not the best climate to be walking to your car 5 blocks away in the dark after a late shift. You really must provide some all day parking for the workers. Your recent changes to the parking around the hospital has infact caused more workers to park in the free 2 hour zones close to the hospital rather than walk 2 blocks to free all day parking. You have taken away the choice to park and walk. If you look around the residential streets they are empty but patients cannot get apark close to the hospital becuse many of the workers see no point in parking 2 blocks away in a 2 hour zone when they can park outside the hospital in a 2 hour zone. Please give us back the choice, make some to the residential streets free all day and some 2/3 hour zones so that they are not full and not empty, a fair and equitable use of the parking available i would think. CBD should have time limits, pay after 2 hours like the car park. Get rid of the ticket system and bring in more pay stations. I hope you will take on the views of the public and not proceed with this parking plan. This does not have my support.
- I think this is the bit where I can say what I logged on to say! :)
- Our office (in the CBD) is concerned that the possibility of all day parking will mean our clients can no longer find a park nearby, as there won't be the turnover of cars.
- Personally, I park in what would be zone 3 and walk to work, for exercise and to avoid parking charges. I think charging in zone 3 is overkill. Where I park now, along the creek, is not
- inconveniencing any residents. If workers are pushed to park outside zone 3, that will be more inconvenient for residents of where we end up.
- Have specially allocated carparking areas just for the workers who need all day parking to get to work.
- I would build multi level parking facilities and leave zone 2 and 3 free parking.

- create clear bike lanes and no driving streets at all. People may be more encouraged to ride bicycles if it is made a bit safer for them
- Courtesy buses to and from work from some where local like the Civic Hall. Even cheap bus transport leaving every 15 - 30 minutes taking you to and from local stops into town to help assist with the local parking issue around the train station and high demand areas. Even do a trail and see if this assists with congestion.
- Leave it as it is, it's already hard enough to get a park here. Geelong has parking issues yes, however I was always able to find a park to go out for dinner, or pick up takeaway food or see a movie. Here in Ballarat, this is not the case. I've nearly given up trying to do my favourite things. I usually park illegally if I cannot find a spot. Maybe add some multi storey carparks near busy spots.
- Make sure it is reasonable, not outrageously expensive as this plan is, have somewhere for workers to park. There really doesn't seem to be that much of a problem at the moment. Not very often you can't find somewhere to park!
- Add some high rise parking in a central location
- Make it user friendly encourage visitors/ shoppers and turnover . The current plan feels like a revenue grab. Improve transport and require business and get govt as well to put in the right number of bays. Unfortunately publi transport is not use friendly
- Follow this plan! Adjust after 6 months with a review if needed. We have to have a baseline and starting point. This plan should be that.
- I would allow more 5-10 min spots where businesses and services would mostly be the type needing that sort of time. I would try to harness technology to reserve spots for disabled, service personnel e.g. cars of 000 service people; reserving spots for teachers outside their school, and other similar ones (paid but affordable for all day parking)
- Maybe a few more pull in drop off points like out the front of her majesty's and the regent. These are a fabulous idea and save parking frustrations when dropping off and picking up and safer too.
- Leave as id
- Make more all day parking for workers
- Not enough parks for us
- Develop the parking plan in conjunction with other components of transport management, as required in any modern, efficiently functioning, environmentally friendly city. The parking plan MUST be seen in the context of an overall transport plan for Ballarat.
- Underground or multi level parking lot
- Undercover car parks - especially connected to a supermarket. I can't believe with Ballarat's climate this doesn't exist. Perhaps it might revitalise the Bridge Mall, if the Eastwood St

carpark was developed?

- Continuing to offer some free parking throughout the CBD. At the moment I choose to park for free in the side streets of Sturt Street. While walking to the store I want to shop at I notice so many other stores I may not have seen before or I'm attracted by their window display. If I parked out the front of the store I wanted I wouldn't ever come across these other great boutiques.
- Let the people of Ballarat see that they're getting something for paying for their parking. Perhaps technology will allow people to know where they might find a park? Which would be great if you were running late for the movies or dinner. People will be more happy to pay for a service if they see they're getting some kind of value.
- Offering free parking if you make a purchase at a CBD business would be great - or extended free parking - like many shopping centres do.
- Make sure the elderly, disabled are provided a system that works. Improve public transport, so parking isn't such an issue.
- Provide parking for small vehicles and EV's including charge points
- Provide good options to visitors who want to enjoy a day in Ballarat and be able to park for a reasonable length of time and walk around the city. Day parking and good signage would be beneficial.
- No sure
- Introduce an app and only have a blanket price across the area but different start and end times depending on the use of an area. For example start the paid period near the hospital at 11 am to 3 pm so that people can visit and not have any time limits. In the central city start the paid the at 10 am to 9 pm so that it encourages people to move around more so that businesses don't suffer
- Eliminate Zone 3. It would encourage people who need to access Zone 1 and 2 for work, shopping or dining to park and walk.
- I think zone 3 is to large, extends too far. This will impact negatively on people who live in these zones. It doesn't encourage inner city living when it costs for parking to visit, have a friend come and stay etc
- I would not be building another conference centre at the Railway station
- Parking would have made much more sense
- Not build an apartment block on the railway station land and use it for more & future parking and a comprehensive transport hub!
- 3&1/2 hour parking at Library with permits at the library for their parking. (Like the Library 85 minute PC use). One would only be able to use it for 1 time a day and work out a way to register the car plate they are using to ensure people aren't sharing library cards.

- Have the local government invest in land that is in the outer CBD for a car park (like a section of Vic Park plus somewhere Nth, Sth and East) and have shuttle buses (Like at Begonia festival)
- Like Melbourne an access park residential pass the rest of the people with go elsewhere
- Provide additional parking , station precinct would be a good first step, don't give land away
- Quality parking spaces at the railway station is needed to accommodate the regular commuters. At the moment, as the carpark fills, drivers are forced to park in all sorts of ways to squeeze in, often blocking access to people arriving back at their cars. Being able to park at the ballarat station in a safe, carpark, with defined spaces should be the mininum that a train commuter can expect. I currently pay \$340 per month to use vline. Any extra expense added to this in the form of parking on nearby streets, due to lack of space in the station carpark, makes the choice to live in Ballarat and work in Melbourne less viable. And if I catch the bus to the station, this adds up to an extra 40-50min commuting to my day and ultimately, would impact on my quality of life.
- Allow the construction of another multi storey car park
- Needs to be areas where people can park and not be super far away from there place of work
- Remove the zones & paid parking.
- Use all the money you get from rates to build a multi story car park
- Make first 15min free in CBD , strip shopping. Add multi-storey car park ,workers at discounted rates , to get their cars off the street , allowing more space for shoppers. I don't live in Ballarat but you need to help keep businesses in business .



## **10.2. BALLARAT INTERNATIONAL FOTO BIENNALE STRATEGIC PARTNERSHIP APPLICATION**

**Division:** Development and Planning  
**Director:** Angelique Lush  
**Author/Position:** Jeff Johnson - Executive Manager Events and the Arts

### **OFFICER RECOMMENDATION**

**Council resolves to:**

- 1. Approve a Strategic Partnership Grant to the Ballarat International Foto Biennale (BIFB) for a five-year period from 1 July 2019 to 30 June 2024, comprising:**
  - a. \$75,000 (excl. GST) cash funding per year;**
  - b. Provision of in-kind support in the form of the occupancy of the Mining Exchange office for the duration of the partnership agreement;**
  - c. Provision of “no-fee” usage of the following City of Ballarat venues and assets for each of the three Biennale events covered during the partnership agreement (excluding staffing, or other costs incurred by City of Ballarat relating directly to the event and/or its venue usage, and pending availability and individual venue agreements) as follows;**
    - i. Art Gallery of Ballarat temporary exhibition space**
    - ii. Ballarat Mining Exchange exhibition space**
    - iii. Backspace Gallery**
    - iv. Alfred Deakin Place**
    - v. A-Hall, Ballarat Town Hall**
    - vi. Unicorn Lane Art Windows**
    - vii. City of Ballarat Shipping Container(s).**
- 2. Acknowledge the significant improvement and success of the 2017 Ballarat International Foto Biennale.**
- 3. Note that this funding will be provided with the conditions relevant to the Strategic Partnership Grant Program.**

### **EXECUTIVE SUMMARY**

The Ballarat International Foto Biennale (BIFB) is a photographic exhibition that has typically opened for four weeks every second year. Since coming to Ballarat in 2009 the BIFB has received continuous Council funding with the current funding contract due to expire following the next BIFB in October 2019.

BIFB is seeking a Strategic Partnership with the City of Ballarat for the five (5) year period of 1 July 2019 to 30 June 2024. If the requested Strategic Partnership is approved by Council, this would override the current funding agreement which is set to conclude at the completion of the 2019 Biennale.

Officers have reviewed the Strategic Partnership funding request against the program guidelines and recommend providing cash and in-kind support for the requested five-year term.

This grant allocation aligns with the purpose of the Strategic Partnership Program, the 2018 – 2028 (City of Ballarat) Events Strategy, and the Draft Creative City Strategy.

## **RATIONALE**

On 22 February 2017, Council adopted the City of Ballarat Grants Policy (R66/17). The purpose of the grants policy is to ensure that recipients are able to deliver quality programs, events, products and services which are of great benefit to Ballarat and which bring a wide range of social, environmental and economic returns to the City. Included in the Grants Policy was the Strategic Partnerships Grant Program, a non-competitive process to fund organisations or businesses to deliver Council identified initiatives which must align with community needs and Council's Strategic Objectives, as articulated in the Council Plan.

The BIFB has proven it can deliver social and economic outcomes that relate to a range of City of Ballarat strategic plans including the Council Plan, the draft Creative City Strategy and the 10 Year Events and Festivals Strategy. At its core it generates a sense of community pride, strong visitation and positive promotion of the city.

### Background

The Ballarat International Foto Biennale (BIFB) came to Ballarat in 2009 following its inception in Daylesford four years earlier. A funding agreement was developed to assist the transition and growth of the event, which committed Council support from 2009 to 2013. Following completion of this first agreement a second funding agreement was signed in 2015 for the events held in 2015, 2017 and 2019. Council support provided under the current agreement is as follows:

- \$25,000 cash per annum (five years, total value \$125,000); and
- Free office space in Mining Exchange per annum; and
- Free use of Mining Exchange main hall, A-Hall and Art Gallery of Ballarat for 30 days per event.

Between 2009 and 2015 the event achieved moderate success, however the 2017 BIFB was an extremely successful event attracting 26,800 attendees producing an economic impact of \$3.89 million and providing extensive state and national media exposure for Ballarat. The event was extremely well run and was a marked improvement from previous years.

While the specific event content will change over the proposed five-year period, there is a high degree of confidence that each Biennale will be of a suitably high quality and will continue at its current level of success given the management skills and governance arrangements currently in place. The notable change to the event for 2019 onward is the lengthening of the event from 30 to 60 days and a schedule of exhibitions and activities throughout the year.

Officers note the intent of the Biennale is to continue to provide free entry to the majority of activities and events. As a result, there is no provision or planning to reduce reliance on grant funding from Council into the future.

### Requested Support

The BIFB Strategic Partnership now before Council seeks to override the existing funding agreement and requests a new agreement period from 1 July 2019 to 30 June 2024, which would encompass the next three Biennale events in 2019, 2021 and 2023. The composition of the support requested is;

- \$75,000 cash per annum for 5 years (current funding agreement \$25,000 per annum),
- \$25,000 cash per event linked to the KPI of achieving an increased attendance by 12% (not included in current funding agreement),
- Provision by Council, at no charge, of the following venues and assets for up to a 60-day period per Biennale (expanded from 30 days) and ongoing annual use of the Mining Exchange upstairs office space;
  - Mining Exchange Office (same as current agreement - in-kind valued at \$28,000 pa)
  - Mining Exchange Exhibition Spaces (increased to 60 days – in-kind valued at \$11,880 per event)
  - Art Gallery of Ballarat (significant increase in gallery space requirement and increased from 30 to 60 days - in-kind valued at \$168,000 per event)
  - Backspace Gallery (same as current agreement - in-kind valued at \$0)
  - Alfred Deakin Place (same as current agreement - in-kind valued at \$0)
  - A Hall, Town Hall (same as current agreement - in-kind valued at \$0)
  - Unicorn Lane Windows (same as current agreement - in-kind valued at \$0)
  - ContainArt Shipping Container(s) (same as current agreement - in-kind valued at \$0)

From the Council cash funding component, 75% is to be expended on artists fees and the remaining 25% on promotion in any given year.

### Options

Five funding options were identified by officers:

#### **Option 1**

Agree to support BIFB to the full value requested in the application for the five-year period (three events), comprising \$450,000 cash and in-kind support including free venue hire.

#### **Option 2 (Recommended)**

Agree to support BIFB for the five-year period (three events), allocated according to the following;

- a. \$375,000 (excl. GST) cash support (\$75,000 cash pa); and
- b. No-charge provision of occupancy of the Mining Exchange for the period of the agreement; and
- c. No-charge provision\* of requested venues for up to 60 days per Biennale event subject to mutually agreed venue agreements for the following:
  - Mining Exchange Exhibition Spaces (increased to 60 days – in-kind valued at \$11,880 per event)
  - Art Gallery of Ballarat (in-kind valued at \$168,000 per event)
  - Backspace Gallery (in-kind valued at \$0)
  - Alfred Deakin Place (in-kind valued at \$0)
  - A-Hall, Town Hall (in-kind valued at \$0)
  - Unicorn Lane Windows (in-kind valued at \$0)
  - ContainArt Shipping Container(s) (in-kind valued at \$0)

**Option 3**

Agree to support BIFB for the five-year period (three events) allocated according to the following;

- a) \$250,000 cash support (\$50,000 cash pa)
- b) No-charge provision of occupancy of the Mining Exchange for the period of the agreement; and
- d. No-charge provision\* of requested venues for up to 60 days per Biennale event subject to mutually agreed venue agreements for the following:
  - Mining Exchange Exhibition Spaces (increased to 60 days – in-kind valued at \$11,880 per event)
  - Art Gallery of Ballarat (in-kind valued at \$168,000 per event)
  - Backspace Gallery (in-kind valued at \$0)
  - Alfred Deakin Place (in-kind valued at \$0)
  - A-Hall, Town Hall (in-kind valued at \$0)
  - Unicorn Lane Windows (in-kind valued at \$0)
  - ContainArt Shipping Container(s) (in-kind valued at \$0)

**Option 4**

Agree to support BIFB for the five-year period (three events) allocated according to the following;

- a. \$125,000 cash support (\$25,000 cash pa as per current contract)
- c) No-charge provision of occupancy of the Mining Exchange for the period of the agreement; and
- e. No-charge provision\* of requested venues for up to 60 days per Biennale event subject to mutually agreed venue agreements for the following:
  - Mining Exchange Exhibition Spaces (increased to 60 days – in-kind valued at \$11,880 per event)
  - Art Gallery of Ballarat (in-kind valued at \$168,000 per event)
  - Backspace Gallery (in-kind valued at \$0)
  - Alfred Deakin Place (in-kind valued at \$0)
  - A-Hall, Town Hall (in-kind valued at \$0)
  - Unicorn Lane Windows (in-kind valued at \$0)
  - ContainArt Shipping Container(s) (in-kind valued at \$0)

**Option 5**

Retain the arrangements in the current agreement for the delivery of the 2019 BIFB and decline to enter into a new agreement.

\*Note: Provision of free venues excludes staffing or other direct costs borne by Council directly from the event

In addition to potential Council support, Visit Ballarat has committed a destination marketing budget of approximately \$40,000 for the 2019 event only, to be used to market Ballarat as a destination during the event.

BIFB has included letters of support with its Strategic Partnership application submitted by;

- The Honourable Steve Bracks AC
- Julian Burnside AO, QC
- Linda Lucas, Creative Victoria
- Noel Dempsey, Visit Ballarat
- Jodie Gillet, Commerce Ballarat

- Alicia Linley, Mitchell Harris Wines
- Lesley Costley-Gray, Phoenix Secondary College

## LEGISLATION, COUNCIL PLAN, STRATEGIES AND POLICY IMPACTS

- *Charter of Human Rights and Responsibilities Act 2006*
- City of Ballarat Council Plan 2017-2021
- 2018 – 2028 Ballarat Events Strategy

## REPORTING AND COMPLIANCE STATEMENTS

Implications	Considered in Report?	Implications Identified?
<b>Human Rights</b>	Yes	No
<b>Social/Cultural</b>	Yes	Yes
<b>Environmental/Sustainability</b>	No	No
<b>Economic</b>	Yes	Yes
<b>Financial/Resources</b>	Yes	Yes
<b>Risk Management</b>	Yes	Yes
<b>Implementation and Marketing</b>	Yes	Yes
<b>Evaluation and Review</b>	Yes	Yes

**Human Rights** – It is considered that this report does not impact on any human rights identified in the *Charter of Human Rights and Responsibilities Act 2006*.

**Social/Cultural** – There are indirect social benefits, which are derived from the potential for increased employment and increased social interaction of the Ballarat community that may be made possible by the funding.

**Economic** – The following is the total projected economic impact for the BIFB to the Ballarat economy and a calculation of the economic return for the total City of Ballarat investment;

As per application request:

Economic Impact	\$11,806,960 ( total over three events)
Return on Investment (RoI)	1:10

As per officer recommendation:

Economic Impact	\$11,806,960 (three events)
Return on Investment (RoI)	1:11

Officers typically seek an RoI of 1:20 however whilst the BIFB RoI from the recommended funding amount is lower than this target, the event generates considerable value in media exposure afforded to Ballarat. The media coverage extends to a national and international scale and runs for many weeks proving an extremely influential platform for promoting Ballarat and its creative sector.

**Financial/Resources** – Funding for BIFB will require an allocation from the Strategic Partnerships Grant program. At this time there is sufficient budget available, however if approved, Council will have a balance of \$1,500 in this fund for the remainder of the 2019/20 financial year. The total Strategic Partnerships Grant budget is \$500,000. If approved, Council will have committed \$498,500 from this fund in the 2018/19 financial year and confirmed commitments of \$175,000 (plus BIFB payment) in the 2020/21 financial year.

**Risk Management** – There are few identified risks to Council by the provision of this Partnership. BIFB has been in existence for over 10 years and has medium term fiscal planning that indicates sound financial management with diverse income streams. Furthermore, the delivery of each Biennale appears scalable if income targets are not achieved by the event organiser. Additionally, as per standard City of Ballarat procedure, payment of Strategic Partnership funding will be completed in appropriately staged payments and tracked against payment milestones.

There is a risk to BIFB that the event may not proceed as planned or be significantly reduced in scale without some degree of Council funding.

**Implementation and Marketing** – BIFB has developed and executed an extremely effective marketing plan that achieved significant state and national exposure for Ballarat. It is expected that this successful marketing campaign will continue through the term of the proposed Partnership.

Additionally, Visit Ballarat has committed a destination marketing budget of \$40,000 per Biennale event that will be used to develop and execute marketing of Ballarat and the event. Marketing will predominantly involve digital and social media into Melbourne encouraging visitation to Ballarat during the event periods.

**Evaluation and Review** – If Council provides funding, Officers will require BIFB to conduct thorough post event evaluations to measure the benefits derived from the funding.

Measurement of success will include:

- Increased number of local audience
- Increased number of visitor audience and their subsequent economic impact
- Increased quantity of state and national media exposure for Ballarat and its creative sector

## **OFFICERS DECLARATIONS OF INTEREST**

Council Officers affirm that no direct or indirect interests need to be declared in relation to the matter of this Report.

## **REFERENCE DOCUMENTS**

### **ATTACHMENTS**

1. 2017 BIBF Economic Impact Report **[10.2.1]**
2. 2017 BIFB Post Festival Report **[10.2.2]**
3. BIFB 2019 Letters of Support **[10.2.3]**
4. BIFB Strategic Plan 2018 **[10.2.4]**
5. BIFB 2019 Strategic Partnership Application Redacted **[10.2.5]**
6. BIFB 2019 Partnership Proposal Redacted **[10.2.6]**
7. REMPLA N- Economy- Report Foto Biennale 2019 **[10.2.7]**
8. REMPLA N- Economy- Report Foto Biennale 2021 **[10.2.8]**
9. REMPLA N- Economy- Report Foto Biennale 2023 **[10.2.9]**

2017  
BALLARAT INTERNATIONAL  
FOTO BIENNALE  
Festival Impact Summary

Research undertaken by



## Summary report statement

The 2017 Ballarat International Foto Biennale, Festival Impact Summary has been prepared specifically for BIFB as the client. The Festival Impact Summary and its contents are not to be referred to, quoted or used by any party in any statement or application, other than by BIFB without written approval from SED.

The information contained in this document has been gained from anecdotal evidence and research. It has been prepared in good faith and in conjunction with BIFB. Neither SED, nor its servants, consultants, agents or staff shall be responsible in any way whatsoever to any person in respect to the report, including errors or omission therein, however caused.

## Contact details

Ballarat  
19 Albert Street, Ballarat 3350  
PO Box 2378, Ballarat Mail Centre, VIC 3354  
+61 3 5331 2565  
admin@sedadvisory.com  
www.sedadvisory.com

Research undertaken by



**Image Credit:** David LaChapelle. *Archangel Michael: And No Message Could Have Been Any Clearer*, 2009.

### Cover Image:

Honey Long x Prue Stent.  
*Wind Form*, 2014 (detail).  
Courtesy of the artists.



# BALLARAT INTERNATIONAL FOTO BIENNALE 2017

## introduction

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SED Advisory was engaged by the Ballarat International Foto Biennale to undertake market research and to determine the social and economic impact of the 2017 Biennale.

This report presents a summary of the key preliminary findings from the 2017 Biennale Survey. This survey was undertaken during the festival, 19 August to 17 September, in person with roaming iPads and online from 18 to 30 September. A total of 1,654 responses were collected for the survey, 846 during the festival, and 808 afterwards.

The findings presented within this report are preliminary and are a summary of the 2017 Biennale Survey only. A full description of the survey findings and methodology is provided in the *2017 Biennale Surveys – Full Report*. The *Full Report* provides a more comprehensive analysis, including detailed market investigation, plus findings from other surveys undertaken for the research, including 2017 Biennale Education Program participants, Fringe venue operators, and volunteers.

## acknowledgements

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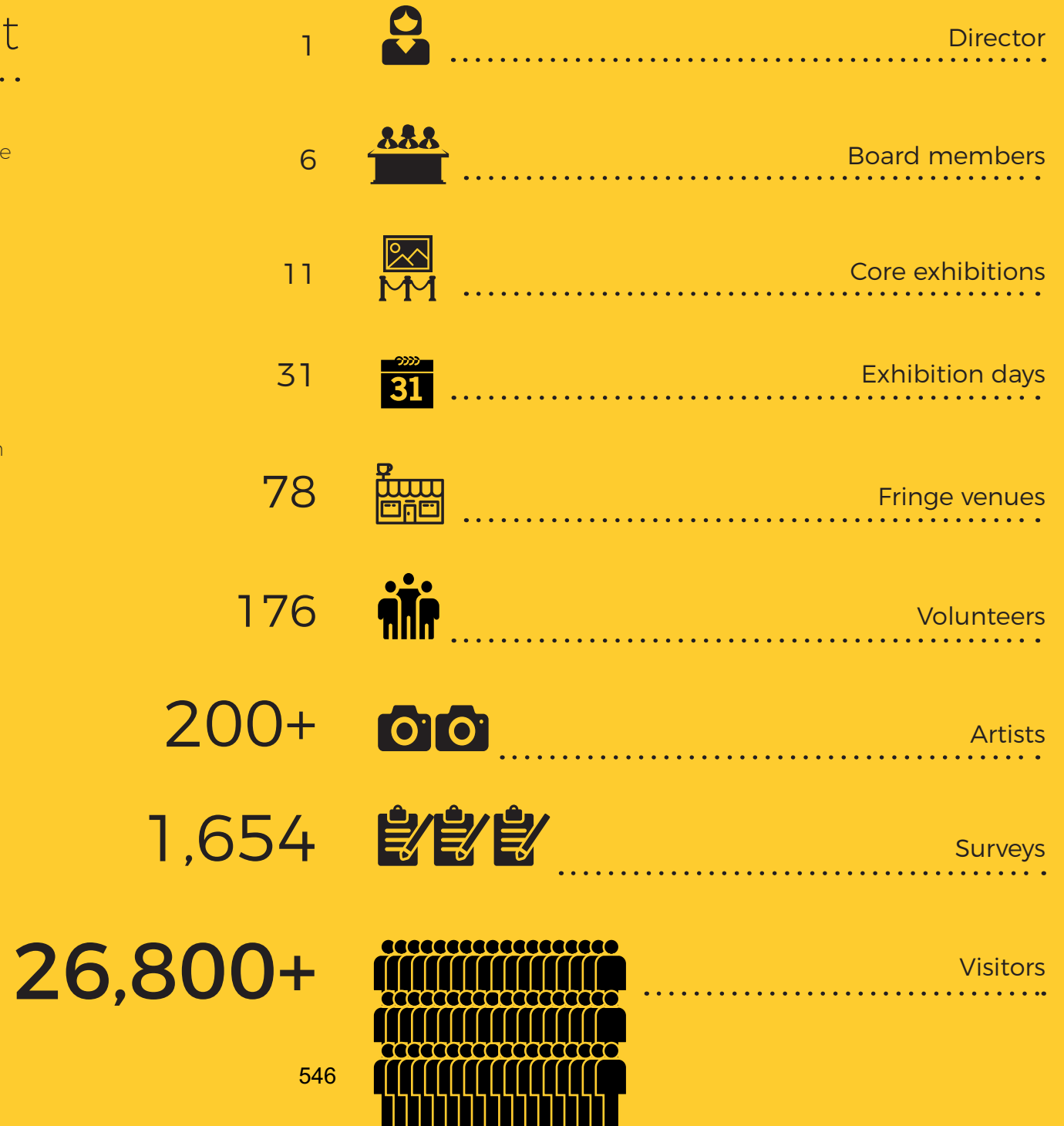
SED Advisory would like to acknowledge the Biennale team and board for the support provided to enable our research. Particular thanks to Amanda Cochran and Fiona Sweet for overall guidance and advice regarding the survey design. To Amanda Fewell and Ian Kemp for assisting with the coordination of volunteers to field the iPad survey. To the marketing team (Brigid, Jack and Lara) for their support promoting the online survey, and to Chandini Batra for helping with everything else.

# snapshot

This page provides an overview of key 2017 Biennale figures.

The total number of attendees (26,869) at the 2017 Biennale is a conservative estimate based on the number of visitors to the David La Chapelle exhibition, specifically 24,206. An additional 2,663 attendees were added to this, given that 11% of visitors to the 2017 Biennale reported that they did not see the La Chapelle exhibition.

Please note that the actual number of visitors to the 2017 Biennale is likely to be much higher given that a number of exhibitions were freely available, located in outdoor areas, and open seven days per week, 24 hours per day. However, as this 'actual' number is unable to be robustly quantified, the information contained within this report uses the conservative estimate of 26,869 for all analysis.



546



“

I think it's an excellent event with world class exhibitions. I always make a point to visit and I think it's extremely forward thinking for Ballarat to get on board.

”

Female, Maribyrnong  
Professional photographer  
25-44 years

↖ Information  
Auditorium

“

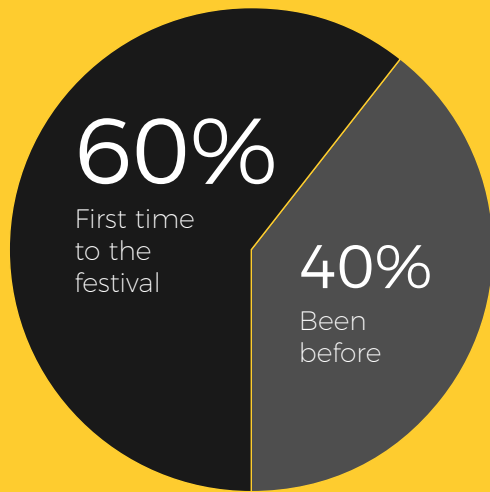
Seeing the cultural opportunities in Ballarat has made me seriously want to move there. I'm looking at a move to regional Victoria in a few years time, and it's events like this that make it accessible to me.

Female, Melbourne  
Amateur photographer  
25-44 years

”



## visitor attendance history



50%

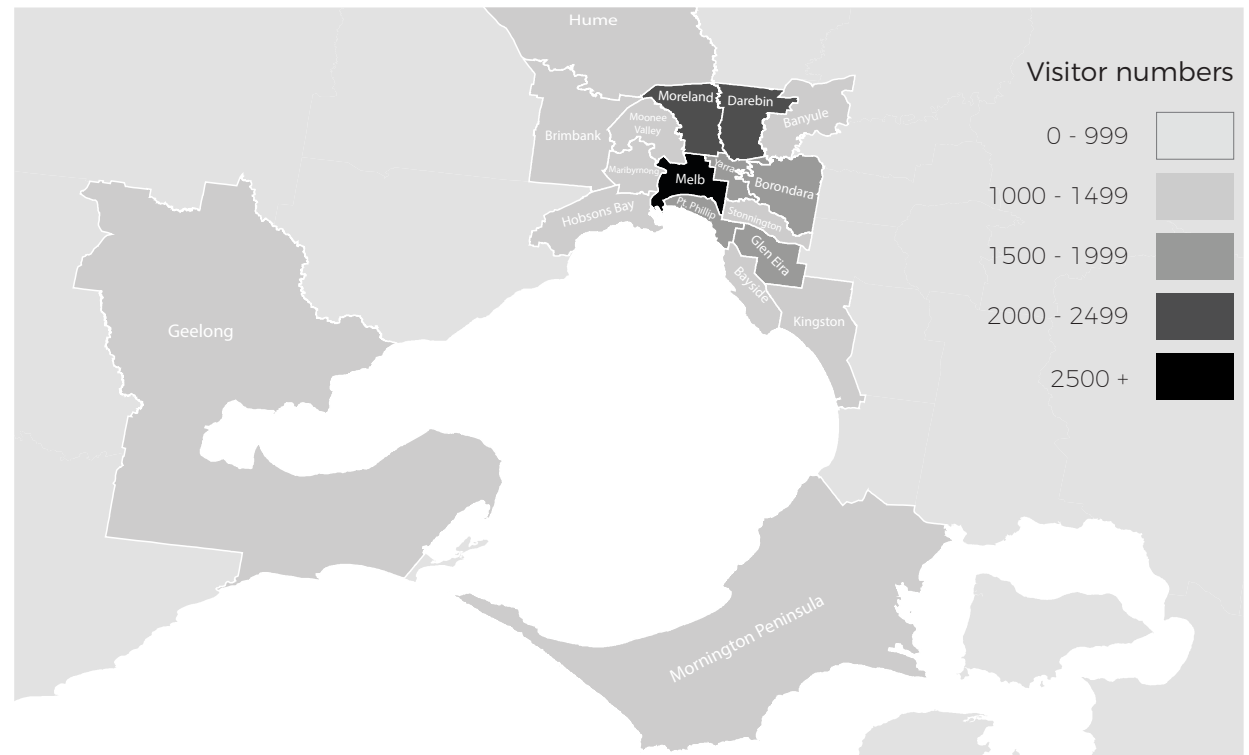
Ballarat residents said it was their first time at a photography exhibition

24%

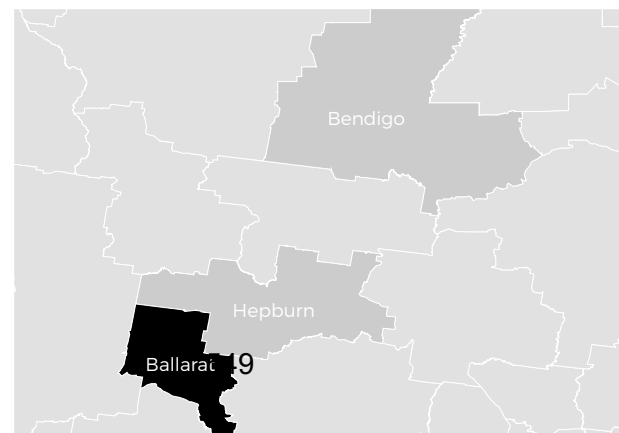
Out of town residents said it was their first time at a photography exhibition

## demographics

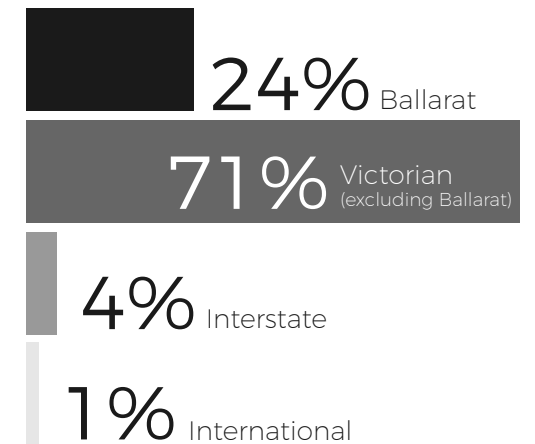
Melbourne metro visitation (by Local Government Area)



Regional visitation (by Local Government Area)

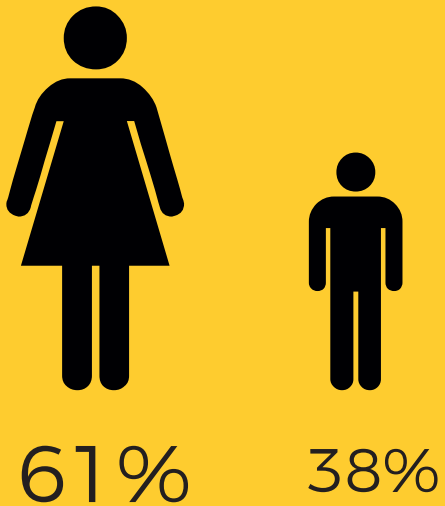


Visitor breakdown



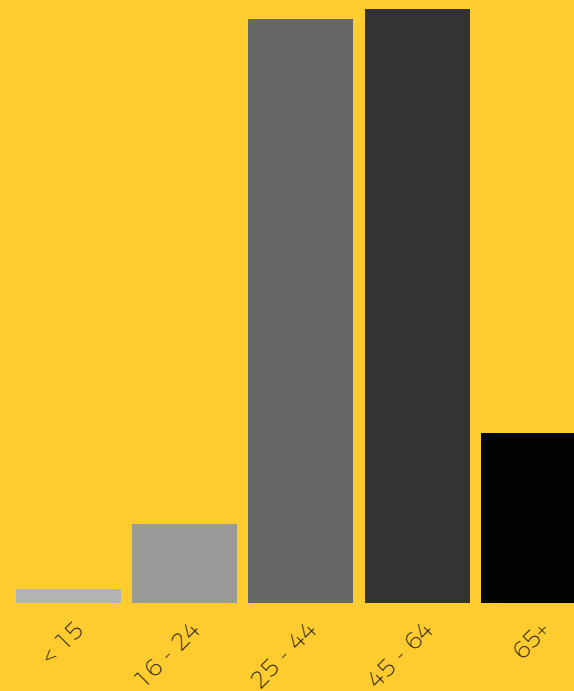
# demographics

## gender

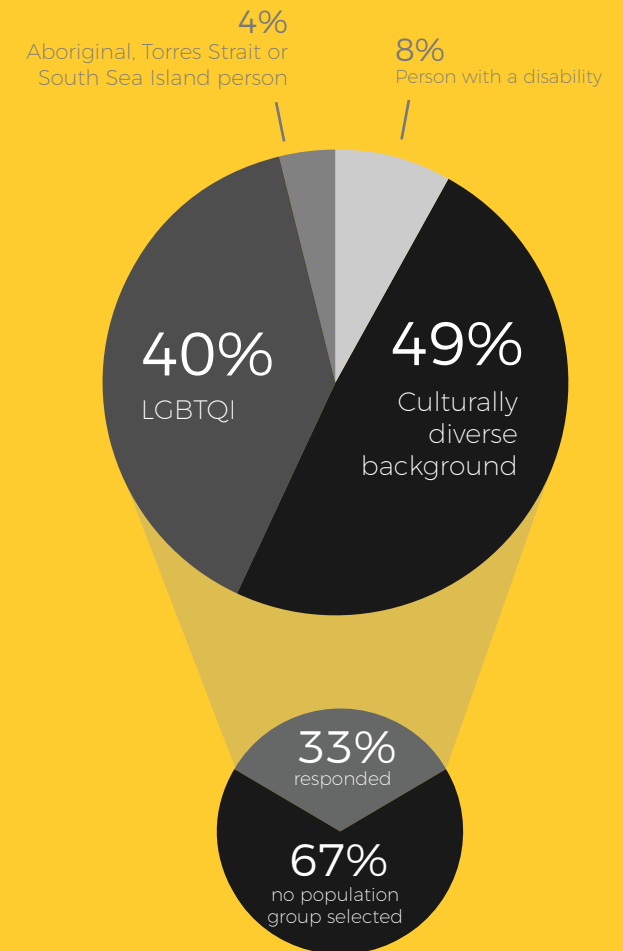


\*1% of respondents selected 'other'

## age



## population group



\*Respondents could select multiple population groups

“

The La Chapelle exhibition was the big draw card for us. I'm sure we wouldn't have attended otherwise. Congratulations to the volunteers. So many people helping out! We had a lovely day in Ballarat, having morning tea, lunch, looking at art.

”

Female, Maribyrnong  
Professional photographer  
25-44 years

“

It was a world class event. I'm originally from Canada and live in Melbourne now. I had always wanted to visit Ballarat and the draw of getting to see David La Chapelle's work was enough for us to plan a weekend getaway. I was really impressed - well done on a great event!

”

Female, Moreland  
General interest in art  
25-44 years



“

Thoroughly enjoyed walking around town and seeing as many exhibitions as possible. Nice variety in the Fringe exhibitions. I based myself on a walking tour with local food stops.

”

Male, North Sydney  
Amateur photographer  
25-44 years

“

I thought it was excellent that many local businesses were involved. It meant I spent more time wandering around town.

”

Female, Melbourne  
General interest in art  
25-44 years





## economic impact



# \$3.89 Million

Total economic benefit to the Ballarat region  
derived from 2017 Biennale visitation

The economic impact is based on a conservative estimate of 2017 Biennale attendees (26,869). The economic value add of the Biennale is calculated using a Tourism Research Australia validated methodology for domestic and international visitor spend in a region, plus in-kind volunteer hours and the operating budget of the festival.



**Non Ballarat**  
attendees



**Ballarat**  
attendees



# 36 FTE

Full Time Equivalent (FTE) employment value add is an estimate based on the modelled economic impact of the festival and expected employment added to Ballarat across a year.

The FTE figure includes the number of people expected to be directly employed by the Biennale, plus direct and indirect job creation due to tourism and festival expenditure in Ballarat.



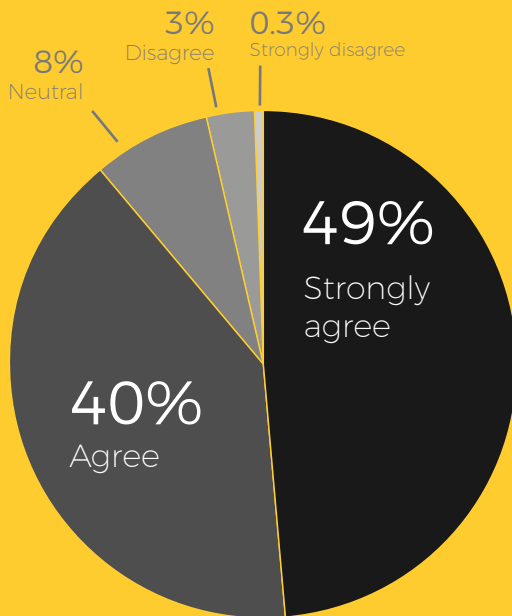
# 9,542

**Visitor nights**  
generated

# social impact

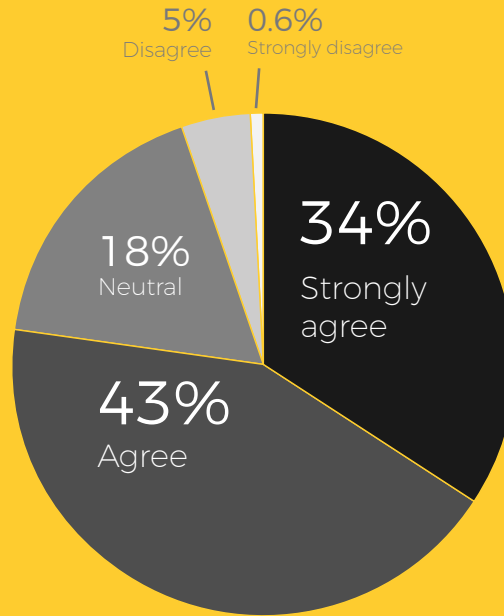
Felt like the exhibition was accessible to anyone

**89%** agree or strongly agree



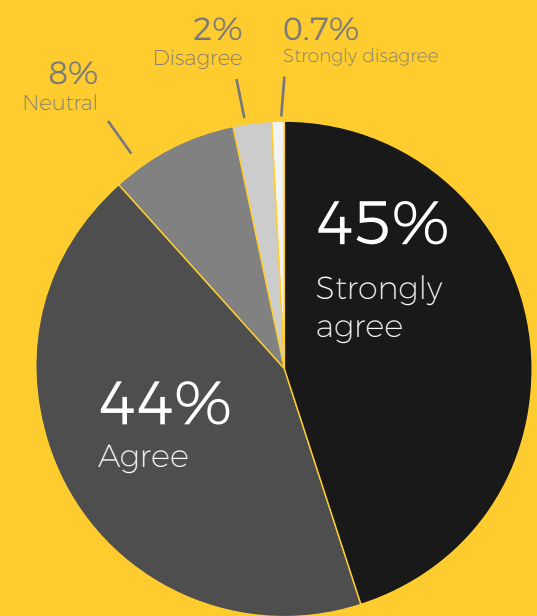
Felt exposed to new points of view and ways of thinking

**77%** agree or strongly agree



Felt engaged, moved or inspired by the exhibition

**89%** agree or strongly agree



“

As someone who grew up in Ballarat, now living in Melbourne, I was very proud to bring some friends back to show them what a great event Ballarat can put on. I also loved the fact that so many of the exhibitions were in such beautiful old buildings that you wouldn't normally have the opportunity to visit.

Female, Moreland  
General interest in art  
25-44 years

”

“

Street murals and paste up exhibitions help bring people to the streets of Ballarat and enliven the city to see art in new ways. The high quality paste up photography in places like Police Lane and on Backspace Gallery was excellent.

Male, Ballarat  
General interest in art  
45-64 years

”

“

It was lovely seeing a dad explain the artworks to his very young daughter. A great education for a little one!

Female, Maribyrnong  
General interest in photography  
25-44 years

”



“

Congratulations on an excellent event. I had never heard of it before but was blown away. I am glad I stayed the weekend to wander into the evening. The music and drinks in the Federation University courtyard were great. La Chapelle was the draw card for me. I'll definitely want to attend the next one.

”

Male, Yarra  
General interest in art  
25-44 years

“

Fourth Biennale that I've been to, and just as fascinating, moving and transporting as the others.

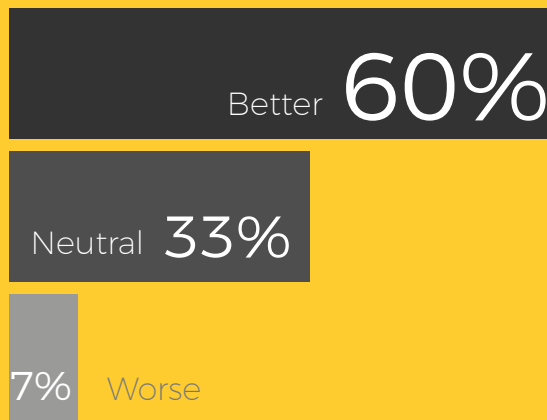
”

Male, Darebin  
General interest in art  
25-44 years

# audience satisfaction

## visitor experience

Visitor experience compared to previous years



Visitors were asked to rate their experience at the 2017 Biennale compared to previous Ballarat International Foto Biennales they had attended.

## net promoter score

The Net Promoter Score for the Biennale is **61\***



The Net Promoter Score (NPS) is a validated tool used to gauge the loyalty of customer relationships. Based on their experiences at the 2017 Biennale, respondents were asked to rate how likely they would be to recommend the Biennale to family, friends or colleagues? (0 = not at all likely, 10 = extremely likely).

Those who responded with a score of 9 to 10 are **Promoters**, and considered likely to make positive referrals to others.

\*The overall NPS can be as low as -100 (everybody is a **Detractor**) or as high as +100 (everybody is a **Promoter**). A 'good' score varies by industry, with scores of 50 to 80 typically considered excellent.



Image credit: David LaChapelle,  
*Self-portrait as House*, 2013 (detail).

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# BALLARAT INTERNATIONAL FOTO BIENNALE



**FESTIVAL  
REPORT  
2017**



“

**Easily one of the best examples of bringing art to the people that I've seen in Australia. Incredibly high standard, evocative backdrops, loved the meandering nature of the show.**

—Survey Respondent





# LETTER FROM THE FESTIVAL AND CREATIVE DIRECTOR



**Today I journeyed out to Ballarat for the International Foto Biennale; it was big and little exhibitions scattered everywhere. I had such an amazing day rediscovering this great town; Ballarat is so beautiful. It's on until September 17. It's so worth the trip!**

—Facebook post

From the iconoclastic to the intimate. Over five huge weekends and four weeks, more than 26,000 people came to Ballarat to revel in remarkable images presented by over 200 artists. 31 days of Ballarat buzzing; laneways, galleries and cafés chock full of visitors.

Across history, genre, message, style, the photographic medium and its related forms continue to hold fascination and strong relevance. We remain preoccupied with the photographic image despite the ever-increasing visual saturation of the world we now contend with, brought into our personal space through mobile devices and communication technologies. We constantly navigate the shrinking spheres of the personal, between private and public lives, and the collective. The juxtaposition of desire, intimacy against politics, activism, change – this all speaks to the inherent contradiction of photography – its documentary nature that captures us in our time against its use as a tool for art and artifice. This is a complex medium that continues to draw attention – underlining the need for this dedicated photographic festival.

The 2017 Ballarat International Foto Biennale delivered extraordinary images, from the knock-out success of US photographer David LaChapelle at the Art Gallery of Ballarat to the lush and serene dream in images by Bruno Benini, Robyn Beeche, Honey Long x Prue Stent in *Reverie Revelry* in the divine Minerva Room. Portraits of leading Australians, noted for their contributions to the arts, sciences, sport and letters in the Ballarat Town Hall alongside the anonymous and the diversity of contemporary Australia, its cities and outback captured in works by Adam Ferguson.

Empowering connection between people, the Biennale aims to reflect contemporary society, the issues and politics that have currency for Australians today, through photography.



This is ever more important in the context of a regional city like Ballarat where this Biennale not only provides a lens to the lives of locals and national and international counterparts, but also brings in a wealth of people to engage and connect with our surrounds. This year's Biennale, themed by the *Performance of Identity* brought us all together to examine how identity is created, shared and valued amongst diverse communities from Australia and internationally, and most importantly expressed.

It was, most demonstrably, a city and a culture proudly on show.

**Fiona Sweet, Festival and Creative Director  
Ballarat International Foto Biennale**

# FESTIVAL HIGHLIGHTS

**31**

Days



**200+**

Artists



**26,800+**

Attendees



**20,500**

Attendees from  
outside Ballarat



**100+**

Core and fringe  
exhibitions and events



**78**

Fringe venues



**99%**

Free events



**173**

Volunteers



**65,000**

Views of core  
exhibitions combined



**1600+**

Attended education  
and engagement  
programs



# ABOUT THE BALLARAT INTERNATIONAL FOTO BIENNALE

For over a decade, the Ballarat International Foto Biennale has enriched the cultural landscape of regional Victoria and become the most significant, prestigious photographic arts festival in Australia. Held every two years, Ballarat International Foto Biennale is a month-long festival event comprising two major photographic programs: a curated Core Program showcasing work from domestic and international artists that is new, previously unseen in Australia or contextualised afresh; and, an open-entry Fringe Program that fosters the development of new artists. Alongside, public projects and education programs comprising talks, workshops, symposia and prizes round out a rich and diverse cultural event that attracts more than 26,000 people, delivering significant economic and cultural impact.

Our friends and supporters have a collective enthusiasm and vision regarding the future direction of Australian photography and photographers, and the place they take on the world stage.

We aim to have a positive social and economic impact on the Ballarat region, serving and unifying the community, accessible to all with most events free.

We aim to be Australia's leading photographic festival. We've done this by consistently finding new ways to engage audiences with photography, responding to our audience's needs, their changing vision of art and culture, and the role it plays in shaping Ballarat.

We are a responsive organisation that leads by example. We recognise and support Aboriginal and Torres Strait Island people as the First Australians.

Through photography, we see our world reflected back in unexpected ways through the eyes of others: artists, community and new perspectives.



1836

BONES' BUILDINGS

BALLARAT  
INTERNATIONAL  
FOTO  
BIENNALE



DAVID  
LA CHAPPELLE  
19 AUG -  
17 SEPT 2017

TICKETS  
BALLARAT





“

**More than 26,000 people attended Ballarat International Foto Biennale in 2017, driving significant dollars in to Ballarat’s visitor economy. Ballarat International Foto Biennale continues to be one of the most important events in Ballarat’s calendar, showcasing arts and culture in our city to a national audience.**

—Noel Dempsey, CEO Visit Ballarat, Oct 2017

# AUDIENCE PROFILE



## DEMOGRAPHICS

**61%**

Female

**38%**

Male

**1%**

Other



## ATTENDANCE HISTORY

**60%**

First time to the Ballarat International Foto Biennale

**40%**

Repeat visitors to Ballarat International Foto Biennale

**28%**

Of first time visitors had never attended a photography exhibition or festival before

**50%**

First visit for Ballarat residents

**24%**

Out of town first visit

## LOCATION



**24%**

Ballarat region

**71%**

Victorian, from outside of Ballarat region

**4%**

Interstate

**1%**

International

## SOCIAL IMPACT



**89%**

Felt like the Biennale was accessible to anyone  
(strongly agree or agree)

**77%**

Felt exposed to new points of view or ways of thinking  
(strongly agree or agree)

**88%**

Felt engaged, moved or inspired by the Biennale  
(strongly agree or agree)

**67%**

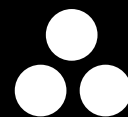
Attendees considered to be Promoters\*

67% of visitors are Promoters, giving a rating of 9 or 10 (out of 10).  
0 – not likely, 10 – exceedingly likely

\*Promoters are attendees who have indicated they are highly likely or extremely likely to recommend Ballarat International Foto Biennale to others.



# ECONOMIC IMPACT



## AUDIENCE

---

**20,500+**

Non-Ballarat attendees

**9,389**

Domestic visitor  
nights generated

**154**

International visitor  
nights generated



## OUTCOMES

---

**\$3.89m**

Estimated economic  
benefit for Ballarat  
region attributed to the  
Ballarat International  
Foto Biennale

**36**

Full-time equivalent  
employment  
value created

*\*Estimate based on the modelled  
economic impact of Ballarat  
International Foto Biennale*



It was a world class event. I'm originally from Canada and live in Melbourne now. I had always wanted to visit Ballarat and the draw of getting to see David LaChapelle's work was enough for us to plan a weekend getaway. I was really impressed – well done on a great event!

—Survey Respondent



“

**Ballarat looks fantastic with so many wonderful photos on display outdoors. I had a ball today. You guys have done a sensational job. Looking forward to the next one.**

—Facebook post

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12 1/2

8



# HOW WE CONNECT



I want to be a volunteer next time. Also, congrats on the yellow colour scheme, and the much better signage around town really stood out. Great to see our buildings and cafés on display.

—Facebook post

Ballarat International Foto Biennale's distinctive yellow branding made a strong visual impact in both metro and regional areas, showcased on digital signs, a train wrap, freeway banners, rock posters and booklets.

It has also provided valuable insight as to how marketing focus and spend can return the most benefit. Strategic placement of ads, including a YouTube campaign, provided a solid click-through rate, and reached interstate audiences.

Implementing a social media strategy in 2017 has provided baseline data to track growth for 2019 and future Biennales.

Social marketing tactics included Adwords, remarketing, and strategic paid marketing on Facebook and Instagram.

## PR

---

**9**

TV news spots

**90**

Pieces of print coverage

**45**

Individual radio interviews

**73**

Pieces of online coverage

## OUTDOOR

---

**28**

Digital and freeway ads Melbourne, Sydney, Brisbane

**2**

City Circle trams Melbourne

**1,250**

Rock posters

**1**

V/Line train wrap

## CAFE DISTRIBUTION

---

Melbourne, Sydney, Brisbane, Geelong, Bendigo, Daylesford, Ballarat:

**55,000**

Brochures

**90,000**

Postcards

## TV

---

**2**

Prime and WINTV aired 30 and 15 second TVC's

**5**

Leading Victorian cinemas aired 30 and 15 second ads

## OTHER MARKETING

---

**28**

Ads on radio

**20,000**

Free tote bags

## SOCIAL

---



**7,000+**

New social media followers

## FACEBOOK

---



**6,021**

Followers

700% growth from Jan 2017



## INSTAGRAM

---



**4,114**

Followers

480% growth from Jan 2017



**TOP 3**

Locations of Instagram followers

- Melbourne
- Ballarat
- Sydney

**1,030**

Most likes on a single post

**1,560**

#bifb2017 posts

**1,380**

#bifb posts

**839**

#ballaratfoto posts

**489**

#ballaratfotoday posts

## EMAIL

---



**10,840**

Email subscribers

## WEBSITE

---



**38,093**

Unique visitors

**62,017**

User sessions

**356,917**

Impressions of Ballarat International Foto Biennale ads through advertising

**BALLARAT  
INTERNATIONAL  
FOTO  
BIENNALE**





**DAVID LACHAPELLE** 18 AUGUST - 11 SEPTEMBER  
THE MANTON

“

**This exhibition attracts thousands of visitors from all over Victoria and V/Line is thrilled to have the opportunity to be involved and continue strengthening the community.**

—James Pinder, CEO V/Line

# CORE EXHIBITIONS

## DAVID LACHAPELLE

---

In an Australian first, The Art Gallery of Ballarat was graced by 67 hyper-realistic and provocative images by renowned USA photographer David LaChapelle. More than 24,000 visitors experienced the art that is uniquely LaChapelle's, and the likes of which have appeared on the covers of *Italian Vogue*, *French Vogue*, *Vanity Fair*, *GQ* and *I-D*.

Offering social commentary, celebrity faces, irreverence and technical mastery, LaChapelle's work drew art lovers to Ballarat, and set a tone of excellence (and of the unexpected) for the Biennale.

### VISITORS

**24,200**



## REARRANGING BOUNDARIES

---

Shining new light on countries including South Africa, Jordan and Cambodia, *Rearranging Boundaries*, curated by Aaron Bradbrook, showed a new and human side to what we think we know, and the media generalisations that we readily accept.

Five documentary photographers brought together works to challenge preconceptions and misrepresentations of their respective homelands: Zanele Muholi (South Africa), Tanya Habjouqa (Jordan/US), Abbas Kowsari (Iran), Wei Leng Tay (Singapore) and Remissa Mak (Cambodia).

### VISITORS

**4,500**





# TELL



*Tell* featured 17 acclaimed Aboriginal and Torres Strait Islander photographers, brought together by emerging curator and Palawa woman, Jessica Clark. *Tell* featured both new commissions and curated works. Images using new photographic techniques and technologies created a contemporary narrative of the experience of life as an Indigenous person, incorporating personal stories with history, politics, community and culture. Featured artists were: Moorina Bonini, Maree Clarke, Bindi Cole Chocka, Brenda L Croft, Destiny Deacon, Deanne Gilson, Robert Fielding, Jody Haines, Dianne Jones, Ricky Maynard, Hayley Millar-Baker, Kent Morris, Pitcha Makin Fellas, Steven Rhall, Damien Shen, Warwick Thornton, James Tylor with Laura Wills.

## VISITORS

12,400



**Congratulations on the wonderful festival you and your team have organised! I know how hard it is to wrangle one show into life – but to do so many is downright inspiring.**

—Isobel Crombie, Assistant Director, Curatorial and Collection Management, NGV

**ON TOUR:** We're delighted that *Tell: Contemporary Indigenous Photography* was presented at UNSW Galleries as part of the 2018 Sydney Festival. This is the first time the Ballarat International Foto Biennale have developed and toured such an exhibition.

6 January to 24 February 2018  
[sydneyfestival.org.au/2018/tell](http://sydneyfestival.org.au/2018/tell)

# CORE EXHIBITIONS

## SELF / SELFIE

---

Autobiographical, narcissistic, or an expression of creativity?

*Self/Selfie* looked at the growing cultural significance of the selfie through the eyes of local and leading international photographers. The interactive exhibition invited visitors to extend the narrative with their own selfies made using an in-situ photo booth. Curated by Fiona Sweet, *Self/Selfie* featured works by Samuel Barsky, Aleks Danko, Rose Farrell & George Parkin, Elizabeth Gower, Suzanne Heintz, Bruce Keller, Nusra Latif Qureshi, Adriana Napolitano, Julie Rrap, Tomoko Sawada, Cindy Sherman, Christian Thompson, Dawn Woolley, Anne Zahalka.

**VISITORS**

**7,400**



## A FIELD GUIDE TO THE STARS

---

The 130-year-old Ballarat Observatory provided a perfect backdrop to examine the elegant relationship between photography and the exploration of space. *A Field Guide to the Stars* paired contemporary artworks and archival materials, including photographs of the moon's surface from the 1967 Lunar Orbiter V mission, to explore our shifting awareness of the cosmos. Curated by Rebecca Najdowski, the exhibition featured the work of Australian and international artists – Eric William Carroll, Clare Benson, Alex Cherney, Hillary Wiedemann, Kate Golding, Kate Robertson and Rebecca Najdowski – demonstrating our undimmed fascination with the stars.

**VISITORS**

**1,500**



# ICH WERDE DEUTSCH

A Ballarat International Foto Biennale Artist-in-Residence in 2017, Maziar Moradi's *Ich Werde Deutsch* (I Become German) explored the experience of young immigrants forced to leave their countries and start anew. By seeking out their individual stories on what it means to be German, Moradi created a narrative around personal change and reconciling with cultural influence.

## VISITORS

7,100

**ON TOUR:** *Ich Werde Deutsche* toured to Sydney for an exhibition at Goethe-Institut in March 2018.



# REVERIE REVELRY: FASHION THROUGH PHOTOGRAPHY

Fashion photography is often used as a means to lose ourselves in daydreams, and aspire to a new ideal. Seduced by the nostalgia of mid-20th century fashion photography, Michelle Mountain curated works by vintage and contemporary fashion photographers to explore how fashion photography reflects reality, while at the same time promoting illusion.

*Revelry Reverie: Fashion Through Photography* reflected on the work of Bruno Benini, one of Australia's most sophisticated and graceful fashion photographers alongside the practices of other Australian and international contemporary artists, and photographers working with fashion images including Robyn Beeche, Noé Sendas, Prue Stent, Honey Long, Nancy de Holl and Matthew Linde/Centre For Style.

## VISITORS

5,100

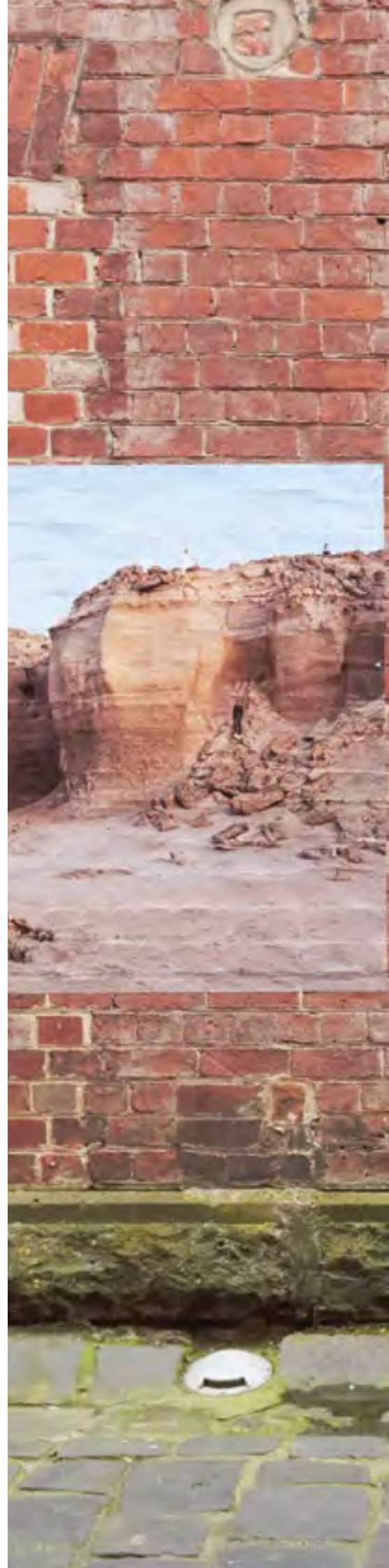


# (OUTDOOR) PUBLIC PROGRAM

Ballarat International Foto Biennale 2017 made art accessible to everyone. Taking art out of the institution, and using diverse techniques that included paste-ups and projections, images took over Ballarat's laneways, storefronts and bars. Whether it was observed by photography professionals or passers-by, photographic art lit up the city and started conversations.

Showcasing the work of local and international photographers in the streets and laneways of Ballarat created a festive – and provocative – environment, and provided further proof that art really is for everyone, everywhere. Locals saw familiar spaces in a new light, and visitors were shown another vibrant side to an already beautiful and arts-focused city.

The (outdoor) public program proudly featured photographic art by Shadi Ghadirian and Gohar Dashti (both female photographers from Iran), Pati Solomona Tyrell (New Zealand), Adam Ferguson (Australia/USA), Karoline Hjorth (Norway), Riitta Ikonen (Finland) and Jannatul Mawa (Nepal).





# FRINGE

Featuring 78 venues and 96 artists, the Fringe program brought art to surprising corners of Ballarat. For 31 days, shops, cafés, bars and laneways were transformed into pop-up gallery spaces.

Meg Hewitt's *Tokyo is Yours* was the 2017 winner of the Ballarat International Foto Biennale Designscope Award for Best Fringe exhibition. She has since exhibited her work at Sydney's Flinders Street Gallery, and is scheduled to exhibit in Tokyo in 2018.

Thirty venues responded to a survey invitation to assess the impacts of Ballarat International Foto Biennale: each response indicated that there has been an increase in their business in dollar terms during the festival period.

For the artists featured, Fringe was a chance to be a part of a vibrant movement that took over the city, and to have their passion and art become accessible and visible to a new audience.



**“ Additional traffic was good exposure for awareness of my business. Many visitors were from out of town, and most visitors were specifically looking at the exhibitions only. I think visitors were enjoying the experience of walking and looking at what was on show.**

—Local business owner

**“ Congratulations on the huge success of Ballarat International Foto Biennale and thank you so much for having me in your Fringe program. I have loved every minute of the experience – thanks to the professionalism and dedication of you and your team.**

**I can't thank you enough for the opportunity you gave me to exhibit my work – it truly has been a life changing experience for me.**

—Featured artist

# BALLARAT FOTO DAY

The inaugural Ballarat Foto Day invited everyone to get into photography around Ballarat on Saturday 26th August and then to post on Instagram using the hashtag, #ballaratfotoday. The best images were projected onto Lydiard House on Sunday 27th August, with the best three images winning a slab of Athletic Club Brewery beer. 498 people posted (see #ballaratfotoday for the great results)



“ Just head down there to look. It’s a mini White Night in Ballarat! Fantastic. Worth the cold feet.

—Instagram comment about the projections on Lydiard Street

# EDUCATION PROGRAM

Whether they consider themselves to be professional photographers, artists or hobbyists, Ballarat International Foto Biennale's education and public programs have ensured that anyone can access ongoing development to photography as an art form and a tool for collaboration.

Furthering the Ballarat International Foto Biennale team's commitment to education, a new Education Coordinator role has been created. The Ballarat International Foto Biennale is committed to ensuring that art continues to be made accessible to anyone who has the desire to learn more, find support or simply participate.

## Tell

The Tell education program engaged students at primary, secondary and tertiary level. Curator Talks, Artist Talks and Artist-Run Workshops explored the themes and works of the exhibition, using contemporary Indigenous photography as a means of storytelling and to promote a shared sense of community. Our team of experienced and professional artists, arts workers and educators delivered a program designed to promote visual literacy, higher order thinking, visual communication skills, community engagement and education with a focus on creative process and artistic enquiry.

Tell artists participated in floor talks and evening sessions to discuss their work, and strengthen the audience's connection to their practice and ideas.

This program was generously supported by the Bardas Foundation, Besen Family Foundation, Gandel Philanthropy and Hugh Williamson Foundation, alongside Festivals Australia and Australia Council support for the overall exhibition and education program.

### ORGANISED SCHOOL VISITORS

**600**

### OTHER ATTENDEES AT TALKS

**161**

### INDIGENOUS ARTISTS AND CURATORS EMPLOYED

**6**

### EDUCATION COORDINATOR EMPLOYED

**1**

### TELL EDUCATION KITS DISTRIBUTED TO SCHOOLS

**35**

## #Dysturb

#Dysturb brought its own brand of photojournalism to the streets of Ballarat. A network that creates large public images, appropriate to residents of all ages, #Dysturb put the call out for works that addressed issues affecting women including domestic violence. They paired their Ballarat International Foto Biennale campaign with an educational program that included a presentation and paste-up workshop. The resulting paste-ups of images from #Dysturb's global network of photojournalists found their way to Ballarat's streets and laneways, and provided a new talking point for residents and visitors.

### PARTICIPATING STUDENTS

**72**

### PASTE-UPS

**5**

### FEDERATION UNI SITES

**5**

## David LaChapelle

Students visiting the David LaChapelle exhibition came from schools in Melbourne, Geelong, Ararat and Castlemaine, as well as the wider Ballarat region. Ranging from year 7 to university level, all visiting students and educators were provided with an Education Kit, to further discuss and explore themes of LaChapelle's works, looking at consumerism, waste, and the worship of celebrity.

### SCHOOL VISITORS

**450**

### DAVID LACHAPELLE EDUCATION KITS DELIVERED TO SCHOOLS

**35**



**The grade 5 and 6 children took part in a workshop... after hearing the artist explain the meaning of her work they were all very serious when they had the opportunity to dress and be photographed in a traditional Indigenous manner. It was evident that the story behind the work really resonated with them.**

—Teacher





“

**Amazing. You have no idea how much your work is changing the perceptions and aspirations of our students. Since yesterday I've had three students e-mail me with bold proposals for works. The Foto Biennale is paving the way.**

—Bryce Ives, Federation University

# ARTIST DEVELOPMENT

## MARTIN KANTOR PORTRAIT PRIZE

With one simple directive – to photograph a significant, living Australian in the fields of art, letters, science, sport or politics – the Martin Kantor Portrait Prize showcased the diversity and rich talent of Australian portrait photographers. Vying for the \$15,000 prize named in honour of the late portrait photographer Martin Kantor, 28 outstanding entries were submitted and exhibited.

Elli Bardas was awarded the Martin Kantor Portrait Prize for her stunning portrait of philanthropist *Vicki Vidor OAM*, who has supported the work of the Lighthouse Foundation for over 23 years. Vidor's many varied contributions have helped improve the lives of hundreds of Victoria's homeless youth. Bardas chose Vidor as her subject because of Vidor's inspirational dedication and bighearted way of life.

### VISITORS

6,120

### ENTRIES

150

### FINALISTS

28



**It was such an honour to be short-listed for the inaugural Ballarat International Foto Biennale Martin Kantor Portrait Prize, especially in the company of so many great artists. Working with my aunt Vicki Vidor was such a pleasure that to go on to win with her portrait was all the more amazing.**

—Elli Bardas

## WORKSHOPS

From professionals to budding artists Ballarat International Foto Biennale's workshop series offered practical advice and expert knowledge, to help champion photographic art. Experienced photographers and technicians offered sessions that included night sky photography, photogravure, post-production skills and the art of shooting food and wine.

### ARTISTS

6

### PARTICIPANTS

63

## WALK & TALK EVENTS

Visitors took the opportunity to get inside the heads of artists and curators, who shared their personal insights and knowledge during walks and talk events. Artist-in-Residence Maziar Moradi headlined an intimate and open Q&A session with Julian Burnside AO QC (a Biennale Ambassador), moderated by Ballarat International Foto Biennale Chair Stephen Jurica.

### ATTENDEES

435

### SPEAKERS

19

## PORTFOLIO REVIEW

Students, artists, emerging and professional photographers grabbed the chance to submit portfolios for review by a respected panel of expert reviewers including our international guests, Bonnie Rubenstein, Artistic Director of Contact Photography Festival (Canada) and Karen McQuaid, Senior Curator at The Photographers' Gallery (London).

### PANELLISTS

11

### PARTICIPANTS

40+



# 2017 ARTISTS

Samuel Barsky (USA)  
Poulomi Basu (India)  
Robyn Beeche  
Bruno Benini  
Clare Benson (USA)  
Moorina Bonini  
Andrea Bruce (USA)  
Mary F. Calvert (USA)  
Eric William Carroll (USA)  
Alex Cherney  
Maree Clarke  
Bindi Cole Chocka  
Brenda L Croft  
Aleks Danko  
Gohar Dashti (Iran)  
Destiny Deacon  
Suzanne Heintz (USA)  
Nancy De Holl (USA)  
Dysturb  
Rose Farrell & George Parkin  
Adam Ferguson  
Robert Fielding  
Deanne Gilson  
Shadi Ghardirian (Iran)  
Kate Golding  
Elizabeth Gower  
Tanya Habjouqa (Jordan/US)  
Jody Haines  
Karoline Hjorth & Riitta Ikonen  
(Norway/Finland)  
Krisanne Johnson (USA)  
Dianne Jones  
Bruce Keller  
Abbas Kowsari (Iran)  
David LaChapelle (USA)  
Matthew Linde/Centre For Style  
Honey Long X Prue Stent  
Remissa Mak (Cambodia)  
Jannatul Mawa (Nepal)  
Ricky Maynard  
Hayley Millar-Baker  
Maziar Morardi (Germany)  
Kent Morris  
Zanele Muholi (South Africa)  
Rebecca Najdowski (AUS/USA)  
Adriana Napolitano (Italy)  
Nusra Latif Qureshi (Pakistan)  
Pitcha Makin Fellas  
Steven Rhall  
Kate Robertson  
Steven Rhall  
Julie Rrap  
Noé Sendas (Belgium)  
Damien Shen  
Cindy Sherman (USA)  
Tomoko Sawada (Japan)  
Wei Leng Tay (Singapore)  
Christian Thompson  
Warwick Thornton  
Pati Solomona Tyrell (New Zealand)  
James Tylor & Laura Wills  
Hillary Wiedemann (USA)  
Dawn Woolley (London)  
Anne Zahalka  
and 96 Fringe Artists

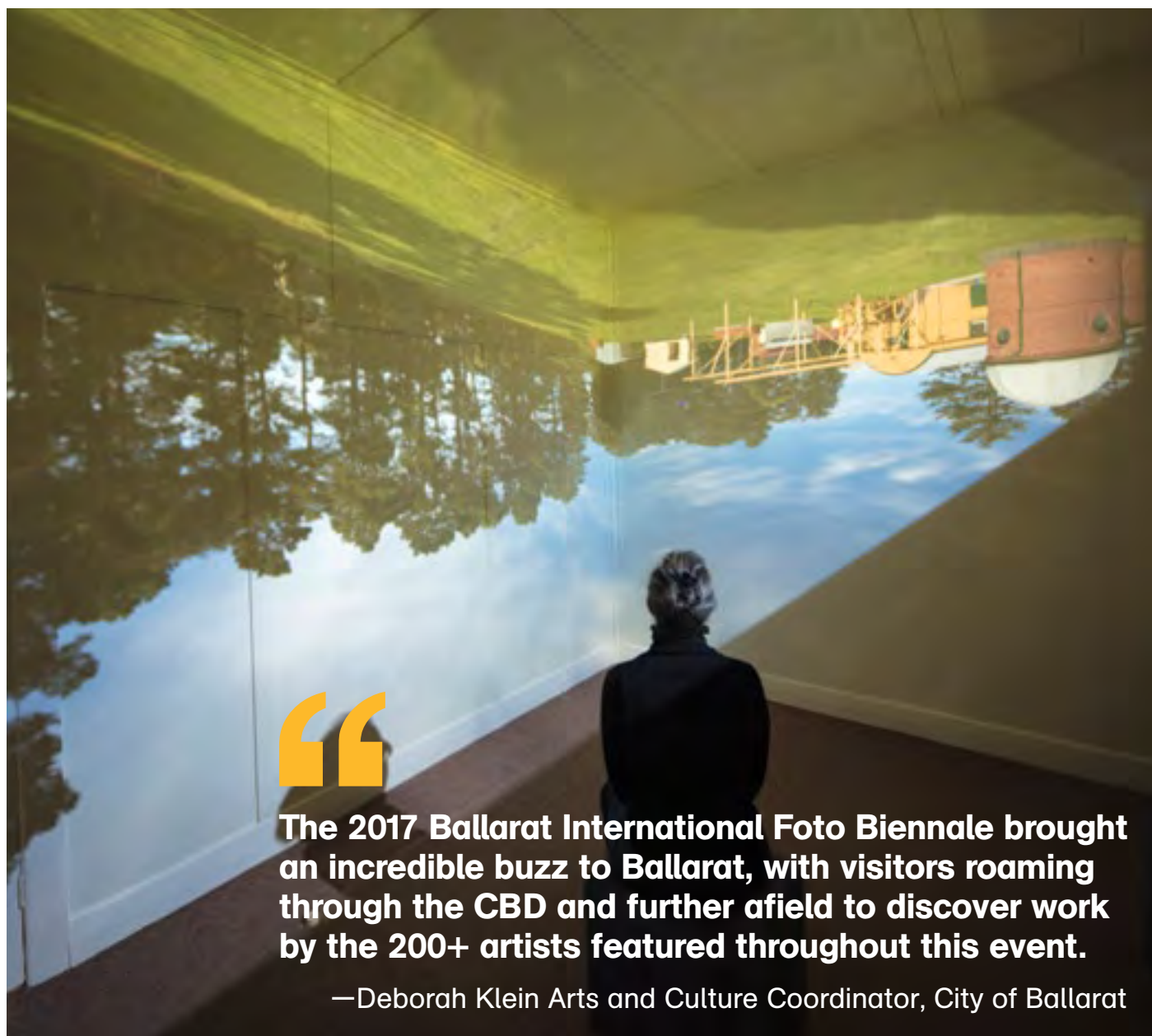
# COLLABORATIONS

Ballarat Internationale Foto Biennale has revelled in the collaborations that have been created and fostered in 2017. Exciting and diverse partnerships have facilitated new shows, supported visiting and emerging artists, lent expertise to artistic development, and brought art out into the community. Ballarat International Foto Biennale prides itself on these collaborations, local and international, and the ways in which they have added to the diversity and richness of the 2017 program.

With the help of the Goethe-Institut, we presented German artist Maziar Moradi, visiting as Artist-in-Residence. In a program highlight, Moradi also participated in a Q&A session with Ballarat International Foto Biennale Ambassador Julian Burnside AO, QC, to discuss the experience of young people forced to leave their countries and adapt to life in Germany.

Biennale was pleased to welcome two international guests, Karen McQuaid, Senior Curator from The Photographer's Gallery (London, UK) and Bonnie Rubenstein, Artistic Director of Scotiabank Contact Festival (Toronto, Canada), both of whom participated in portfolio reviews.

Collaborative and community partners included the Art Gallery of Ballarat, Ballarat Observatory, Ballarat Secondary College, Berry Street, the City of Ballarat, The Contact Photography Festival (Canada), Federation University Arts Academy, Federation University (Ballarat), Goethe-Institut, Greater Western Victoria Rebels Football Club, Karden Disability Support Foundation, Magnet Galleries (photographic social enterprise), MAPGroup, The Photographer's Gallery (UK), Photography Studies College Graduates, PINARC, Power FM, RMIT and the Warragul Camera Club.



“

**The 2017 Ballarat International Foto Biennale brought an incredible buzz to Ballarat, with visitors roaming through the CBD and further afield to discover work by the 200+ artists featured throughout this event.**

—Deborah Klein Arts and Culture Coordinator, City of Ballarat

# VOLUNTEERS & COMMUNITY

Our passionate volunteers are the lifeblood of Ballarat International Foto Biennale. Again in 2017, they turned up in force and kept everything humming. As an organisation, we are appreciative of these hard-working, fun and passionate team members. And as a community, we couldn't be prouder.

Over 170 volunteers supplied more than 3,070 hours of their time to provide exhibition invigilation, Biennale functions, artist talks and Education Program activities, portfolio reviews and workshops, and administrative support. This contribution has been valued at over \$90,000.



**I really appreciate the time you and everyone at the Biennale invested in us volunteers. It was such a great atmosphere and it felt like a real community.**

—Volunteer

**173**

Volunteers



**5**

Interns worked 1,790 hours



**3,070**

Total volunteer hours worked valued at over \$90,000



# 2017 TEAM

## **Festival Director**

Fiona Sweet

## **Curators**

Aaron Bradbrook, Jessica Clark,  
Michelle Mountain, Rebecca Najdowski

## **Festival Coordinator**

Chandini Batra

## **Marketing and Sponsorship**

Chandini Batra, Amelia Bartak

## **Marketing and Social Media**

Jack Arthur, Brigid Moloney

## **Production**

Jo Sapir

## **Events**

Claudia Prendergast

## **Design Intern**

Lara Russell

## **Volunteer Coordinators**

Ian Kemp, Amanda Fewell

## **Design and Brand Partner**

Sweet Creative

## **Web Developer**

Hody Hong

## **IT Support**

Jason Maher

## **Exhibition Designer**

Paul Newcombe

## **Fringe Producers**

Susan Mitchell, Chandini Batra

## **Publicity**

TS Publicity

## **Legals**

Lloyd Dewar, Dewar Law

## **Accountants**

Mulcahy & Co

## **Printer**

Mercedes Waratah Press

## **International Exhibition Agent**

Fiona Drury

**A special thank you to all our fantastic volunteers; a full list will be available on the website [ballaratfoto.org](http://ballaratfoto.org)**

## **Board Members**

Stephen Jurica (Chair)  
Morgan McLay (Secretary)  
Jamie Mulcahy (Treasurer)  
Amanda Cochran  
Mark Avellino  
Brigid Moloney

## **Special thank you to:**

Rohan Anderson, Juliette Armstrong, Amelia Bartak, Kate Berry, Fiona Brook, Sally Brownbill, Naomi Cass, Paul Charlier, Isobel Crombie, Jennifer Dean, Max Delaney, Noel Dempsey, Michelle Dunn, Gerard Domingo, Fiona Drury, Tony Elwood, Christine Ford, Linda Franklin, Alexie Glass-Kantor, Tony Hargreaves, Lisa Hayden, Sam Henson, Fluer Hook, Clare Huntington, Tony Irish, Neil Jones, Anna Jurkiewicz, Sarah Kittelty, Deborah Klein, Nicky Klempfner, Aldona Kmiec, Kylee Laird-Church, Louise Lang, Gina Lee, Jayne Lovelock, Mary Macrae, Murray McKeich, Richard Manning, Pat Moloney, Dana Moran, Tom Mosby, Isaak Newcombe, Nina Newcombe, Stella Newcombe, Giselle Nguyen, Paula Nicholson, Caroline O'Keefe, Lara Paterson, Margo Petit, Alex Prior, Anna Reid, Hayley Remington, Georgina Russell, Missy Saleeba, Jo Sehee, David Simmonds, Patrice Sharkey, Jim Thorpe, Susan Van Wyk, Leonard Vary, Bec Walton, Sharon Watson, Sally Wellard, Nicholas Willowwhite and Greg Wood.

## **Photography**

A very big thank you to all our photographers for the Ballarat International Foto Biennale.

All photography in this report by Mark Avellino, Henry Fuller, David Simmonds and Bec Walton

# PARTNERS

## Lead Partner

**ILFORD**

## Government Partners



Australia Council  
for the Arts



Australian Government  
Festivals Australia



CITY OF  
BALLARAT



## Trusts & Foundations

*Bardas Foundation*  
WE ENCOURAGE



DARA FOUNDATION



The  
Hugh D.T. Williamson  
Foundation

## Major Partners

ARUP



LEONARD JOEL  
Est. 1919

## Education

Federation  
UNIVERSITY AUSTRALIA

momento pro



SWEET



## Accommodation



RACV Goldfields Resort

SOFITEL  
HOTELS & RESORTS

## Media



LIDO  
CLASSIC  
CAMEO



## Supporters



caine  
property

Calgraphics



COLOUR factory  
PHOTOGRAPHIC LAB & PRINT STUDIO



MARSH ADVANTAGE  
INSURANCE

PaperFreight  
Recycling



PRECISION  
PICTURE HANGING



STARLEATON



## Venue



Peter Ford  
Catering



MOUNT LANGI GHIRAN



INTERNATIONAL  
BIENNIAL  
ASIAN  
592

Sponsors, Trusts & Foundations, Patrons,  
Supporters and Friends as at June 2017



# SUPPORTERS

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## Ambassadors

Julian Burnside AO, QC

Her Honour Judge  
Sara Hinchey

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## Patrons

### MAJOR PATRONS

Alastair Firkin  
Elizabeth Lewis-Gray  
& Sandy Gray  
Carolyn & Mark Guirguis  
Alicia & Craig Mitchell  
Brigid & Patrick Moloney  
Morgan McLay  
Helen Myall

---

### PATRONS

Bill Bowness  
Michael Prior  
Stephen Jurica &  
Mardi Featherson  
Paula & Richard Nicholson

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## Supporters

Stephen Armstrong  
Megan Ashman  
Elli Bardas  
Amelia Bartak  
Tim Bauer  
Janene Byrne  
Andy Byrne  
Carolyn Buckley  
Katherine Brazenor  
Cyril Curtain  
Al Ebenreuter  
Jane Fisher  
Her Honour Judge Sara  
Hinchey & Tom Pikusa  
Andrew Keogh

Deborah Klein  
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Eva Sweet  
Bernie Sweet  
Theo & Shirley Sweet  
Leigh Marriott  
Sam and Mick Staley  
Paul Newcombe  
Marsha Tauber  
Leonard Vary  
Rosemary Walls

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## Friends

Adam Abooughattas  
Adam Newcombe  
Andrew Gemmell  
Robert Aikenhead  
Ailsa Brackley du Bois  
Eric Algra  
Al Ebenreuter  
Amanda Cochran  
Anders McDonald  
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Craig Marsden  
Marie Watt  
Daniel Kneebone  
Dara Kretschmer  
David Sedgman  
David Trout  
David Walker  
Denise Martin  
Emma Stonemason  
Damien Quick  
Peter Dunphy  
Elaine Batton

Christopher Sheils  
Ellenor de Boer  
Elli Bardas  
Elly Krieg  
Erin Davis Hartwig  
Fiona Lockhart  
Alastair Firkin  
Isaabella Doherty  
Neville Hiatt  
George Poulakis  
Graeme Westaway  
Helga Leunig  
Henry Fuller  
Brett Edgington  
Aldona Kmiec  
David Rosendale  
Nigel Stevens  
Ian Scott  
Isobel Crombie  
Jane Osborn  
Jannine Bennett  
Javier Roldan Perez  
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Judith Johnson  
Kagetsu Buic  
Kaye Kelly  
Karyn Fearnside  
Kim Percy  
Kristin Diemer  
Paul Lambeth  
Melissa Cachia  
Leigh Lambert  
Leonard Vary  
Linda Franklin  
Lindi Forde  
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Neil Prieto  
Marc Wasiak  
Mark Hillyer  
Markus Weber  
Marty Lum  
Michelle Thompson  
Meg Hewitt  
Merle Hathaway  
Michael Prior  
Michael Robertson  
Michele Winsor  
Mike McCaw  
Mike Reed  
NADIA MOTH!

Naomi Cass  
Thomas Chislett  
Nina Newcombe  
Ollie Cool  
Patrick Keely  
Paul Griggs  
Donna Crebbin  
Phillip Harrington  
Christopher Shain  
Malcolm Somerville  
Peter Voterakis  
Ray Fritz  
Rebecca Conci  
Richard Shaw  
Russell Monson  
Robert Imhoff  
Rochelle Wong  
Roger Arnall  
Ross Spirou  
Ross Garner  
Rowena Naylor  
Rhiannon Slatter  
Sam Odgers  
Sam Oster  
Sandhya Porritt  
Sharon Hughes  
Silvina Glattauer  
Sophie Curzon-Siggers  
Stella Nguyen  
Stephen Hall  
Steve Lovegrove  
Sally McKay  
Susan Brunialti  
Magnet Galleries  
Suzanne Laslett  
Suzy Roche  
Ted Keogh  
Tim Lucas  
Toni Harris  
Tony Kearney  
Tony Evans  
Trevor Corran  
Vanessa Brady  
Vanessa Hartnell  
Timon van Asten  
Linda Wachtel  
Stuart Orford  
Warwick Sparkes  
Wendy Catling  
Wendy Beatty  
Yvon Davis

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## Board Members

Stephen Jurica (Chair)  
Morgan McLay (Secretary)  
Jamie Mulcahy (Treasurer)

Amanda Cochran  
Alane Fineman  
Brigid Moloney



We'd love your support for the Ballarat International Foto Biennale in 2019. Please contact us through [fundraising@ballaratfoto.org](mailto:fundraising@ballaratfoto.org) to hear how you can be involved.

To support the Ballarat International Foto Biennale in 2019, please contact us on [fundraising@ballaratfoto.org](mailto:fundraising@ballaratfoto.org) [www.ballaratfoto.org](http://www.ballaratfoto.org)

 Facebook: @BallaratInternationalFotoBiennale

 Instagram: @ballaratfoto

The Honourable  
**STEVE BRACKS AC**

**4 December 2018**

**Mr Cameron Gray  
Acting CEO  
City of Ballarat Council  
PO Box 655  
Ballarat VIC 3353**

**Dear Mr Gray**

I am writing in support of the Ballarat International Foto Biennale's (the "Foto Biennale") application for funding through the City of Ballarat's Strategic Partnership Grant application program.

The Director, Fiona Sweet, the Board and the team of staff and volunteers have worked tirelessly at delivering a Foto Biennale of international standards as well developing a portfolio of year round programming through education and exhibitions. The Foto Biennale has proven itself in longevity, operating since 2005.

Their approach to bringing unseen work to Ballarat brought in audiences of 26,800 across the 31 days of the 2017 Foto Biennale. Featuring 200+ artists across 100+ core and fringe exhibitions and events they enriched the cultural landscape of Ballarat with this dramatic increase of arts offerings.

As an Ambassador I am proud to support the Foto Biennale with their impact on strengthening local community and educational involvement through each aspect of their work. The Foto Biennale's commitment to Ballarat is shown in their support of the activation of the arts precinct with their engagement and response to the needs of the community.

To fully realise the Foto Biennale's potential they need the in-principle agreement of support of the City of Ballarat to assist them to also seek funding from State and Federal Governments. The Foto Biennale have clearly demonstrated from past partnership agreements with the City of Ballarat that they have the capability and the commitment to deliver on their priorities.

Their continued positive social and economic impact on Ballarat saw an estimated economic benefit of \$3.89m to the region during the 2017 Foto Biennale. This is expected to increase in the 2019 with the Foto Biennale set to span over 60 days, double the duration from previous years.

I am delighted to support this funding application and I have every confidence that the funding contributions will be sensibly invested to deliver real outcomes for the Ballarat community and beyond.

**Yours sincerely**



**Hon Steve Bracks AC**

# J.W.K. BURNSIDE A.O. Q.C.

Mr Cameron Gray  
Acting CEO  
City of Ballarat Council  
PO Box 655  
Ballarat VIC 3353

3 December 2018

Dear Cameron

I am writing in support of the Ballarat International Foto Biennale's (**BIFB**) application for funding through the City of Ballarat's Strategic Partnership Grant application program.

During my time as an Ambassador of BIFB I have seen what a remarkable job it has done. It is very well run, and brings a lot of people to Ballarat. Let's face it: the Arts are a major element in tourism these days, so what helps BIFB will certainly benefit Ballarat.

Fiona and her team of staff and volunteers have worked tirelessly and very effectively, so BIFB attracts some of the world's greatest photographers to show in Ballarat. That is a tremendous thing for Ballarat, as more and more Australians travel to see great art.

BIFB have clearly demonstrated from past partnership agreements with Council that they have the capability and the commitment to deliver on their priorities.

I am delighted to support this funding application and I have every confidence that the funding contributions will be sensibly invested to deliver real outcomes for the Ballarat community and beyond.

Don't hesitate to contact me if you want to discuss it further.

Yours sincerely



Julian Burnside

AICKIN CHAMBERS:  
LEVEL 30, 200 QUEEN ST,  
MELBOURNE 3000  
burnside@vicbar.com.au  
www.julianburnside.com

596

POSTAL ADDRESS:  
C/- CLERK G  
205 WILLIAM ST MELBOURNE, 3000  
PH: (03) 9225 7488  
FAX: (03) 9225 7350



Creative Victoria

Department of Economic Development,  
Jobs, Transport & Resources

GPO Box 4509  
Melbourne Victoria 3001  
Telephone: 03 8638 3100  
creative.vic.gov.au

4 December 2018

**To The City of Ballarat**

## **LETTER OF SUPPORT FOR THE BALLARAT INTERNATIONAL FOTO BIENNALE**

This letter is provided in support of the Ballarat International Foto Biennale's (BIFB) application to the City of Ballarat for support of the 2019 BIFB.

Creative Victoria's relationship with the BIFB is through a four-year operational grant for the period commencing 2017/18 and ending in 2020/21 through the Organisations Investment Program to support the Festival's operations. The BIFB receives \$75,000 per annum and is in the second year of this grant.

Over the course of this investment, BIFB has a demonstrated record of delivering culturally popular and nationally significant exhibitions of Australian artists including exhibitions of First Nation artists. BIFB's operations continue to develop effectively with the recent acquisition of its amazing new home. Creative Victoria has been impressed with BIFB's ability to leverage public investment to secure this permanent home in order to offer more creative opportunities and infrastructure for the region, students, visitors and artists nationally and internationally.

Should you want to discuss these matters further please feel free to phone me on 03 8683 3115.

Yours sincerely

**Linda Lucas**  
Manager, Organisations, Arts Investment



Town Hall, 225 Sturt Street, Ballarat, Victoria 3350  
PO Box 1246, Bakery Hill, Victoria 3354  
03 55337 4300  
hello@visitballarat.org.au  
visitballarat.com.au

3 December 2018

Fiona Sweet  
Director  
Ballarat International Foto Biennale

Dear Fiona,

Visit Ballarat is pleased to offer its support to the Ballarat International Foto Biennale (BIFB) in their application for funding under the Strategic Partnerships Grants Program at the City of Ballarat.

We recognise that BIFB enlivens our city and supports our joint aim of bringing economic benefit to Ballarat and regions. We enthusiastically support the continuation of BIFB and the 27,000+ visitors it brings to enjoy our city and the experiences it offers.

Early spring is traditionally a time of lower visitation to Ballarat and the BIFB provides visitors a perfect opportunity to experience both the Biennale and Ballarat. BIFB is a walkable, **undercover event which uses a large number of Ballarat's historic building allowing visitors an opportunity to explore and delight in our city.**

We look forward to working with your team at BIFB, to continue to help grow this significant event.

Regards,

Noel Dempsey  
Chief Executive Officer  
Visit Ballarat



# commerceballarat

*your partner in business*

Ms Justine Linley  
Chief Executive Officer  
City of Ballarat  
PO Box 655  
Ballarat VIC 3353

4 December 2018

Dear Justine,

I am writing in support of the Ballarat International Foto Biennale's (the "Biennale") application for funding through the City of Ballarat's Strategic Partnership Grant application program.

Commerce Ballarat was thrilled to see the enormous economic impact the Biennale had on the retail, accommodation and hospitality sector, the tourists were active and engaged all over the inner city.

***On the initial weekend of the festival I was at Mitchell Harris Wine Bar on the Saturday afternoon, the place was full to overflowing and at almost every table in the venue tourists were pouring over their Biennale brochure.***

The new Director Fiona Sweet is a wonderful example of how to engage, in the first months of her appointment she met extensively with community leaders and the business sector to ensure that her vision was a shared one.

In 2018 the Biennale won the Visit Ballarat Events and Attractions Business Award category in the Federation Business School Commerce Ballarat Business Excellence Awards. A well-deserved acknowledgement of the work of Fiona and her team of employees and volunteers.

I and the Commerce Ballarat Board and staff fully support an increase to this events funding, they provide critical economic impact and continue to showcase Ballarat as a creative city.

Yours sincerely

Jodie Gillet  
Chief Executive Officer  
Commerce Ballarat



Mitchell Harris Wines  
38 Doveton st north  
Ballarat 3350  
29 November 2018

Mr Cameron Gray  
Acting CEO  
City of Ballarat Council  
PO Box 655  
Ballarat VIC 3353

Dear Cameron

I am writing in support of the Ballarat International Foto Biennale's (the "Biennale") application for funding through the City of Ballarat's Strategic Partnership Grant application program.

Our involvement in The Fringe program started in 2013 and we have seen the festival grow and develop with the delivery of a very successful program in 2017.

Even from our limited involvement in 2017 Mitchell Harris still identified important key changes in the festival :

- 37% increase in trade from the same period in 2016 and an 25% increase on the previous festival year (2015)
- Superior branding and marketing
- The extension of the festival to a national level with more quality exhibitions
- Our visitation survey showed a 35% increase in out-of-town visitation from our previous 31% to 42% out-of-town visitors at Mitchell Harris Wines during the Biennale.

Running a successful artistic event in Ballarat requires persistence and adherence to sound business practice. Understanding the Biennale's vision and plan has seen the Mitchell family become a donor and myself a board member.

To fully realise their potential the program needs funding. Mitchell Harris sees the benefit in partnerships with professional arts and culture movements and we commend the Biennale to the city as a way to put Ballarat on the international creative stage. This fits with the creative strategy for City of Ballarat and the Biennale understand the needs for a successful return on investment.

Yours sincerely,

Alicia Linley  
Director, Mitchell Harris Wines  
Board Member, BIFB





04/12/2018

To whom it may concern,

It is with great pleasure that I write this letter of support for the Ballarat International Foto Biennale.

Over the course of 8 years the school and the Foto Biennale have been closely working together to further enhance the student outcomes academically and practically. These opportunities have only occur every 2 years. With increased funding, I envision the partnership we have, will increase, giving my students the opportunities to increase their understanding and love for photography.

There is many challenges and changes to the way we deliver education in the 21<sup>st</sup> Century, it is vital students receive a curriculum that is more hands on, through visiting exhibitions, attending workshops and hearing talks from practicing artists.

It is far more affordable for our students to visit locally based galleries, workshops and talks and with the International Foto Bienalle continuing to grow, it will be a huge asset and influence for the students studying in Ballarat.

Yours sincerely,

A handwritten signature in blue ink that reads 'Lesley-Gray' with a horizontal line underneath.

Lesley Costley-Gray

Photography/Visual Arts

# Strategic Plan | Ballarat International Foto Biennale

OCTOBER, 2018



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## BALLARAT INTERNATIONAL FOTO BIENNALE

### 1. STRATEGIC PLAN 2018 - 2021

#### 1.1 Introduction

Ballarat International Foto Biennale has played a leading role in the support and presentation of the photographic arts since its inception in 2005. It aims to have a positive social and economic impact on the Ballarat region, serving and unifying the community, accessible to all with most of the events free.

It is Australia's leading regional photographic festival, consistently engaging audiences with photography, responding to audience's needs, changing their vision of arts and culture, and developing the role art plays in shaping Ballarat socially and cultural.

For 13 years, the Ballarat International Foto Biennale has enriched the cultural landscape of regional Victoria and become the most prestigious photographic arts festival in Australia. Held every two years, Ballarat International Foto Biennale is a month-long festival style event comprising two major photographic programs: a curated Core Program showcasing work from domestic and international artists that is new and previously unseen in Australia; and an open-entry Fringe Program that fosters the development of new artists. Alongside, public projects, education programs comprising talks, workshops, symposia and prizes BIFB provides a rich and diverse cultural event.

*Festivals and arts events give regional communities an opportunity to communicate the vision and values of a place and help a regional community to form a strong and distinct shared identity.*

*Public art projects engage people. They often create a physical expression of local cultural values (Regional Arts Impact Australia).*

#### 1.2 Vision

- To be Australia's leading photographic organisation and festival anchored in the new venue, The National Centre for Photography, in the heart of Ballarat's arts precinct.

#### 1.3 Purpose

- To promote, present and support excellent photographic works from regional, national and international artists to regional and visiting to communities in Ballarat and around Australia
- Create opportunities for, and support the creativity of, our artists and audiences and continually strive to reflect and respond to new perspectives in our own work.
- To recognise Aboriginal and Torres Strait Islander people as the First Australians and to provide opportunities for these groups in BIFB programming to increase opportunity and visibility.

Our framework sets out the future with four key goals, underpinned by the operational policies and procedures.

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## BALLARAT INTERNATIONAL FOTO BIENNALE

### 1.4 Goals

- **Increase artistic opportunity:** To provide opportunities for collaboration and exchange between artists and the community on a local and national level. To develop opportunities and audiences by providing an open access platform for emerging and established photographic artists for meaningful engagement with photography and culture.
- **Regional development and growth:** To deliver culturally significant arts infrastructure with regional economic benefit by attracting local, domestic and international artists and visitors to the city through innovative year-round programming and international peer networking and collaboration delivered in our unique, heritage listed centre – cementing Ballarat’s reputation as the home of photography with a world class centre for the art of photography and photo media.
- **Increase Community participation and contribute to civic pride:** To increase participation and foster social inclusion and a sense of community ownership and civic pride through an expanded program of; exhibition and education activities, a new cinema program, a satellite outdoor exhibition program, an expanded skill-based volunteer program, long term partnering with local businesses and a permanent library and lounge space where residents of Ballarat (and beyond) can mingle, meet and be.
- **Supporting creative talent:** To improve personal economic outcomes for artists and international outreach of Australian photographic art through; year-round exhibition and teaching opportunities (including a platform of selling exhibitions); new commissions; an annual industry networking event and collectors’ program; a biennial symposium; programming co-delivered with our peers; and, a ‘best in class’ international touring/exchange publication competency
- **Financial and operational resilience:** To strengthen the financial and operational resilience of the organisation by progressively implementing commercial operations and ‘best in class’ strategic planning, fundraising and sponsorship contract management made possible via additional skilled in-house HR resources and IT enhancements.

*Rural, regional and remote locations are unique, complex and a significant part of Australian identity, defined in part by history and landscape. Many are now adversely affected by shifts in local economies and populations. Arts activities and projects can re-define such locations in new and positive ways, providing both residents and visitors with a strong sense of a community’s unique identity (Regional Arts Impact Australia)*

### 1.5 A picture of our community

Ballarat comprises an estimated population of 103,407 (ABS, Census 2016), living in 45,231 dwellings and average household of 2.83 people. While it notes some regional growth in employment of 1.7% (798 jobs in 2015-16), it scores 981 on the SEIFA Index of Disadvantage, which measures the relative level of socio-economic disadvantage based on a range of Census characteristics. Youth unemployment (aged 15-24) is at 12.5%, higher than Bendigo (10.7%), regional Victoria 11.1%, Victoria (whole state) 12% and Australia’s average of 12.2%. In some areas of Ballarat (Golden Point-Mt Pleasant-Canadian), youth unemployment sits at 19.9%.

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## **BALLARAT INTERNATIONAL FOTO BIENNALE**

Our analysis of the Ballarat community indicates it is fast-growing, diversifying with a high level of wellbeing and a good work-life balance yet overall, the community still suffers high youth unemployment and there are significant pockets of disadvantage with people of low socio-economic status, vulnerable families, marginalised groups and individuals over-represented in the statistics of poor health and wellbeing. Ballarat has one of the highest family violence rates in the state (73% higher); rates of behavioural risk factors (smoking, obesity, alcohol consumption) are higher than state levels; gaming expenditure is higher at \$732 per head per year vs. \$602 state-wide; lower school retention in Years 10-12 in government schools (74.2% versus 81.3% state). The median equivalised gross weekly household income for Ballarat is \$652 but over 30% earn less than this. (City of Ballarat Community Profile, 2014)

There are 25,507 families. 8.7% of Ballarat's population was born overseas, of which 21% arrived in the previous five years and this is expected to rise steeply in coming years. The countries with the biggest increase of people coming into Ballarat in the past 5 years were UK (239), India (172), China (165) and New Zealand (150). 1.3% are Aboriginal/Torres Strait Islander community, with the median age of 20 (compared to 37 for the non-Indigenous population), and only 13.8% of the Aboriginal community being over the age of 50 (compared to 33.3% for the non-Indigenous population). The unemployment rate within the Aboriginal labour force is 17.9%.

Ballarat is one of Australia's fastest growing cities, with an estimated 2000 people moving there each year; and a thriving regional centre serving 400,000 people. Within 15 years, an estimated 30,000 people will move into new suburbs being built, driving increased demand for community-led cultural activity.

**Ballarat International Foto Biennale responds to the strong need for regional regeneration and renewal, caters to young people seeking professional pathways, increases career and income options for local artists and will generate a stimulating project that adds value to community health and well-being.**

### **1.6 The case to support Regional Development**

Ballarat International Foto Biennale (BIFB) has a strong and vital presence in our local community and is a vehicle to contribute to regional regeneration and renewal and grow social cohesion through arts and culture participation. One in six professional artists living in regional cities or towns but earning almost a third less

***Civic pride in a community can improve social behaviour and encourage people to care for the neighbourhood and the environment. A community which prides itself can generate a feeling of well-being for residents, which in turn boosts internal and external perceptions of a region. The arts provide many opportunities for individuals and groups to generate civic pride. Public celebrations and local festivals engage people and enable community self-determination (Regional Arts Impact Australia)***

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## BALLARAT INTERNATIONAL FOTO BIENNALE

than their city counterparts for creative work.<sup>1</sup>

BIFB knows from sources<sup>2</sup> it has become increasingly difficult for Australian artists to make a living from their creative work; with the average total income for artists remaining 21% below the Australian workforce average, and a general decline in income from creative work of 19% since 2000. This despite the considerable economic and social impacts that the arts have on our communities such as the 2017 Foto Biennale which delivered \$3.8 million of economic benefit to the region<sup>3</sup>; engaging approximately 26,000 visitors (28% for the first time) a survey of whom attested to its social impact.<sup>4</sup> This is particularly evident in regional areas which lack the facilities, resources and professional development opportunities.

### 1.7 Research

#### Artists in Ballarat

Ballarat International Foto Biennale surveyed artists, the community and education professional to understand the needs in relation to the new National Centre for Photography and its proposed programs. The following key themes emerged:

Profession: Only 15.8% of those surveyed could make a fulltime living as an artist

The artist survey had 99 complete responses with 55.5% being of the postcode 3350 (central Ballarat). 76% identified as Caucasian.

The majority of respondents identified as part-time artist, only 15.8% were able to make a fulltime living from art and 20% were both artist and teacher. 3.2% and 4.3% identified as part-time curator and fulltime curator with 5.3% studying visual art. The artists identified as 49.5% emerging, mid-career 41.1% and established 9.5%.

Of those that responded the largest groups were over 20 + years (36.8%), 21.1% 10-14 years and 20% for 1-4 years indicating opinions from experienced artists.

The need for professional development and opportunities for young people

The artist survey flagged the need for more local opportunities to undertake professional development. 51.6% stated they were aware of only 1-2 events per year in their local area, 18.9% attended 3-4 and 15.8% attended more than 4 per year locally. 13.7% were not aware of anything locally for them to attend.

**In 2014 the Australia Council for the Arts found that 92% of people surveyed agreed that Indigenous arts are an important part of Australian culture. Indigenous artists practicing traditional and contemporary art are supporting better understanding and reconciliation across the regions (Australia Council for the Arts)**

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<sup>1</sup> Media release (Connecting Australians) <http://www.australiacouncil.gov.au/research/connecting-australians/>; Regional arts summary (Connecting Australians) <http://www.australiacouncil.gov.au/research/regional-arts-summary/>

<sup>2</sup> *Making Art Work: An Economic Study of Professional Artists in Australia*

<sup>3</sup> SED advisory study commissioned by Ballarat International Foto Biennale

<sup>4</sup> 89% of survey participants attested to feeling engaged, moved or inspired (89%), 77% felt exposed to new points of views and ways of thinking and 89% felt the event was accessible to anyone (89%). SEG Regional Advisory Report, 2017

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## BALLARAT INTERNATIONAL FOTO BIENNALE

These survey figures indicate a lack of opportunity for artists to develop that BIFB could address with the NCFP development, and this is supported by the 76.8% that expressed interest in attending more local professional development events.

This lack of opportunity extended to other age groups and 52.1% of Ballarat artists felt there was a lack of opportunity for young people in Ballarat to access visual arts experiences. 43.2% felt that they would take up the opportunity to become teaching artists if it were offered by BIFB indicating a new pathway that may increase artist employment as well as young people's opportunity.

### The need for local opportunities to exhibit

24.2% had never been exhibited by a gallery local to them in the last 5 years but over 50% had been exhibited by between 2 and 4 non-Ballarart galleries. 61.1 % felt that a local venue focused on photography would encourage them to increase their artistic output and 57.7% felt there was not enough opportunity to exhibit work in their region.

### The demand for future facilities

Gallery /event spaces rated most highly (82.1%) in the survey by artists in The National Centre For Photography followed by a professional lighting studio (52.6%) and a (49.5%).

## Community Need

The community survey had 99 complete responses. 99% of responders were aware of BIFB with 43% attending multiple times, 31% had attended twice and 24% attended once, showing a good degree of knowledge of the BIFB offer.

### Venue and opportunity

99% of survey respondents liked the idea of a purpose venue for photography in Ballarat that offers community programs, and which showcases regional artists. 93.9% thought that large-scale festivals and venues brought more tourism to benefit Ballarat.

### Volunteering and contributing to the community

79.8% of survey respondents had volunteered in their community and let that Ballarat offered strong opportunities to do so. 84.8% expressed interest in volunteering for BIFB with the following being prioritizing making something happen in the community (57.6%) and 28% being up and close to photography.

**Regional arts activities support the strengthening of community connectedness, social inclusion, civic pride and community identity as well as providing opportunities for regional development and economic regeneration (*The Impact of the Arts in Regional Australia led by Professor Ruth Rentschler*)**

## Education

The education survey was sent out to the schools in the region so that teachers could respond on behalf of their students. The Education survey had 92 complete responses.

The following key themes emerged from the survey responses.

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## BALLARAT INTERNATIONAL FOTO BIENNALE

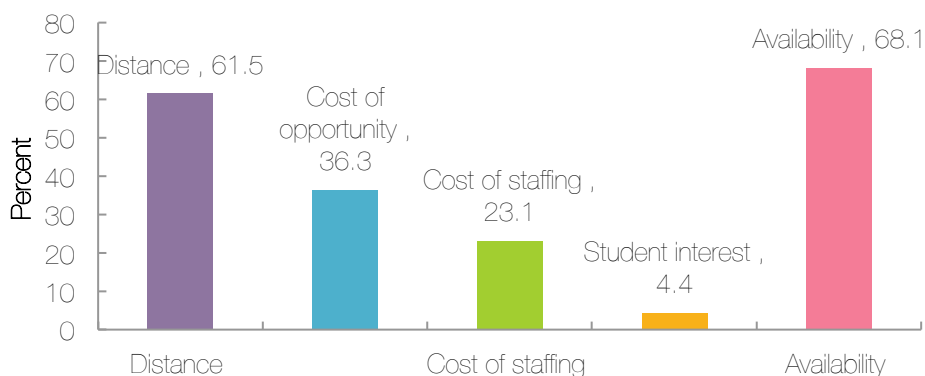
### High quality Photography education is relevant

92% of respondents felt that photography education was relevant to their students. 51.6% of teachers felt that the diversity of photography in Ballarat was poor (36.3 thought it was average) with 41% also responding that the quality was also poor (39% thought it was average). Teacher's expressed interest in incursion to their schools in the comments, particularly those outside of Ballarat.

### The ability to access low or no cost opportunities locally is key to engagement

54% had had no opportunities to engage students in photography locally over the last year (27% had had just one opportunity) indicating a real gap in provision in the Ballarat area.

Teachers highlighted availability and distance as the key barriers in taking students to photography supporting the case for a local destination in which young people can engage with high quality photography. 47.5% of teachers responded that they would engage at least once a term with these facilities if the facilities had a darkroom and workshop opportunities and 83% were interested in school incursions.



70% of teachers supported a small ticket charge of between \$5 and \$10 to take part in an educational opportunity. 16.7% indicated the opportunity would need to be free. This supports a business case that uses philanthropic sources to subsidise free or low-cost education programs.

### BIFB can contribute to Teacher Professional Development.

81.6% of teachers expressed an interest in professional development opportunities in photography with the largest portion (56%) indicating that they would take part annually, 20% twice per year and 22% accessing resources digitally.

### Student opportunity and visibility would be increased with a new gallery facility

87% of teachers were interested in exhibiting student work in the new BIFB facility.



**City of Ballarat**

**Strategic Partnerships Grant Program  
Application Form**

**2017-2020**

# Strategic Partnership Grant Application Form 2017

## Purpose

The City of Ballarat adopted the Grants Policy on the 12 April 2017. The purpose of the Grants Policy is to ensure that recipients are able to deliver quality programs, events, products and services which are of great benefit to Ballarat and which bring a wide range of social, environmental and economic returns to the City.

## Strategic Partnerships Program Principles

The program is based on the following principles:

- Partnerships are with sole providers or identified strategic partners that Council can work with collaboratively to deliver community outcomes.
- City of Ballarat has no direct responsibility to deliver these initiatives. Strategic partners are identified to make the most of opportunities to meet the needs of the community and deliver on outcomes identified in the Council Plan.
- Strategic partnerships are negotiated by the Administration and approved via the annual budget and planning processes with transparent decisions made in open meetings and published on the Council website.
- Strategic partnerships have consistent reporting and contractual agreements. Recipients are required to enter into a Funding Agreement with Council that outlines reporting requirements and a mutually agreed evaluation framework that focuses on performance and outcome measures.
- Recommendations on the term of the Funding Agreement for Strategic Partnerships will be made by management, taking into consideration the time required to have an impact on outcomes and the term of the strategic documents to which they align.
- Strategic Partnerships can be either opportunistic and responsive to partnership requests, or deliberate and planned in accordance with Council's Strategic Objectives.
- Unless otherwise agreed, Strategic partnerships will be on a dollar for dollar basis.
- Only one application per organisation per grant program is allowed in any given financial year.

# Strategic Partnership Grant Eligibility Checklist

## What is the structure of your organisation?

Ballarat International Foto Biennale ("BIFB") is a registered not-for-profit with full DGR and TCC status. The organisation is managed by a Not-For-Profit ("NFP") board consisting of 7 members and Chaired by local barrister Stephen Jurica.

Our accounts are audited every year and we report to the ACNC annually.

## How long has your organisation been established?

BIFB was established in 2005 and has consistently operated every 2 years since that time.

## Does your organisation operate within the municipality of Ballarat or are you able to demonstrate that the program will benefit residents in the municipality? Yes/No

Yes, BIFB operates exclusively in Ballarat and one of our principal goals in our strategic plan is to enhance the sense of pride in the City and promote the city as an arts destination. Our festival includes over 90 businesses in the City and we have a direct economic impact to the Biennale retailers and the retailers in the vicinity.

## Has your organisation received grant funding from the City of Ballarat? Yes/No

Yes

## If yes, have you met acquittal conditions for previous funding? Yes/No

Yes

## If applicable; do you have appropriate insurance for this project? Yes/No

Yes

## Contact Details

**Applicant Organisation Name:** Ballarat International Foto Biennale  
**Primary (Physical) Address:** 12 Lydiard Street North Ballarat  
**Postal Address (if different from above):** PO Box 41 Ballarat Central 3354  
**Applicant Website:** [www.ballaratfoto.org](http://www.ballaratfoto.org)

## Contact Person and Position held in Organisation:

[REDACTED]

**Primary Phone Number:** [REDACTED]

**Applicant Admin Contact Primary Email:** [REDACTED]

## Does your Organisation have an ABN? Yes

ABN 70 496 228 247

## Organisation Bank Account Details

### Does your organisation have its own bank account?

Yes

## REMLAN

Yes

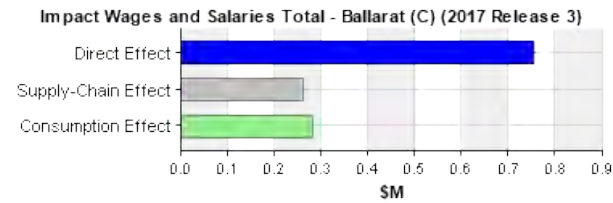
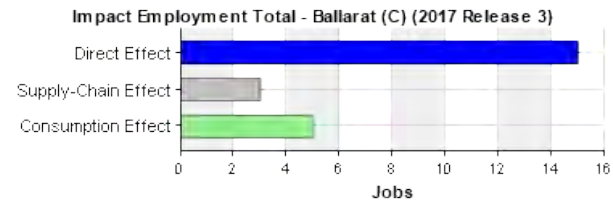
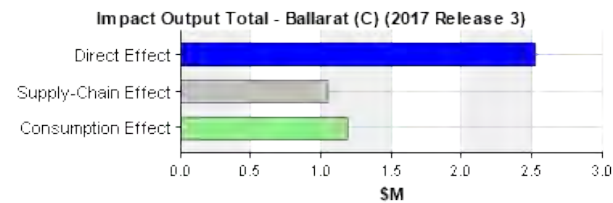
# Tourism Impact Summary Report for Ballarat (C) (Tourism Activity: 31 days)

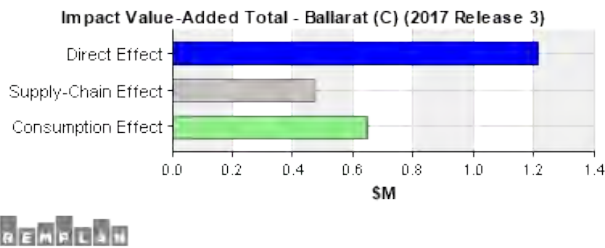
## Tourism Impact Scenario

Name: Foto Biennale 2017  
 Duration: 31 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	10,957	9,389	154	20,500
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor (\$)	\$103	\$147	\$71	
Total Estimated Expenditure (\$)	\$1,128,571	\$1,380,183	\$10,934	\$2,519,688

## Tourism Impacts





Under this scenario Gross Regional Product is estimated to increase by \$2.331 million ( 0.04%) to \$6,445.046 million. Contributing to this is a direct increase in output of \$2.520 million, 15 additional jobs , \$0.753 million more in wages and salaries and a boost in value-added of \$1.212 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at \$1.048 million, 3 more jobs , \$0.260 million more paid in wages and salaries, and a gain of \$0.471 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.416
Employment	1.200
Wages and Salaries	1.346
Value-added	1.389

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by \$1.187 million, employment by 5 jobs , wages and salaries by \$0.280 million, and value-added by \$0.647 million.

Under this scenario, total output is expected to rise by \$4.755 million. Corresponding to this are anticipated increases in employment of 23 jobs , \$1.294 million wages and salaries, and \$2.331 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.887
Employment	1.533
Wages and Salaries	1.719
Value-added	1.922

### Tourism Impact Summary (Tourism Activity: 31 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output (\$M)	\$2.520	\$1.048	\$1.187	\$4.755	1.416	1.887
Long Term Employment (Jobs)	15	3	5	23	1.200	1.533
Wages and Salaries (\$M)	\$0.753	\$0.260	\$0.280	\$1.294	1.346	1.719
Value-added (\$M)	\$1.212	\$0.471	\$0.647	\$2.331	1.389	1.922

## Disclaimer

All figures, data and commentary presented in this report are based on data sourced from the Australia Bureau of Statistics (ABS), most of which relates to the 2016, 2011, 2006 and 2001 Censuses, and data sourced from the National Visitor Survey (NVS) and International Visitor Survey (IVS) published by Tourism Research Australia.

Using ABS datasets and an input / output methodology industrial economic data estimates for defined geographic regions are generated.

This report is provided in good faith with every effort made to provide accurate data and apply comprehensive knowledge. However, REMPLAN does not guarantee the accuracy of data nor the conclusions drawn from this information. A decision to pursue any action in any way related to the figures, data and commentary presented in this report is wholly the responsibility of the party concerned. REMPLAN advises any party to conduct detailed feasibility studies and seek professional advice before proceeding with any such action and accept no responsibility for the consequences of pursuing any such action.

**Project Details**

Please see attached Project Proposal

**Budget Information**

Please see attached Project Proposal

# City of Ballarat | Ballarat International Foto Biennale

Strategic Partnership Proposal FY2018/19 – 2023/24

DECEMBER 2018



Ballarat International Foto Biennale 2017, TELL exhibition opening night

*“Easily one of the best examples of bringing art to the people that I’ve seen in Australia. Incredibly high standard!” – Survey Respondent, 2017 Biennale*



Mr Cameron Gray  
Acting CEO  
City of Ballarat Council  
PO Box 655  
Ballarat VIC 3353

7 December 2018

Dear Cameron,

Further to our Partnership Review meeting on 27 November 2018 and ongoing discussions with Jeff Johnson and Angelique Lush, the Board and myself would like to submit our Strategic Partnership Grant Application for the FY 2018/19 – FY 2023/24 period.

The Ballarat International Foto Biennale began in 2005 in Daylesford and with foresight the City of Ballarat welcomed a move to Ballarat in 2009. It has supported the Foto Biennale to date with the following agreement:

1. \$25,000 cash per annum
2. In kind rent of the Mining Exchange office and three venues during the Foto Biennale – Art Gallery of Ballarat, The Mining Exchange, The A Hall.
3. Help from Visit Ballarat with approximately six e-news promotions.
4. The ability to put our flags and signage in and around Ballarat and inclusion in the City of Ballarat's quarterly magazine.

With the assistance of the City, the Foto Biennale brand has grown exponentially.

In 2017, the Foto Biennale strategic direction was shifted through appointment of a new skills-based Board and innovative programming aimed at broader audience appeal.

It now attracts world famous artists and curators, such as newly announced internationally acclaimed Martin Parr, and has increased the exposure of the Foto Biennale and City of Ballarat 'brand' worldwide.

Through market research conducted by SED Advisory and previously submitted to the Council, the Foto Biennale 2017 positively impacted Ballarat by the following:

- 26,800 visitors attended the 31 day festival
- 9,389 visitor nights
- \$3.89 Million economic impact
- 76% of visitors were non-Ballarat residents. City of Ballarat and Foto Biennale branding exposure to a much wider audience than previous biennales.
- Further exposure to Sydney with the Tell exhibition touring to the Sydney Festival in January 2018.

- International exposure to art influencers from Dusseldorf, Paris, Berlin and India through tours and judging events.
- 1600 early learning, primary and secondary school children received a Foto Biennale education workshop. The education program continues with great success in the 'off year'
- 78 retailers engaged in the Open (fringe) program
- 200+ artists actively engaged, many local

In 2019, the festival is moving to a 60-day program with anticipated greater audience numbers and economic impact. With this in mind, we are seeking a change in funding with a first time request for a Strategic Partnership Grant with the City of Ballarat.

We also would like to note that our 2017 contract was acquitted with all measures of success exceeded.

We are on the cusp of signing our major International artist, Chinese artist Liu Bolin with many additional exciting programming ideas to be finalised based on funding. We have funding applications at State and Federal level that we have been informed will progress with confirmation of support from the City of Ballarat.

We are appreciative of this opportunity to submit our application. It is the Board and my hope that we can increase and enhance our collaboration with the City of Ballarat. We believe the impact of the Foto Biennale on our beautiful city has just begun and we look forward to developing strategic partnership with the City.

I can of course, be contacted at any time to discuss this application.

With many thanks,



Fiona Sweet  
Artistic Director  
Ballarat International Foto Biennale  
National Centre for Photography

Attachments:

1. Strategic Partnership Grant Application Form
2. Letters of Support
3. 2017 Festival Report
4. 2017 Festival Impact Summary
5. 2018 Strategic Plan
6. [Remplan Assessment]

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## BALLARAT INTERNATIONAL FOTO BIENNALE



*“This exhibiton attracts thousands of visitors from all over Victoria and the V/Line is thrilled to have the opportunity to be involved and continue strengthening the community” – James Pinder, CEO V/Line*

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## BALLARAT INTERNATIONAL FOTO BIENNALE

### Table of Contents

<b>PROJECT DETAILS .....</b>	<b>6</b>
PROJECT TITLE : .....	6
PROJECT START DATE: .....	6
PROJECT END DATE: .....	6
BRIEF PROJECT DESCRIPTION:.....	6
PROJECT RATIONALE: .....	6
WHO ARE THE PROJECT PARTNERS? .....	6
HOW DOES THE PROJECT ALIGN WITH THE PURPOSE OF THE STRATEGIC PARTNERSHIP GRANT PROGRAM'S PURPOSE OF DELIVERING QUALITY PROGRAMS, EVENTS, PRODUCTS AND SERVICES WHICH ARE OF GREAT BENEFIT TO BALLARAT AND WHICH BRING A WIDE RANGE OF SOCIAL, ENVIRONMENTAL AND ECONOMIC RETURNS TO THE CITY? .....	7
WHAT ARE THE PLANNED ACTIVITIES OF THE PROJECT AND WHICH ELEMENTS WILL THE GRANT BE USED FOR? .....	9
WHAT ARE THE OUTCOMES FOR CITY OF BALLARAT?.....	12
WHAT ARE THE EXPECTED OUTCOMES OF THE PROJECT? .....	12
HOW WILL YOU KNOW IF THESE OUTCOMES HAVE BEEN ACHIEVED? .....	12
PLEASE PROVIDE ANY EVIDENCE OF COMMUNITY SUPPORT FOR THE PROJECT EDUCATION PROGRAMS INVOLVING BALLARAT AND SURROUNDING SCHOOLS .....	13
HAVE YOU CONTACTED COUNCIL TO DISCUSS YOUR PROJECT/EVENT?.....	13
IF YES, PLEASE PROVIDE THE NAME OF THE COUNCIL OFFICER/S:.....	13
<b>BUDGET INFORMATION .....</b>	<b>15</b>
HOW MUCH FUNDING ARE YOU SEEKING AS PART OF THIS SUBMISSION?: .....	15
ARE YOU SEEKING THE FUNDING ACROSS A NUMBER OF YEARS? .....	15
IF SO, HOW MANY YEARS:.....	15
WHEN IS FUNDING REQUIRED BY:.....	15
FUNDING EXPENDITURE BREAKDOWN .....	15
OPERATING BUDGET OUTLOOK .....	16
APPENDIX 1 VISION AND STRATEGIC OBJECTIVES FRAMEWORK .....	18
APPENDIX 1 STAKEHOLDER MANAGEMENT .....	19
APPENDIX 1 MEDIA COVERAGE .....	20

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## **BALLARAT INTERNATIONAL FOTO BIENNALE**

### Project Details

#### Project Title :

Ballarat International Foto Biennale 2019 and 2021

#### Project Start Date:

FY2019/20 (as at July 2019)

#### Project End Date:

FY2021/22

#### Brief project description:

Since its establishment in 2005, Ballarat International Foto Biennale (“BIFB”) has provided a platform for thousands of artists, from Australian emerging talents to established international photographers, to connect with their audiences; creating a name for itself as Australia’s most prestigious photographic festival. A month-long event, of predominantly free programming, the Foto Biennale presents: innovative photo-based works in a curated exhibition program at the Art Gallery of Ballarat (“AGB”), The Mining Exchange and other significant galleries; and, an open-entry fringe program that fosters local artistic development and community engagement. Alongside this, public projects, education programs and prizes round out a diverse cultural event.

#### Project Rationale:

For over 13 years, the BIFB has enriched the cultural landscape of regional Victoria and become the most important photographic biennales in Australia. Held every two years, the BIFB is a 60 day festival event comprising two major photographic exhibitions: a curated Core Program showcasing new and previously unseen work from domestic and international artists; and, an Open Program that fosters the development of new photographic artists. In conjunction, public projects and education programs comprising talks, workshops, symposia and prizes round out a rich and diverse cultural event. The BIFB attracts more than 26,000 people in any given festival, delivering significant economic and cultural impact to Ballarat. We seek support in this application to continue and grow our impressive record of achievement.

#### Who are the Project Partners?

BIFB funding partners include; City of Ballarat, local private donors, Visit Ballarat, Creative Partnerships Australia, Australia Council for the Arts, Victorian State Government and Ilford.

BIFB presenting partners for the Core Program are; the Art Gallery of Ballarat, the Mining Exchange, Trades Hall, The Ballarat Observatory, Post Office Gallery, Ballarat Town Hall and the newly purchased National Centre For Photography (“NCFP”).

The Open Program is staged at more than 80 cafes, galleries and wine bars across Ballarat, providing the launch pad for hundreds of new and emerging artists.

## BALLARAT INTERNATIONAL FOTO BIENNALE

How does the project align with the purpose of the Strategic Partnership Grant Program's purpose of delivering quality programs, events, products and services which are of great benefit to Ballarat and which bring a wide range of social, environmental and economic returns to the City?

What do we do?	Who benefits?	How do we know?
<b>Quality Programs/Events</b>		
BIFB Core Program	Tourists and visitors to Ballarat, local Ballarat residents and presenting artists	Audience and business feedback, SED Festival Impact Survey 2017
BIFB Open Program	In addition to the above; emerging photographers, small businesses	Participant feedback, surveys
<b>Social Return</b>		
Education Program	Local school students	24 workshops and talks for over 890 students in 17/18 financial year. Part 18/19 year to Dec 2018, 480 students in 13 workshops
<b>Enviromental Return</b>		
Civic enlivening via a program of events presented at no cost throughout over 80 venues around Ballarat.	Local, customers of participating businesses and tourists	Feedback from participating businesses via survey
<b>Economic Return</b>		
9,389 Visitor nights generated	Accommodation providers, F&B vendors, local businesses	Tourism Research Australian Methodology
36 FTE of employment generated	Ballarat residents	SED Festival Impact Survey 2017
\$3.89 million of economic return	Ballarat	SED Festival Impact Survey 2017

## BALLARAT INTERNATIONAL FOTO BIENNALE



(Top) BIFB 2017 Reverie Revelry exhibition opening; (Bottom) BIFB 2017 TELL exhibition opening

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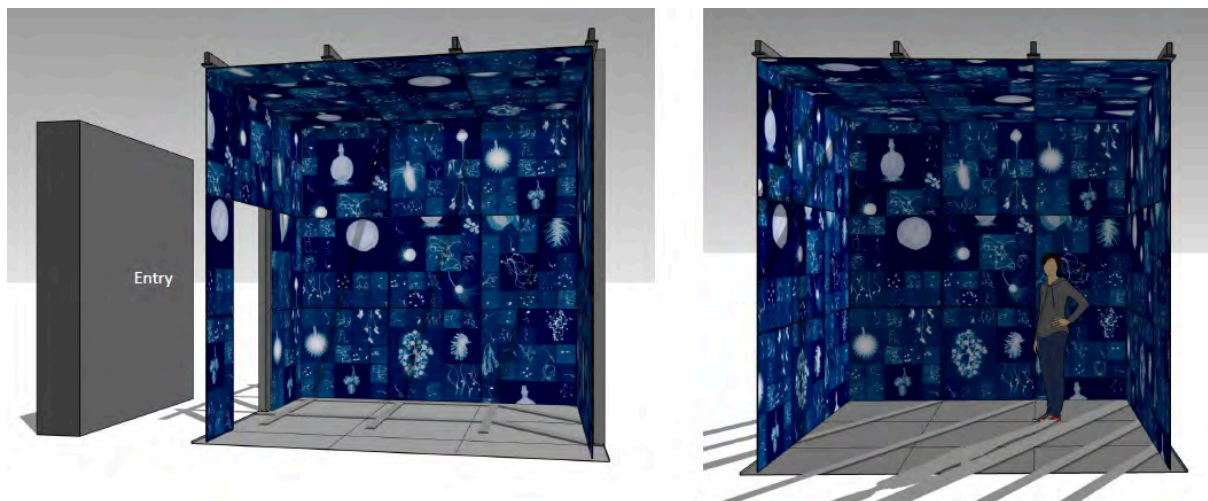
## BALLARAT INTERNATIONAL FOTO BIENNALE

What are the planned activities of the project and which elements will the grant be used for? The BIFB is seeking to renew and revise the terms of its existing partnership arrangements with the City of Ballarat to support the long-term planning and delivery of the BIFB 2019, 2021 and 2023 festivals. We are also presenting exhibitions all year round as free entry.

The activities to occur in both festival and non festival years, An example for this coming Biennale is as follows:

### High calibre exhibitions

- Until Feb 2019 – Craigs Royal Hotel collaboration: Olaf/Kerstens exhibition (<https://www.craigsroyal.com.au/>, <https://ballaratfoto.org/events/olaf-kerstens/>)
  - Ongoing collaboration with exhibitions leading up to the 2019 Foto Biennale (Feb 2019 to May 2019 and May 2019 to July 2019)
- January 2019 – Robbie Rowlands: two month residency in the NCFP (<https://www.robberowlands.com.au/>)
- April 2019 – CLIMARTE Exhibition: Dornith Doherty (USA) ‘Archieving Eden’ at NCFP as a regional venue for the large Melbourne festival (<https://climarte.org/>)
- May 2019 – Sovereign Hill collaboration: 4 month social media campaign (<http://www.sovereignhill.com.au/>)
- Ongoing – Bath Lane Gallery: exclusive use for Ballarat photo based artists working (<https://ballaratfoto.org/bath-lane-gallery/>)
- 23 Aug to 20 October – 8<sup>th</sup> Ballarat International Foto Biennale (<https://ballaratfoto.org/>)



Exhibition design: Dornith Doherty (USA) CLIMARTE ART+CLIMATE=CHANGE Festival; NCFP will be a regional venue for CLIMARTE in 2019



## BALLARAT INTERNATIONAL FOTO BIENNALE

### Education

Last 2 years with day per week education officer.

Date	Category	Event/Workshop Name	School	Students	Adults	Age
Feb-18	Workshop	Into & sun prints	Linkup - Ballarat Secondary College	15	2	VCAL 15-18 years
May-18	Presentation	VCAL Professional Development	VCAL QA Day Grampians Sth		30	25+
May-18	Workshop	Narrate This - Bindi Cole-Chocka	Linkup - Ballarat Secondary College	15	2	VCAL 15-18 years
1/5/18	Workshop	Portraits with Rebecca	Skipton Primary School	100	3	5-12 years
May and June-18	Pilot project	Pictures About Me	Skipton Primary School	100	10	5-7 years
Aug-17	Workshop	TELL education workshop with Tammy Gilson	Melbourne Polytechnic, School of Foundation & Preparatory Studies	90	2	17+
Aug-17	Workshop	TELL Artist Talk	Damascus College, Ballarat	96	4	Year 10 - 12
Aug-17	Artist talk	TELL Artist Talk	Damascus College, Ballarat	28	4	Year 10 - 12
Aug-17	Artist talk	Industry Context Talk	Woodmans Hill Secondary College	11	2	Year 7 - 12
Aug-17	Workshop	TELL workshop	Woodmans Hill Secondary College	9	2	Year 7 - 12
Sep-17	Workshop	TELL workshop	Phoenix P-12 Community College	16	2	Year 9 - 12
Sep-17	Artist talk	Industry Context Talk	Marian College Ararat	27	1	Year 11 - 12
Sep-17	Artist talk	Industry Context Talk	Northern College of Arts & Technology PIC preston	16	2	Year 11
Sep-17	Artist talk	TELL Artist Talk	Melbourne Polytechnic, School of Creative Arts	26	2	Tertiary
Sep-17	Artist talk	TELL Artist Talk	Ballarat High School	15	2	Year 9 - 11
Sep-17	Artist talk	TELL Artist Talk	Castlemaine Secondary College	24	2	Year 10
Sep-17	Artist talk	TELL Artist Talk	Kardinia International College	104	2	Year 10
Sep-17	Artist talk	David LaChapelel visit and education kit	Melbourne Grammar School	17	2	Year 10
Sep-17	Artist talk	TELL visit and education kit	Melbourne Grammar School	17	2	Year 10
Sep-17	Workshop	TELL workshop	Ballarat Steiner School	22	2	Year 5-6
Sep-17	Artist talk	TELL Artist Talk	Gordon Tafe Visual Arts Design	42	2	Tertiary
Sep-17	Artist talk	TELL Artist Talk	Swinburne University	16	1	Tertiary
Sep-17	Artist talk	TELL Artist Talk	RMIT University	44	1	Tertiary
Sep-17	Artist talk	TELL Artist Talk	Federation University TAFE	11	1	Tertiary
20.10.18	Activity	Sun Foto Fun	NA	37	45	3 - 12 years
22.10.18	Workshop	Sun Foto Fun	Iris Ramsay Kindergarten	43	7	3 - 5 years

## BALLARAT INTERNATIONAL FOTO BIENNALE

22.10.18	Workshop	Sun Foto Fun	Sebastopol South Kindergarten	21	3	3 - 5 years
22.10.18	Workshop	Sun Foto Fun	Bonshaw Kindergarten	20	3	3 - 5 years
22.10.18	Workshop	Sun Foto Fun	Fidelity Kindergarten	20	3	3 - 5 years
25.10.18	Workshop	Sun Foto Fun	Brown Hill Kindergarten	26	4	3 - 5 years
25.10.18	Workshop	Sun Foto Fun	Mount Clear Kindergarten	32	6	3 - 5 years
25.10.18	Workshop	Sun Foto Fun	Fidelity Kindergarten	20	3	3 - 5 years
25.10.18	Workshop	Sun Foto Fun	Ballarat North Kindergarten	11	3	3 - 5 years
26.10.18	Workshop	Sun Foto Fun	Bonshaw Kindergarten	20	3	3 - 5 years
16.7.18 - 20.9.18	Pilot project	Pictures About Me	Skipton Primary School	100	10	5-7 years
20.10.18 - 21.10.18	Exhibition	Pictures About Me	Skipton Primary School	120	65	4-12 years
27.07.18	Workshop	Snap it, Map it	Mount Rowan Secondary School	12	3	Year 10

**totals** **1343** **243**



BIFB 2017, #DYSTURB education workshop

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## **BALLARAT INTERNATIONAL FOTO BIENNALE**

### What are the outcomes for City of Ballarat?

- 35,000 visitors over 60 days
- Community engagement
- Local artists exhibiting in the open program
- Education programs with Ballarat schools (primary, secondary, tertiary)
- City of Ballarat as a major government partner
- City of Ballarat logo on all marketing material, print, website, outdoor, signage, freeway billboards
- All touring exhibitions to have City of Ballarat logo
- City of Ballarat logo on TVCs and social advertising
- City of Ballarat logo on 50,000 programs along the eastern seaboard of Australia
- International artists and guests visiting Ballarat
- Major media coverage (290 media stories in 2019)
- Reinforcing Ballarat as their arts capital of regional Victoria
- Supporting local city traders to increase sales

### What are the expected outcomes of the project?

The expected outcomes of this arrangement will include:

- Extension of the Foto Biennale programme from 31 to 60 days; whilst also progressively increasing the concomitant economic impact of the event each biennial period.
- Delivery of a biennial curatorium programme targeting arts professionals and students at the BIFB 2019, and 2021; and, an annual collectors program, featuring evenings with artists and talks by arts industry professionals as well as exclusive preview tours of BIFB, visits to artist studios, exhibitions and art fairs commencing in FY2019/20.
- Delivery of an expanded Foto Biennale education program featuring a ten week program of workshops targeting young people as part of our exhibition staged at the AGB at BIFB 2019 and 2021.
- Delivery of an expanded program of outdoor projection art and other outdoor installations as part of BIFB 2019 and 2021.

In 2017, SED Advisory conservatively estimated our visitor numbers at 26,000. Whilst the target extension in festival program days equates to a 125% increase in days, we have conservatively estimated for a 75% increase in the 2017 attendance figures going forward. Less the attendances anticipated under the year-round programming of the NCFP; we expect biennial attendance figures at BIFB to be somewhere in the order of 35,000 people. For a biennial investment of \$150,000 this equates to a grant cost per visitor of \$2.

### How will you know if these outcomes have been achieved?

Successful delivery of these outcomes will be independently validated and reported upon at the close of each Foto Biennale as part of our Festival Report by SED Advisory; a copy of which will be provided to the City of Ballarat at the conclusion of each calendar year. In 2017 SED Festival Impact Survey was commissioned. (Appendix 3)

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## BALLARAT INTERNATIONAL FOTO BIENNALE

Please provide any evidence of community support for the project  
Education programs involving Ballarat and surrounding schools

“I think it’s an excellent event with world class exhibitions. I always make a point to visit and I think it’s extremely forward thinking for Ballarat to get on board.”

*Female, Maribyrnong, professional photographer, 25-44 years*

“Seeing the cultural opportunities in Ballarat has made me seriously want to move there. I’m looking at a move to regional Victoria in a few years time, and it’s events like this that make it accessible to me.”

*Female, Melbourne, amateur photographer 25-44 years*

“I thought it was excellent that many local businesses were involved. It meant I spent more time wandering around town.”

*Female, Melbourne, general interest in art, 25-44 years*

In addition, please see letters of support from community attached.

Have you contacted Council to discuss your project/event?

Yes

If yes, please provide the name of the Council Officer/s:

Mr. Jeff Johnson, Executive Manager Events and the Arts

Mr Cameron Gray, Acting CEO, City of Ballarat



BIFB 2018, Outdoor Program, Shadi Ghadirian

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## BALLARAT INTERNATIONAL FOTO BIENNALE



(Top) Juliana Addison, Fiona Sweet and Madam Mayor Samantha McIntosh; (Bottom) Honorary Consul Kingdom of the Netherlands Richard Mendelsohn, BIFB Board Member Brigid Moloney, Director Fiona Sweet, Board Member Alicia Linley and Ambassador Juklian Burnside OA QC

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## BALLARAT INTERNATIONAL FOTO BIENNALE

### Budget Information

How much funding are you seeking as part of this submission?:

We are seeking 4 year funding of \$75,000 ex gst per annum, in addition we seek \$25,000 per annum during festival years for the successful increase by 12% per festival of our audience targets (commencing at the 2017 level of 26,000).

In a continuation of the City of Ballarat's in-kind contribution we are seeking on-going, year round use of the Mining Exchange upstairs and the listed venues during a festival period of 12 ½ weeks inclusive of bump in and bump out. In 2019 this will occur from 9 August to 3 November. This format/duration can be used as an indication of future biennales.

#### Venues:

- Mining Exchange
- Art Gallery of Ballarat
- A Hall
- Civic Hall
- Backspace
- Alfred Deakin Square
- Unicorn Lane Windows
- Shipping Containers x 2

Are you seeking the funding across a number of years?

Yes

If so, how many years:

4 years

When is funding required by:

From 1 July 2019.

#### Funding Expenditure Breakdown

Funding requested will be expended 75% on artists and 25% on promotion in any given year. City of Ballarat funding and associated expenditure will be treated as a discreet line item in the audited financial statements of any given year.

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## BALLARAT INTERNATIONAL FOTO BIENNALE



(Top) BIFB 2017, TELL exhibition opening: acclaimed musician Debra Conway, Ballarat artist Deanne Gilson and BIFB Director Fiona Sweet; (Bottom) BIFB 2017, David LaaChapelle exhibition opening: celebrated Australian actress Gina Riley and BIFB Director Fiona Sweet

## BALLARAT INTERNATIONAL FOTO BIENNALE

### Appendix 1 Vision and Strategic Objectives Framework

Our vision and strategic objectives framework sets out the desired future state in four key “strategic pillars”, underpinned by the organisation’s code of conduct and the attributes by which the organisation will operate.



- **Regional development and growth:** To deliver culturally significant arts infrastructure and economic benefit to the region by attracting local, domestic and international artistic communities and visitors to the city through: innovative year-round programming and international peer networking and collaboration delivered in our unique, heritage listed centre – the only one of its kind in Australia; cementing Ballarat’s reputation as the home of photography with a ‘world class’ centre for the art of photography and photo media.
- **Community participation and civic pride:** To increase participation and foster social inclusion and a sense of community ownership and civic pride through an expanded program of; exhibition and education activities, a new cinema program, a satellite outdoor exhibition program, an expanded skill-based volunteer program, long term partnering with local businesses and a permanent library and lounge space where residents of Ballarat (and beyond) can mingle, meet and be.
- **Creative talent, collaboration and international outreach:** To improve personal economic outcomes for artists and international outreach of Australian photographic art through; year-round exhibition and teaching opportunities (including a platform of selling exhibitions); new commissions; an annual industry networking event and collectors program; a biennial symposia; programming co-delivered with our peers; and, a ‘best in class’ international touring/exchange publication competency
- **Financial and operational resiliency:** To strengthen the financial and operational resiliency of the organisation by progressively implementing commercial operations and ‘best in class’ strategic planning, fundraising and sponsorship contract management made possible via additional skilled in-house HR resources and IT enhancements.

Project Objectives for the above-mentioned are summarised as part of our preliminary NCFP Business Case and form the basis for our benefits assessment; the delivery of which will be tracked via our Benefits Realisation Plan.



## BALLARAT INTERNATIONAL FOTO BIENNALE

### Appendix 2 Stakeholder Management

Stakeholder groups have been summarised below along with our communication approach which is subject to continuous review as part of our program management process.

Role	Who we are speaking with	What do we want them to think and feel	How will we engage with them
Customers			
	Traditional Owners, audiences, artists, volunteers, local residents, business and community groups & educational institutions	Consulted, informed, confident/proud/connected /excited, supportive	Face to face, public forums site tours, website, media & social media
Decision Makers, Regulators and Governance Bodies			
	BIFB Board, City of Ballarat, NCFP Project Steering Committee, Creative Victoria/DPC & Australia Council	Consulted, informed, confident, accountable, supportive	Face to face, committees, regular meetings
	Australian Charities and Not-For-Profit Commission, Consumer Affairs Victoria	Consulted, informed, confident, supportive	Face to face, regular meetings, reporting
Change Champions			
	Private Patrons & Philanthropic Trusts & Foundations	Consulted, informed, confident, supportive	Face to face, regular meetings, public forums, site tours, website, media & social media
	Sponsors & suppliers	Consulted, informed, confident, supportive	Face to face, regular meetings, public forums, site tours, website, media & social media
	Media and PR specialists	Informed/understanding, supportive	Special briefings, Social media, Site tours, Media releases
Creative Industries & Education Partners			
	Peer arts organisations, commercial art market participants, domestic education providers, industry forums/associations & peak bodies	Consulted, informed, confident/excited, supportive	Face to face, special briefings, site tours, website, media, social media

# BALLARAT INTERNATIONAL FOTO BIENNALE

## Appendix 3 Media Coverage

BAZZAR Fashion Celebrity Beauty Culture Health & Fitness Travel

### THE MUST-SEE EXHIBITIONS OF 2017

Up your cultural credibility with our rolling list of the country's top events.

#### DAVID LACHAPPELLE EXHIBITION AT BALLARAT INTERNATIONAL FOTO BIENNALE

Art Gallery of Ballarat, VIC, 19 August – 17 September 2017

During the Ballarat International Foto Biennale, The Art Gallery of Ballarat will play host to a series of works by legendary fashion photographer David LaChapelle. Surprisingly, this is the first time LaChapelle has exhibited in Australia.

LaChapelle's works are striking in colour and subject matter, as he critiques popular culture with bold images. If you look closely, you might spot some famous faces in his works: LaChapelle has photographed everyone from Madonna to Naomi Campbell.



*Any Winehouse: A Family Portrait* was curated with the help of Winehouse's brother, Alex, and sister-in-law, Riva.

The exhibition gives Winhouse's fans unprecedented access into her inner world and the experiences that shaped her iconic music career.

In addition to being one of the most talented vocalists of her

THE GOBRIEF

PHOTOGRAPHY

## DAVID LACHAPPELLE COMES DOWN UNDER

THE SUPERSTAR AMERICAN PHOTOGRAPHER IS SET TO PRESENT HIS FIRST EXHIBITION IN AUSTRALIA.

At just 17, David LaChapelle landed his first gig – working with Andy Warhol as a photographer on the late artist's magazine, *Interview*. In the decades since, LaChapelle has turned his camera on pretty much every celebrity imaginable – Madonna, Muhammad Ali, Elizabeth Taylor, David Beckham, Whitney Houston, Lady Gaga and countless more. His kitsch, provocative style has created many of the most iconic images of all time. If that weren't enough, he's also directed music videos and feature films, including acclaimed 2005 dance documentary *Rize*. Put simply, LaChapelle is a very big deal. And now, the 54-year-old is presenting his first solo exhibition on our shores at the Ballarat International Foto Biennale, August 19 to September 17. The month-long showcase of his work will feature about



CLOCKWISE FROM TOP: GALS; CROWD; FOTOFEST; AMERICAN ISSUE; A TRIBUTE TO MICHAEL JACKSON; BEST WITH A COUPON; LOVE; FAMILY; WASHOUL (2008); HIS SOON HEAVEN TO HELL WITH A COUPON; LOVE AND ARTIST COBAIN LOOKALIKE (2005).

90 of the photographer's best-known images, spanning 30 years of his career. As well as the headliner, the Victorian festival program includes a range of other exhibitions and events for established and emerging photographers. Find the full schedule at [ballaratfoto.org](http://ballaratfoto.org).

42 GO.COM.AU AUGUST 2017

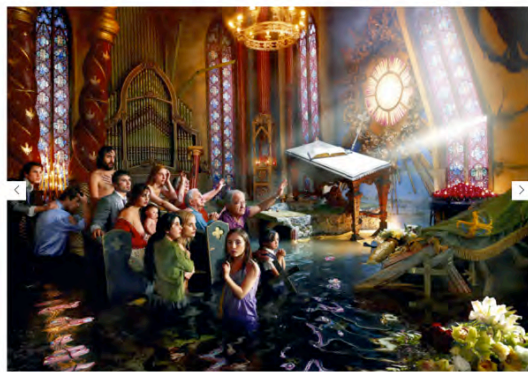
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David LaChapelle to Headline Ballarat International Foto Biennale  
Ninety works by the international photography superstar will make their way to Ballarat this August.



Published on 20 April 2017

American photographer David LaChapelle's career began in the 1980s when Andy Warhol

THE AGE National

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MARCH 10 2017

### Ballarat International Foto Biennale launches photo prize worth \$15,000

Henry Zwart

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The Ballarat International Foto Biennale has announced a new photographic portrait prize valued at \$15,000. The prize is named after Martin Kantor – a photographer who took images of famous popular culture icons such as Iggy Pop and founded St Kilda's Brightspace Gallery.

The Martin Kantor Portrait Prize will be awarded to work judged to be "exceptional photographic portrait of a significant Australian", according to the prize's website.



#### MOST POPULAR

- 1 Unsent text message counted as a will, court rules
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- 3 Whose off-leash dog beach is it, anyway? Answer: not your dog's
- 4 It's an emergency but did I miss something?
- 5 How the flu kills: What happens when a person dies with influenza

Requests to the server have been blocked by an extension.

# BALLARAT INTERNATIONAL FOTO BIENNALE

Ballarat Courier, Saturday, August 19, 2017, pages from 37 to 37

19/08/2017 10:40 am

Ballarat Foto Biennale starring David LaChapelle takes a bold new direction

17/08/2017 3:23 pm



http://digitalprintedition.smedia.com.au/ballaratacourier/PrintPages.aspx?doc=BALE/2017/08/19/196From=37&to=37

Page 1 of 2

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## Ballarat Foto Biennale starring David LaChapelle takes a bold new direction

Published on August 10, 2017 4:18 PM  
by Myke Bartlett

Ballarat Foto Biennale exhibitions Photos



David LaChapelle, Gsa am pm, 2012



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https://www.theweeklyreview.com.au/play/ballarat-foto-biennale-starring-david-lachapelle-takes-a-bold-new-direction/pub/australia/

Page 1 of 10

International Foto Biennale: Global network of photojournalists disp... regional Victoria - ABC News (Australian Broadcasting Corporation)

4/09/2017 1:13 pm

## ABC NEWS

### International Foto Biennale: Global network of photojournalists display work in regional Victoria

ABC Ballarat By Dominic Casdale

Posted Fri 1 Sep 2017, 6:43am



PHOTO: Dysturb's Isabella Caspeito and Matz Rehorec with Poulomi Basu's picture depicting Chhaupadi. (ABC, Dominic Casdale)

An image of two Nepalese women and an infant child huddled under a makeshift shelter has been plastered against the dull, grey walls of Federation University in Ballarat's CBD in an attempt to draw public attention to their plight.

RELATED STORY: Boots and Afghan dancing boys: Behind the lens of photographer Barak Ali Bator  
MAP: Ballarat 3350

Taken by documentary photographer Poulomi Basu, the image tells the story of 'Chhaupadi' — a tradition practised in some Hindu areas, where women and girls are isolated from their families during their menstrual cycle, with their blood considered impure.

It is one of 500 images that have been plastered across public spaces in 30 cities around the world, by a network of photojournalists called Dysturb.

While Nepal's Supreme Court outlawed the centuries-old tradition in 2005, Dysturb's organisers hope the Ballarat project will highlight how Chhaupadi is still practised.

#### A chance to learn about forgotten issues

Four other images based on the theme of violence against women have been commissioned by the Ballarat International Foto Biennale and displayed on other public walls nearby.

http://www.abc.net.au/news/2017-09-01/international-network-of-photojournalists-find-regional-victoria/8859654

Page 1 of 3



RIGHT: MITA WITH COURTESY LOVE, 2006

MIDDLE LEFT PAGE: LAST SUPPER, 2005

TOP LEFT PAGE: GSA AM PM, 2012



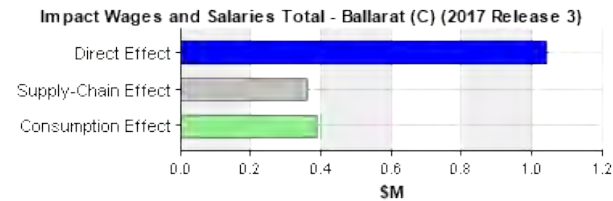
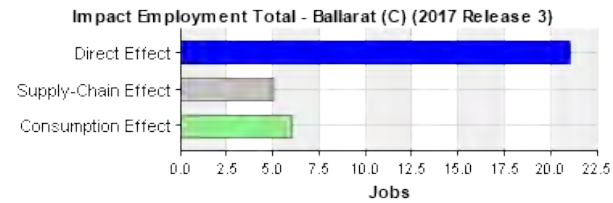
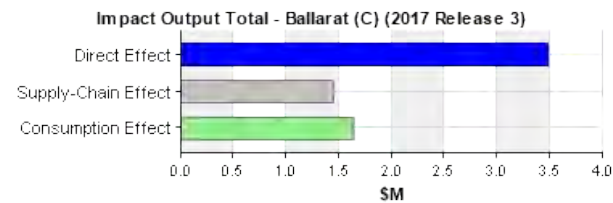
# Tourism Impact Summary Report for Ballarat (C) (Tourism Activity: 60 days)

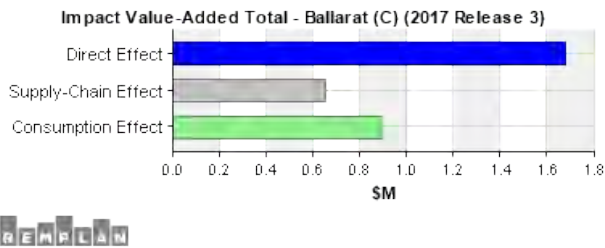
## Tourism Impact Scenario

Name Ballarat International Foto Biennale 2019  
 Duration 60 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	14,000	13,767	233	28,000
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor (\$)	\$103	\$147	\$71	
Total Estimated Expenditure (\$)	\$1,442,000	\$2,023,749	\$16,543	\$3,482,292

## Tourism Impacts





Under this scenario Gross Regional Product is estimated to increase by \$3.221 million ( 0.05%) to \$6,445.936 million. Contributing to this is a direct increase in output of \$3.482 million, 21 additional jobs , \$1.040 million more in wages and salaries and a boost in value-added of \$1.676 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at \$1.449 million, 5 more jobs , \$0.360 million more paid in wages and salaries, and a gain of \$0.651 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.416
Employment	1.238
Wages and Salaries	1.346
Value-added	1.389

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by \$1.641 million, employment by 6 jobs , wages and salaries by \$0.388 million, and value-added by \$0.894 million.

Under this scenario, total output is expected to rise by \$6.572 million. Corresponding to this are anticipated increases in employment of 32 jobs , \$1.788 million wages and salaries, and \$3.221 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.887
Employment	1.524
Wages and Salaries	1.719
Value-added	1.922

### Tourism Impact Summary (Tourism Activity: 60 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output (\$M)	\$3.482	\$1.449	\$1.641	\$6.572	1.416	1.887
Long Term Employment (Jobs)	21	5	6	32	1.238	1.524
Wages and Salaries (\$M)	\$1.040	\$0.360	\$0.388	\$1.788	1.346	1.719
Value-added (\$M)	\$1.676	\$0.651	\$0.894	\$3.221	1.389	1.922

## Disclaimer

All figures, data and commentary presented in this report are based on data sourced from the Australia Bureau of Statistics (ABS), most of which relates to the 2016, 2011, 2006 and 2001 Censuses, and data sourced from the National Visitor Survey (NVS) and International Visitor Survey (IVS) published by Tourism Research Australia.

Using ABS datasets and an input / output methodology industrial economic data estimates for defined geographic regions are generated.

This report is provided in good faith with every effort made to provide accurate data and apply comprehensive knowledge. However, REMPLAN does not guarantee the accuracy of data nor the conclusions drawn from this information. A decision to pursue any action in any way related to the figures, data and commentary presented in this report is wholly the responsibility of the party concerned. REMPLAN advises any party to conduct detailed feasibility studies and seek professional advice before proceeding with any such action and accept no responsibility for the consequences of pursuing any such action.

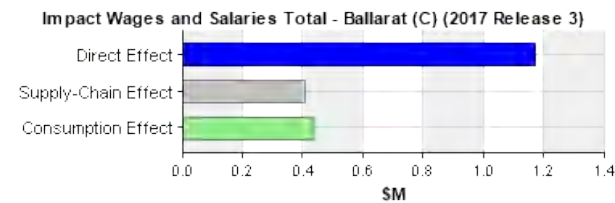
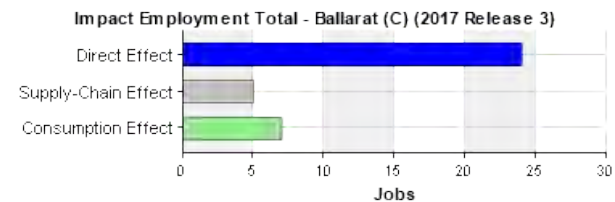
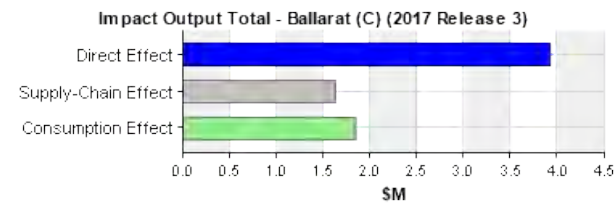
# Tourism Impact Summary Report for Ballarat (C) (Tourism Activity: 60 days)

## Tourism Impact Scenario

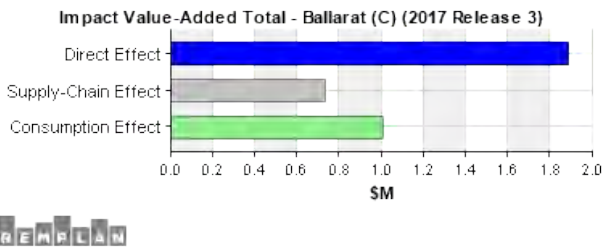
Name Ballarat International Foto Biennale 2021  
 Duration 60 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	15,750	15,488	262	31,500
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor (\$)	\$103	\$147	\$71	
Total Estimated Expenditure (\$)	\$1,622,250	\$2,276,736	\$18,602	\$3,917,588

## Tourism Impacts







Under this scenario Gross Regional Product is estimated to increase by \$3.623 million ( 0.06%) to \$6,446.339 million. Contributing to this is a direct increase in output of \$3.918 million, 24 additional jobs , \$1.170 million more in wages and salaries and a boost in value-added of \$1.885 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at \$1.630 million, 5 more jobs , \$0.405 million more paid in wages and salaries, and a gain of \$0.732 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.416
Employment	1.208
Wages and Salaries	1.346
Value-added	1.389

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by \$1.846 million, employment by 7 jobs , wages and salaries by \$0.436 million, and value-added by \$1.006 million.

Under this scenario, total output is expected to rise by \$7.393 million. Corresponding to this are anticipated increases in employment of 36 jobs , \$2.011 million wages and salaries, and \$3.623 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.887
Employment	1.500
Wages and Salaries	1.719
Value-added	1.922

### Tourism Impact Summary (Tourism Activity: 60 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output (\$M)	\$3.918	\$1.630	\$1.846	\$7.393	1.416	1.887
Long Term Employment (Jobs)	24	5	7	36	1.208	1.500
Wages and Salaries (\$M)	\$1.170	\$0.405	\$0.436	\$2.011	1.346	1.719
Value-added (\$M)	\$1.885	\$0.732	\$1.006	\$3.623	1.389	1.922

## Disclaimer

All figures, data and commentary presented in this report are based on data sourced from the Australia Bureau of Statistics (ABS), most of which relates to the 2016, 2011, 2006 and 2001 Censuses, and data sourced from the National Visitor Survey (NVS) and International Visitor Survey (IVS) published by Tourism Research Australia.

Using ABS datasets and an input / output methodology industrial economic data estimates for defined geographic regions are generated.

This report is provided in good faith with every effort made to provide accurate data and apply comprehensive knowledge. However, REMPLAN does not guarantee the accuracy of data nor the conclusions drawn from this information. A decision to pursue any action in any way related to the figures, data and commentary presented in this report is wholly the responsibility of the party concerned. REMPLAN advises any party to conduct detailed feasibility studies and seek professional advice before proceeding with any such action and accept no responsibility for the consequences of pursuing any such action.

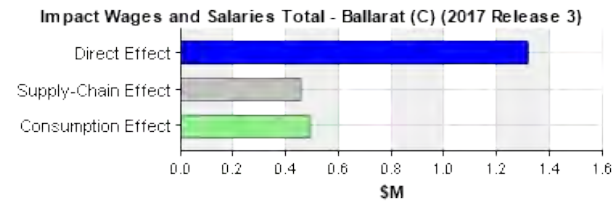
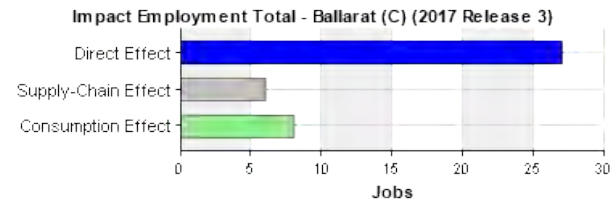
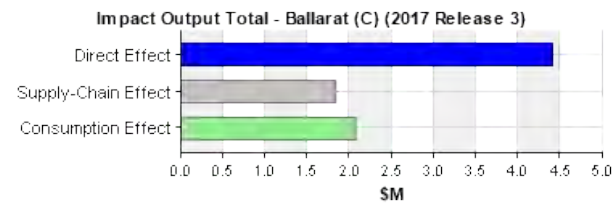
# Tourism Impact Summary Report for Ballarat (C) (Tourism Activity: 60 days)

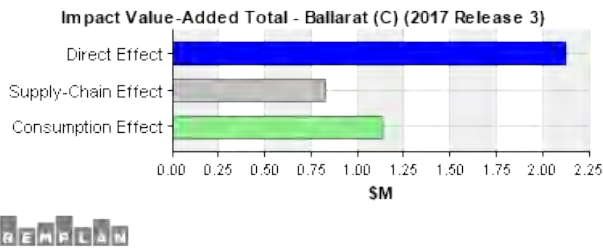
## Tourism Impact Scenario

Name Ballarat International Foto Biennale 2023  
 Duration 60 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	17,718	17,423	295	35,436
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor (\$)	\$103	\$147	\$71	
Total Estimated Expenditure (\$)	\$1,824,954	\$2,561,181	\$20,945	\$4,407,080

## Tourism Impacts





Under this scenario Gross Regional Product is estimated to increase by \$4.076 million ( 0.06%) to \$6,446.791 million. Contributing to this is a direct increase in output of \$4.407 million, 27 additional jobs , \$1.316 million more in wages and salaries and a boost in value-added of \$2.121 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at \$1.833 million, 6 more jobs , \$0.456 million more paid in wages and salaries, and a gain of \$0.824 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.416
Employment	1.222
Wages and Salaries	1.346
Value-added	1.389

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by \$2.076 million, employment by 8 jobs , wages and salaries by \$0.491 million, and value-added by \$1.132 million.

Under this scenario, total output is expected to rise by \$8.317 million. Corresponding to this are anticipated increases in employment of 41 jobs , \$2.263 million wages and salaries, and \$4.076 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.887
Employment	1.519
Wages and Salaries	1.719
Value-added	1.922

### Tourism Impact Summary (Tourism Activity: 60 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output (\$M)	\$4.407	\$1.833	\$2.076	\$8.317	1.416	1.887
Long Term Employment (Jobs)	27	6	8	41	1.222	1.519
Wages and Salaries (\$M)	\$1.316	\$0.456	\$0.491	\$2.263	1.346	1.719
Value-added (\$M)	\$2.121	\$0.824	\$1.132	\$4.076	1.389	1.922

## Disclaimer

All figures, data and commentary presented in this report are based on data sourced from the Australia Bureau of Statistics (ABS), most of which relates to the 2016, 2011, 2006 and 2001 Censuses, and data sourced from the National Visitor Survey (NVS) and International Visitor Survey (IVS) published by Tourism Research Australia.

Using ABS datasets and an input / output methodology industrial economic data estimates for defined geographic regions are generated.

This report is provided in good faith with every effort made to provide accurate data and apply comprehensive knowledge. However, REMPLAN does not guarantee the accuracy of data nor the conclusions drawn from this information. A decision to pursue any action in any way related to the figures, data and commentary presented in this report is wholly the responsibility of the party concerned. REMPLAN advises any party to conduct detailed feasibility studies and seek professional advice before proceeding with any such action and accept no responsibility for the consequences of pursuing any such action.

### 10.3. QUARTERLY FINANCIAL REPORT

**Division:** Business Services  
**Director:** Glenn Kallio  
**Author/Position:** Glenn Kallio - Director Business Services

#### OFFICER RECOMMENDATION

**Council resolves to:**

- 1. Receive the 2<sup>nd</sup> Quarter Financial Report for the 2018/19 financial year and note the financial issues contained within the report.**

#### EXECUTIVE SUMMARY

This report sets out the 2<sup>nd</sup> Quarter financial results for the 2018/19 financial year of the Ballarat City Council. The report highlights the major financial issues for the quarter.

#### RATIONALE

Pursuant to Section 138(1) of the *Local Government Act 1989*, at least every three months, the Chief Executive Officer must ensure that a statement comparing the budgeted revenue and expenditure for the financial year with the actual revenue and expenditure to date is presented to the Council at a Council meeting which is open to the public.

The quarterly financial report provides the financial statements as prescribed by the appropriate accounting standards and regulations. Accompanying explanation for the significant issues contained within the financial statements is provided. This report also provides a listing of the major financial issues currently being dealt with by management.

#### 1. Overview

The tables below provide a summary of financial results for the period ending 31 December 2018. The first table provides details of the year to date actual results for the period and the second table sets out the predicted results as at year end.

In review the year to date results represents a positive financial position for Council. All of the financial indicators are positive year to date representing no major financial issues at this point in time.

#### Comprehensive Income Statement

Major variation year to date are:

- Rates and charges have recorded a positive result of \$2.381 million
  - Supplementary rates have yield greater level of income than anticipated.
  - Income from the Bridge Mall Special rate was not budgeted, this represents a nil result for Council as this money is paid to the Bridge Mall Committee.
- Year to date operating grants have been received ahead of schedule, It is expected that at year end this will result in an additional \$1.720 million of revenue however, this will be offset by additional expenditure.

- Capital grant Income is \$5.219 million behind the anticipated schedule with an expectation that capital grants will be \$2.171 million less than the adopted budget. The major reduction relates to a grant for \$5 million for the Waste to Energy Plant which was unsuccessful. Additional income is expected for a number of projects which can be viewed in the Net Capital Report.
- Both contribution for monetary and non monetary is ahead of predictions. It is expected that Council will receive \$4.392 million in additional contributions, the principal project is the Wendouree Sports & Events Centre where Ballarat Basketball was successful in obtaining additional government funding for this project, these funds will be passed onto the Council as the project progresses.
- Employee costs are \$2.387 million below budget due to a number of vacancies. These roles have been filled in the short term by agency and contract staff resulting in materials and contracts being overspent by \$2.613 million.

**Year to Date:**

	Year to Date		
	Budget	Actual	Variance
	2019 \$'000	2019 \$'000	2019 \$'000
Comprehensive Income Statement	63,010	71,140	8,130
Net Capital Works	57,146	42,335	14,811
Cash and Investments	32,328	76,073	43,745
Net cash provided by (used in) operating activities	7,440	15,869	8,429
Net cash provided by (used in) investing activities	(60,958)	(25,637)	35,321
Net cash provided by (used in) financing activities	(3,049)	(3,054)	(5)
Debt Levels	41,685	41,685	0
Rate Receivables	73,925	73,215	710
Working Capital	77,387	130,795	53,408
Working Capital %	306%	545%	239%

**Financial Year (forecast):**

	Full Year		
	Budget	Forecast	Variance
	2019 \$'000	2019 \$'000	2019 \$'000
Comprehensive Income Statement	42,168	44,454	2,286
Net Capital Works	86,325	86,248	77
Cash and Investments	35,856	35,728	(128)
Net cash provided by (used in) operating activities	49,846	51,944	2,098
Net cash provided by (used in) investing activities	(99,885)	(102,111)	(2,226)
Net cash provided by (used in) financing activities	(3,000)	(3,000)	0
Debt Levels	42,700	42,700	0
Rate Receivables	4,024	4,024	0
Working Capital	16,003	15,875	(128)
Working Capital %	149%	149%	0%

The Finance unit are commencing a review of all forecast to ensure their accuracy leading into the 2019/20 budget. It is expected that the financial result at year end will be within the budget parameters however, until the forecast review has been completed it is not possible to determine the the size of any surplus that maybe achieved.

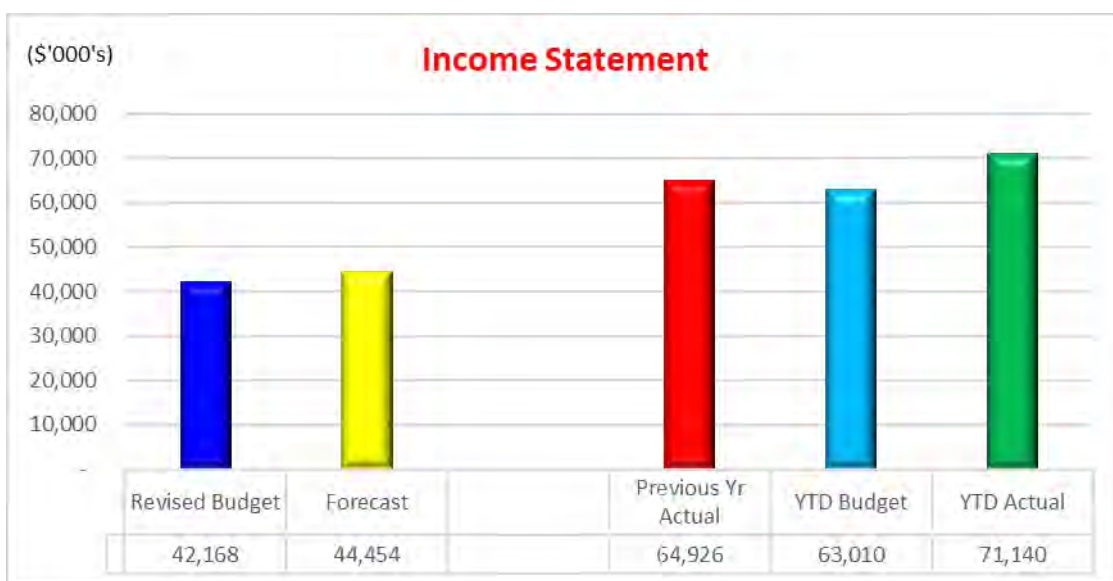
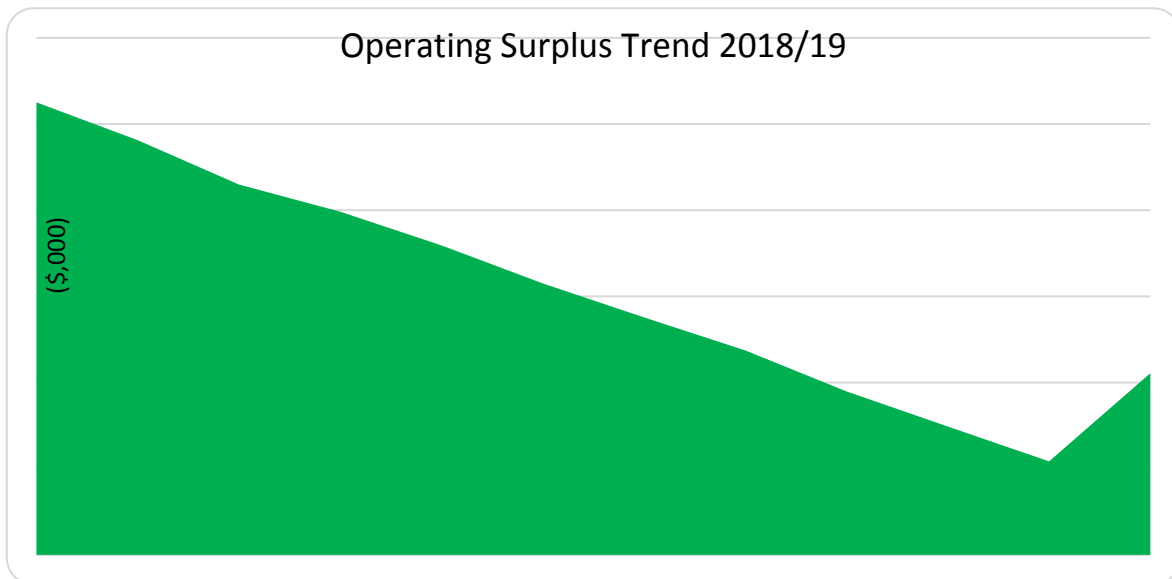


**2. Income Statement**

The income statement result provides a summary of the financial impact of providing general services to the community.

**Trend:**

The trend for the operating result of the organisation is to record a significant surplus in the first two months of the financial year, this surplus will then be reduced over the remainder of the financial year. The surplus occurs when general rates are raised. The full amount of the rates is recognised as revenue raised immediately, even though the cash will not be collected immediately. The surplus is then reduced as expenditure is committed during the financial year in the delivery of general services. The following graph illustrates the forecast trend during the financial year.



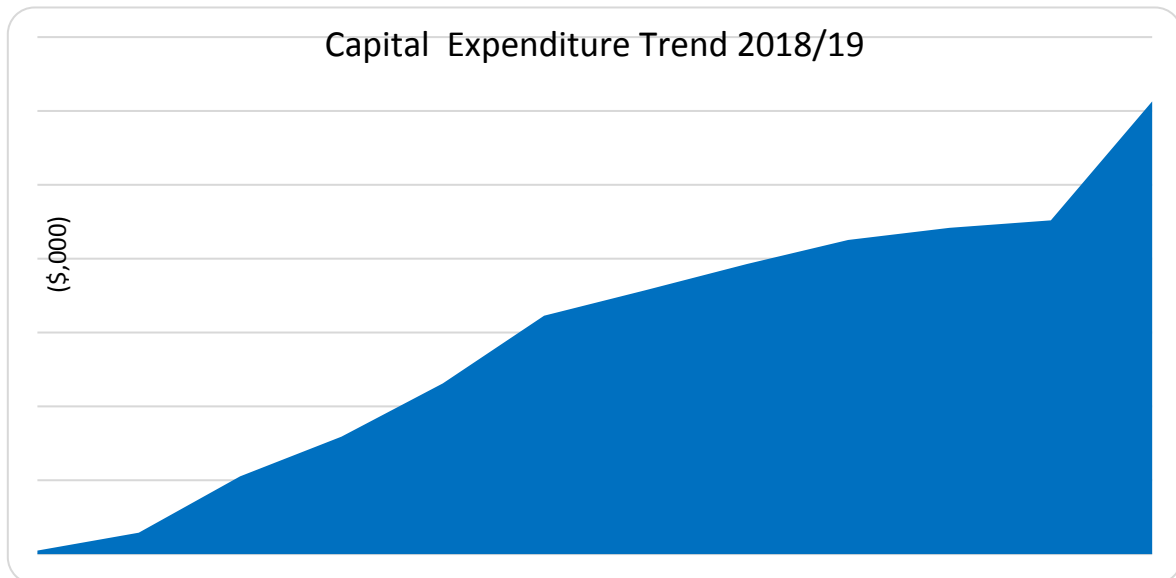
**3. Capital Works**

This indicator provides the level of expenditure on capital programs at a point in time.

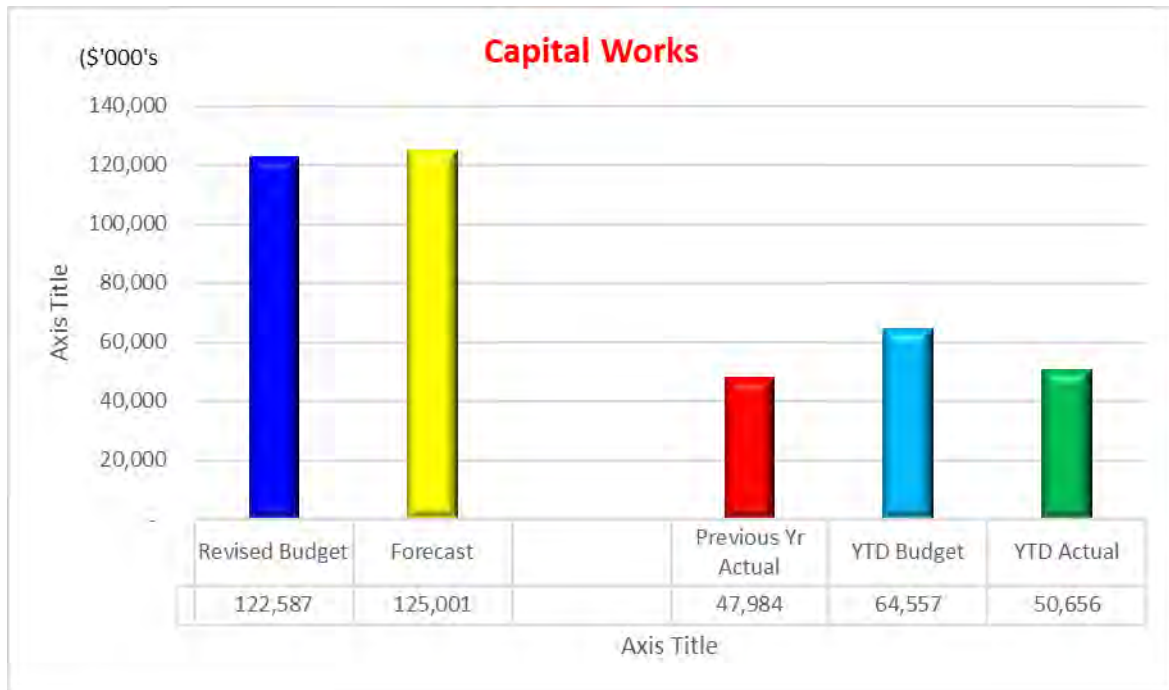
**Trend:**

The trend for the expenditure of capital works is for a steady increase in expenditure for the first eleven (11) months of the year with a final push in the month of June. There is a fine balance with capital expenditure in ensuring works are completed and remain within the timing parameters of the budget. The budgeted trend for the expenditure for capital works is illustrated below:

It should be noted that an unfavourable year to date result is not necessarily a negative result for Council. Over expenditure year to date can represent additional works completed ahead of schedule. This can be positive providing the Council has sufficient cashflow to accommodate this additional expenditure.



**Result:**



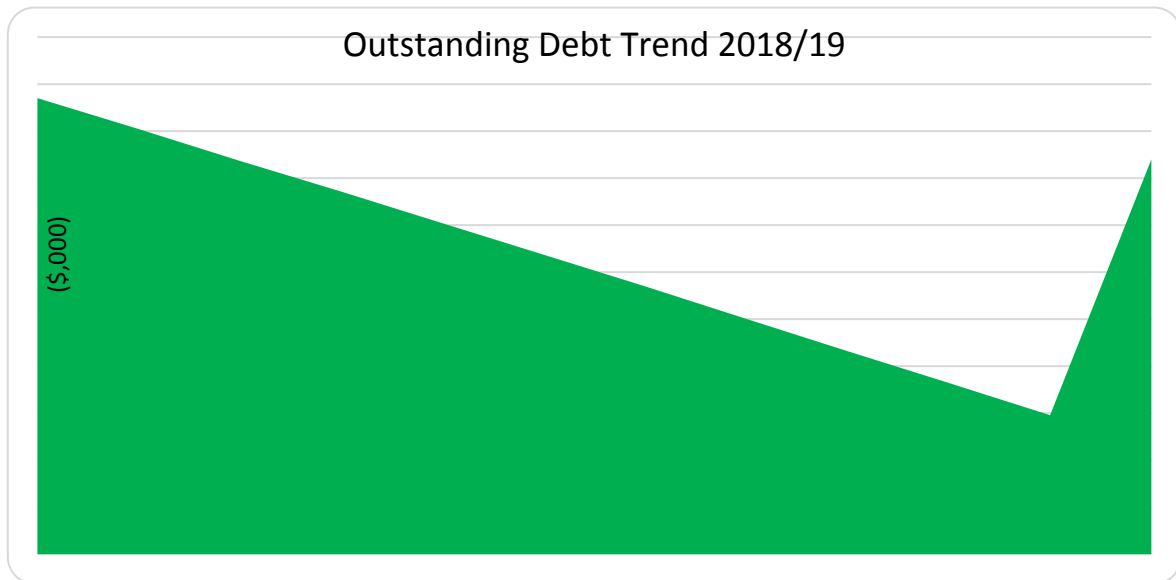
<b>Capital Budget Summary</b>		
No. Budgeted Projects	62	
No. Unbudgeted Projects	12	
<b>Total Projects</b>	<b>74</b>	
Budgeted Projects Commenced	54	<b>87%</b>
Unbudgeted Projects Commenced	8	<b>67%</b>
<b>Total Projects</b>	<b>62</b>	<b>84%</b>

**4. Debt Levels**

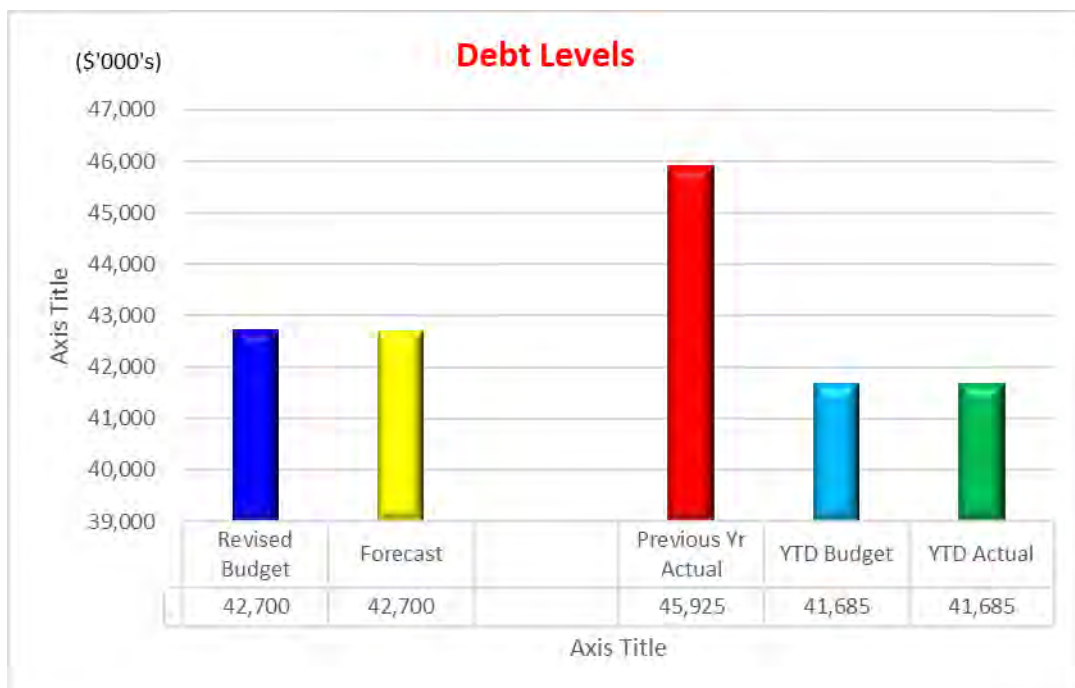
This indicator shows the level of debt owed by the City of Ballarat.

**Trend:**

The trend for the level of debt owed by the City of Ballarat will see a gradual decline in debt, (more than the budget) until May where the refinancing of the debt will occur.



**Result:**

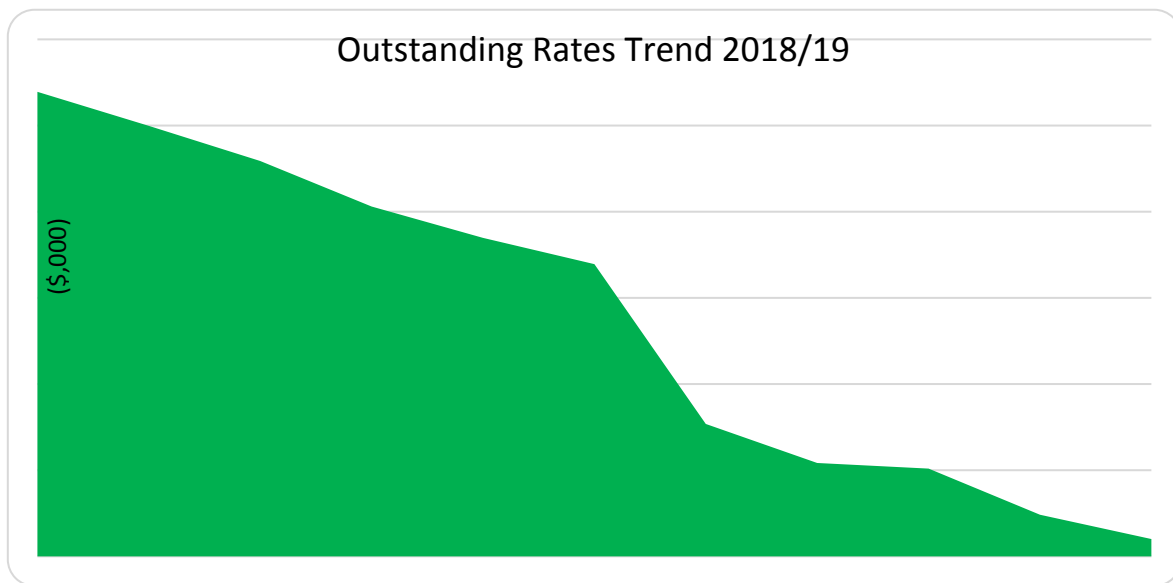


**5. Rate Receivables**

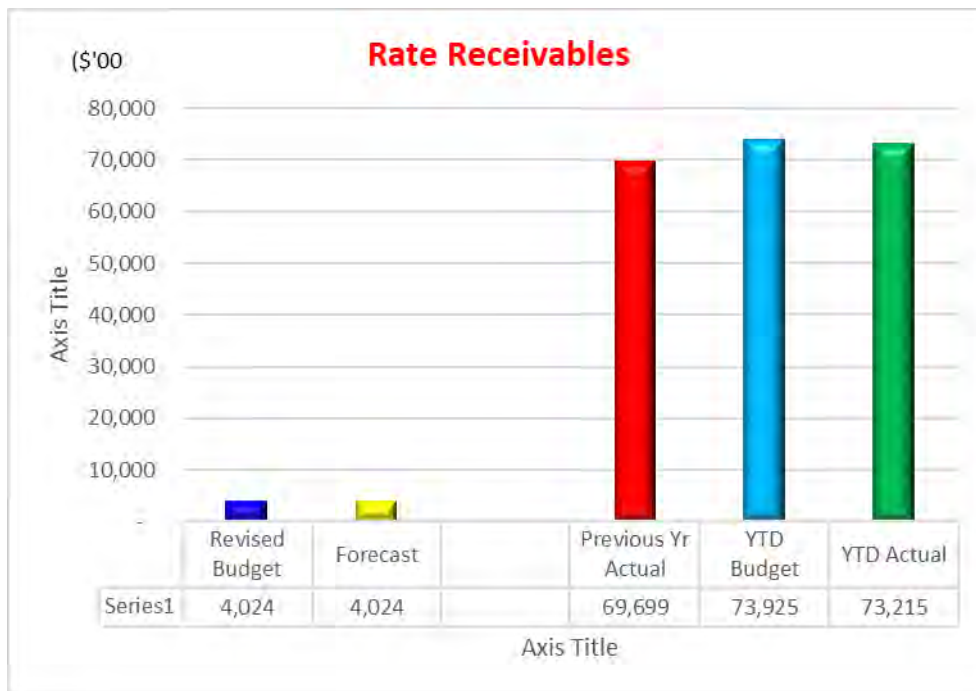
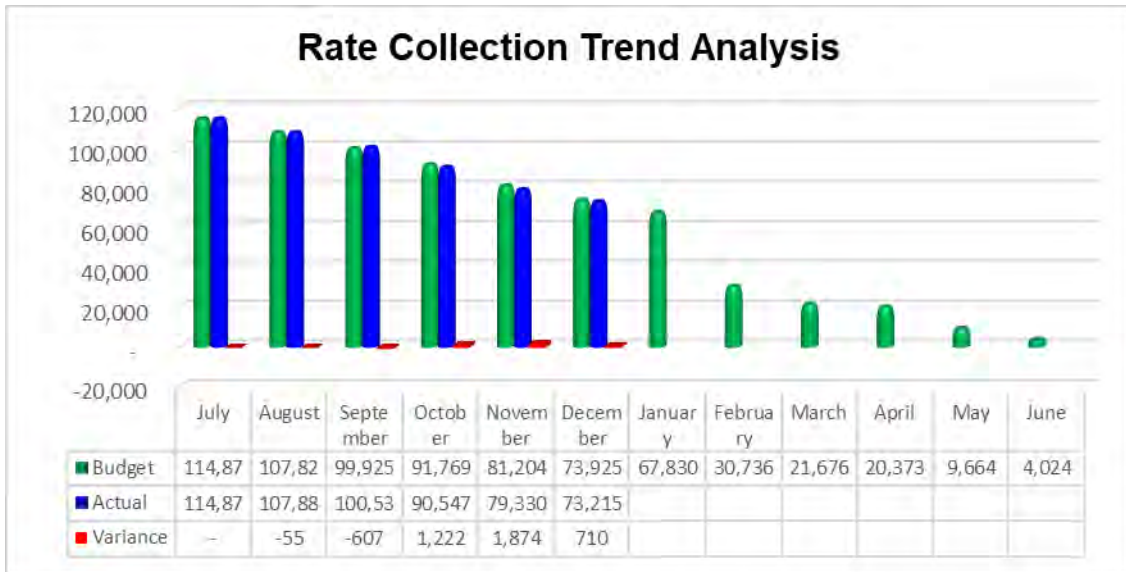
This indicator shows the level of money owed to the organisation from rates.

**Trend:**

The biggest influence on the trend for the collection of outstanding monies owed to the organisation is the payment of general rates. As the main payment date for general rates is not until February, the reduction of the outstanding debt is slow over the first seven (7) months of the financial year. During the month of February there is a dramatic reduction in the outstanding balance as this month is the due date for general rates.



**Result:**

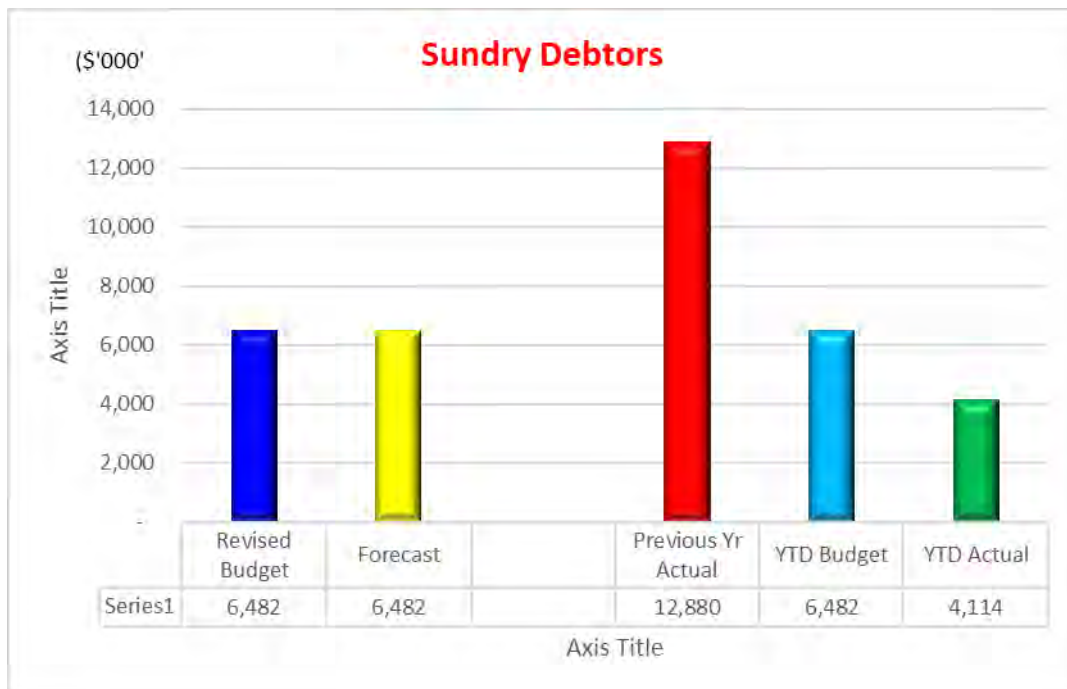


### 6. Sundry Debtors

This indicator shows the level of money owed to the organisation from fees and charges raised for service delivery and the reimbursement of funds for projects subject to Government grants.

**Trend:**

The trend for the collection of outstanding monies owed to the organisation is generally an even collection rate throughout the year. Traditionally the level of sundry debtors has not been significant, however, over the last few years with the awarding of major capital projects funded by Government, at year end the level of outstanding Government grants has increased. These Government grants are expected to be repaid in the first half of the year, the remaining outstanding debts from fees and charges remain relatively constant.



**Cash and Investments**

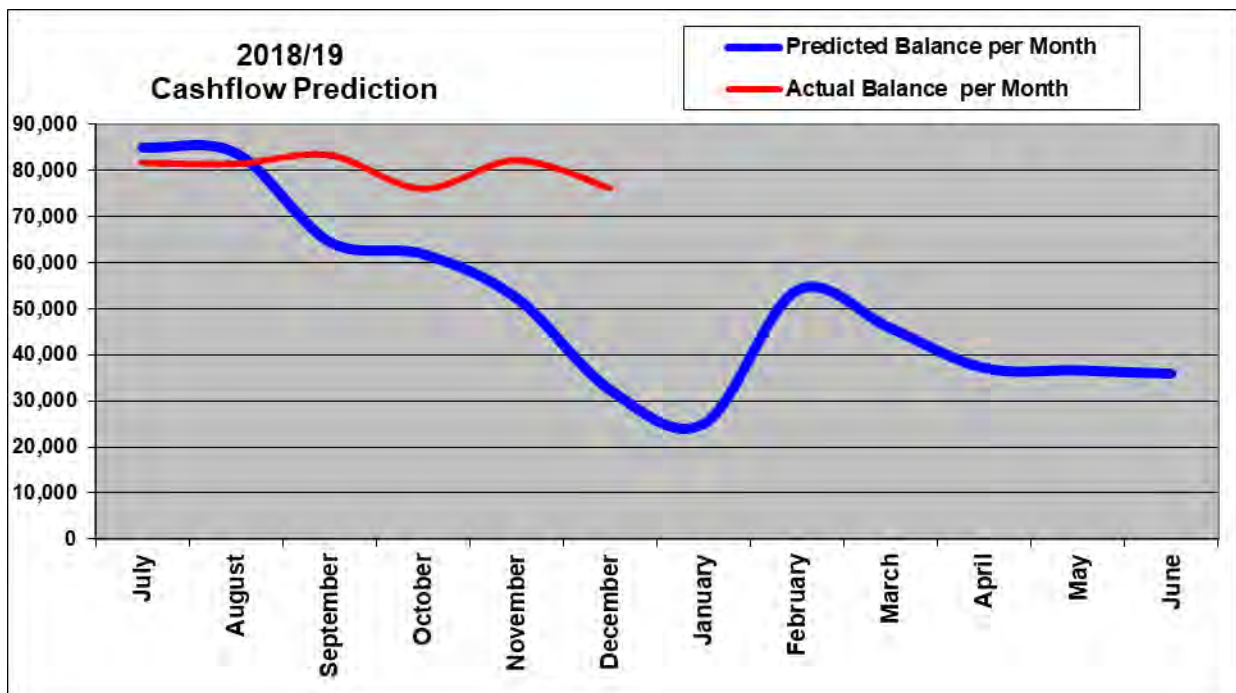
This indicator shows the level of cash held by the organisation at a point in time compared to the budget.

**Trend:**

The trend for cash levels over the first seven (7) months of the financial year is a negative cash flow. This occurs due to the delay in receiving payments of general rates. This is the reason why it is essential to maintain a strong cash balance at the end of June each year which will enable the organisation to deliver projects and services without the need to utilise an overdraft facility.

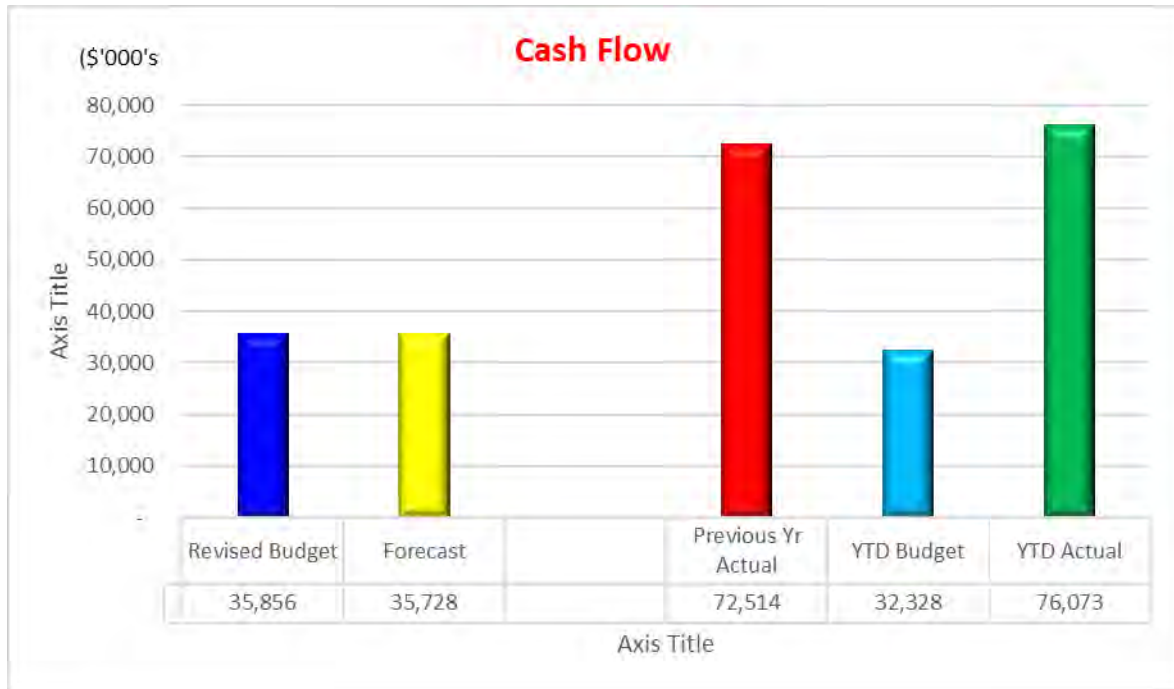
During the months of January and February there is a positive cashflow due to the payment of the general rates, until the receipt of most of cash from rates, it is expected that there will be a reduction in cash for the period July to January of \$63.939 million.

The cashflow trend for the financial year is illustrated below:





**Result:**



**LEGISLATION, COUNCIL PLAN, STRATEGIES AND POLICY IMPACTS**

- *Charter of Human Rights and Responsibilities Act 2006*
- City of Ballarat Council Plan 2017 – 2021

**REPORTING AND COMPLIANCE STATEMENTS**

Implications	Considered in Report?	Implications Identified?
<b>Human Rights</b>	Yes	No
<b>Social/Cultural</b>	No	No
<b>Environmental/Sustainability</b>	No	No
<b>Economic</b>	No	No
<b>Financial/Resources</b>	Yes	Yes
<b>Risk Management</b>	No	No
<b>Implementation and Marketing</b>	No	No
<b>Evaluation and Review</b>	No	No

**Human Rights** – It is considered that this report does not impact on any human rights identified in the *Charter of Human Rights and Responsibilities Act 2006*.

**Financial/Resources** – All issues regarding financial resources have been covered in the attached report.

**OFFICERS DECLARATIONS OF INTEREST**

Under section 80C of the *Local Government Act 1989* officers providing advice to Council must disclose any interests, including the type of interest.

Director Business Services – Glenn Kallio

In providing this advice as the Director of Business Services and Author, I have no disclosable interests in this report.

**REFERENCE DOCUMENTS**

- City of Ballarat Council Budget 2018 - 2019

**ATTACHMENTS**

1. 2nd Quarterly Financial Report **[10.3.1]**



**Quarterly Financial Report**  
Period Ending 31 December 2018

**Financial Statements & Performance  
Statements**

# Table of Contents

## Notes to Financial Statements

Comprehensive Income Statement	1
Balance Sheet	2
Cash Flow Statement	3
Net Capital Report - Expenditure	5
Net Capital Report - Revenue	7
Net Capital Report - Net Position	9
Statement of Capital Works	11

**Comprehensive Income Statement**  
**Period Ending 31 December 2018**

	Full Year			Year to Date		
	(\$'000's) Budget	(\$'000's) Forecast	(\$'000's) Var	(\$'000's) Budget	(\$'000's) Actual	(\$'000's) Var
<b>Income</b>						
Rates and charges	115,761	116,352	591	114,017	116,398	2,381
Statutory fees and fines	3,969	3,994	25	1,626	2,151	525
User Fees	24,206	23,035	(1,171)	11,963	11,311	(652)
Grants Operating	15,274	16,994	1,720	8,066	11,492	3,426
Grants Capital	13,561	11,390	(2,171)	7,261	2,042	(5,219)
Contributions Monetary	8,859	13,251	4,392	48	5,764	5,716
Contributions Non Monetary	22,402	22,545	143	0	1,574	1,574
Net Gain/(Loss) on disposal of property	0	45	45	0	263	263
Other Income	3,754	4,121	367	1,822	2,511	689
<b>Total income</b>	<b>207,786</b>	<b>211,727</b>	<b>3,941</b>	<b>144,803</b>	<b>153,506</b>	<b>8,703</b>
<b>Expenses</b>						
Employee Costs	65,872	66,098	(226)	31,407	29,020	2,387
Materials and services	62,605	64,023	(1,417)	31,783	34,395	(2,613)
Bad and doubtful debts	460	460	0	230	823	(593)
Depreciation and amortisation	32,649	32,649	0	16,324	16,206	118
Borrowing Costs	2,000	2,000	0	1,034	1,039	(5)
Other expenses	2,032	2,044	(12)	1,016	883	133
<b>Total expenses</b>	<b>165,618</b>	<b>167,273</b>	<b>(1,655)</b>	<b>81,793</b>	<b>82,366</b>	<b>(573)</b>
<b>Comprehensive result</b>	<b>42,168</b>	<b>44,454</b>	<b>2,286</b>	<b>63,010</b>	<b>71,140</b>	<b>8,130</b>

## Balance Sheet

As at 31 December 2018

	Full Year			Year to Date		
	(\$'000's)	(\$'000's)	(\$'000's)	(\$'000's)	(\$'000's)	(\$'000's)
	Budget	Forecast	Var	Budget	Actual	Var
<b>Assets</b>						
<b>Current assets</b>						
Cash and cash equivalents	35,856	35,728	(128)	32,328	76,073	43,745
Rates Receivables	4,024	4,024	0	73,925	73,215	(710)
Trade and other receivables	6,482	6,482	0	6,482	4,114	(2,368)
Fire Services Levy	339	339	0	339	6,216	5,877
Inventories	342	342	0	342	357	15
Other assets	1,494	1,494	0	1,494	228	(1,266)
<b>Total current assets</b>	<b>48,537</b>	<b>48,409</b>	<b>(128)</b>	<b>114,910</b>	<b>160,203</b>	<b>45,293</b>
<b>Non-current assets</b>						
Trade and other receivables	13	13	0	13	8	(5)
Property, infrastructure, plant and equipment	1,651,532	1,653,946	2,414	1,606,526	1,573,215	(33,311)
Intangible Assets	83	83	0	83	35	(48)
Investment property	0	0	0	0	0	0
<b>Total non-current assets</b>	<b>1,651,628</b>	<b>1,654,042</b>	<b>2,414</b>	<b>1,606,622</b>	<b>1,573,258</b>	<b>(33,364)</b>
<b>Total assets</b>	<b>1,700,165</b>	<b>1,702,451</b>	<b>2,286</b>	<b>1,721,532</b>	<b>1,733,461</b>	<b>11,929</b>
<b>Liabilities</b>						
<b>Current liabilities</b>						
Trade and other payables	7,823	7,823	0	12,812	612	12,200
Trust funds and deposits	4,983	4,983	0	4,983	4,934	49
Provisions	14,104	14,104	0	14,104	14,364	(260)
Interest-bearing loans and borrowings	4,073	4,073	0	4,073	2,058	2,015
Fire Services Levy	1,551	1,551	0	1,551	7,440	(5,889)
<b>Total current liabilities</b>	<b>32,534</b>	<b>32,534</b>	<b>0</b>	<b>37,523</b>	<b>29,408</b>	<b>8,115</b>
<b>Non-current liabilities</b>						
Provisions	5,710	5,710	0	5,710	5,710	0
Interest-bearing loans and borrowings	38,627	38,627	0	37,612	39,627	(2,015)
<b>Total non-current liabilities</b>	<b>44,337</b>	<b>44,337</b>	<b>0</b>	<b>43,322</b>	<b>45,337</b>	<b>(2,015)</b>
<b>Total liabilities</b>	<b>76,871</b>	<b>76,871</b>	<b>0</b>	<b>80,845</b>	<b>74,745</b>	<b>6,100</b>
<b>Net Assets</b>	<b>1,623,294</b>	<b>1,625,580</b>	<b>2,286</b>	<b>1,640,687</b>	<b>1,658,716</b>	<b>18,029</b>
<b>Equity</b>						
Accumulated surplus	1,113,798	1,116,084	2,286	1,131,191	1,149,220	18,029
Reserves	509,496	509,496	0	509,496	509,496	0
<b>Total Equity</b>	<b>1,623,294</b>	<b>1,625,580</b>	<b>2,286</b>	<b>1,640,687</b>	<b>1,658,716</b>	<b>18,029</b>

**Cash Flow Statement**  
**Period Ending 31 December 2018**

	Full Year Inflows/(Outflows)			Year to Date Inflows/(Outflows)		
	(\$'000's) Budget	(\$'000's) Forecast	(\$'000's) Var	(\$'000's) Budget	(\$'000's) Actual	(\$'000's) Var
<b>Cash flows from operating activities</b>						
Rates and charges	115,083	115,674	591	43,438	46,529	3,091
Statutory fees and fines	3,969	3,994	25	1,626	2,151	525
User Fees	24,206	23,035	(1,171)	11,733	11,754	21
Grants Operating	15,274	16,994	1,720	8,066	11,492	3,426
Grants Capital	13,561	11,390	(2,171)	7,261	4,410	(2,851)
Contributions Monetary	8,859	13,251	4,392	48	5,764	5,716
Interest received	1,500	1,500	0	375	1,453	1,078
Other receipts	2,254	2,621	367	1,447	1,043	(404)
Trust funds	0	0	0	0	(49)	(49)
Fire Services Levy	0	0	0	0	12	12
Payments to suppliers	(66,496)	(67,914)	(1,417)	(34,132)	(39,047)	(4,916)
Payments to employees	(65,872)	(66,098)	(226)	(31,407)	(28,760)	2,647
Other payments	(2,492)	(2,504)	(12)	(1,016)	(883)	133
<b>Net cash provided by (used in) operating activities</b>	<b>49,846</b>	<b>51,944</b>	<b>2,098</b>	<b>7,440</b>	<b>15,869</b>	<b>8,429</b>
<b>Cash flows from investing activities</b>						
Payments for property, infrastructure, plant and equipment	(100,185)	(102,456)	(2,271)	(61,108)	(25,946)	35,162
Proceeds from sale of property, infrastructure, plant and equipment	300	345	45	150	304	154
Loans and advances to community organisations	0	0	0	0	0	0
Repayment of loans and advances from community organisations	0	0	0	0	5	5
<b>Net cash provided by (used in) investing activities</b>	<b>(99,885)</b>	<b>(102,111)</b>	<b>(2,226)</b>	<b>(60,958)</b>	<b>(25,637)</b>	<b>35,321</b>

## Cash Flow Statement

Period Ending 31 December 2018

	Full Year Inflows/(Outflows			Year to Date Inflows/(Outflows		
	(\$'000's) Budget	(\$'000's) Forecast	(\$'000's) Var	(\$'000's) Budget	(\$'000's) Actual	(\$'000's) Var
<b>Cash flows from financing activities</b>						
Finance costs	(2,000)	(2,000)	0	(1,034)	(1,039)	(5)
Proceeds from interest bearing loans and borrowings	3,073	3,073	0	0	0	0
Repayment of interest bearing loans and borrowings	(4,073)	(4,073)	0	(2,015)	(2,015)	0
<b>Net cash provided by (used in) financing activities</b>	<b>(3,000)</b>	<b>(3,000)</b>	<b>0</b>	<b>(3,049)</b>	<b>(3,054)</b>	<b>(5)</b>
Net increase/(decrease) in cash and cash equivalents	(53,039)	(53,167)	(128)	(56,567)	(12,822)	43,745
Cash and cash equivalents at the beginning of the financial year	88,895	88,895	0	88,895	88,895	0
<b>Cash and cash equivalents at the end of the financial year</b>	<b>35,856</b>	<b>35,728</b>	<b>(128)</b>	<b>32,328</b>	<b>76,073</b>	<b>43,745</b>



**Net Capital Report**  
**Period Ending 31 December 2018**

Project	Expense							YTD Total Committed	Variance
	Annual Budget	June Forecast	Forecast Variance	YTD Budgets	YTD Actuals	Commitment	YTD Total Committed		
80152. Equipment	0	0	0	0	13,338	0	13,338	(13,338)	
80154. Library Books	378,741	378,741	0	189,372	134,628	0	134,628	54,744	
80294. Furniture	0	0	0	0	1,464	2,376	3,840	(3,840)	
80377. Subdividers Contribution	14,000,000	14,000,000	0	0	0	0	0	0	
80560. Art Donations For AGB	0	143,480	(143,480)	0	0	0	0	0	
82004. Parking Meter Replacement Program	81,600	81,600	0	81,600	0	0	0	81,600	
82070. Plant Replacement Program	3,030,081	3,030,081	0	1,700,000	1,301,938	308,790	1,610,728	89,272	
82075. BALC Assets & Equipment	363,755	363,755	0	328,755	25,853	14,999	40,852	287,903	
82076. Outdoor Swimming Pool Upgrade	140,662	140,662	0	140,662	0	9,694	9,694	130,968	
82197. Parks Development Program	292,577	292,577	0	210,000	40,400	46,611	87,011	122,989	
82201. Land Development Council Contribut.	104,040	104,040	0	15,000	45,432	11,045	56,477	(41,477)	
82243. IT Infrastructure Strategy	2,015,796	2,015,796	0	1,007,904	8,805	0	8,805	999,099	
82246. Desktop Replacement Program	1,331,217	1,331,217	0	1,087,686	734,264	550,023	1,284,287	(196,601)	
82312. Landfill Upgrade	690,325	690,325	0	467,896	313,411	141,886	455,297	12,599	
82333. City Entrances	165,485	165,485	0	165,485	16,625	15,365	31,990	133,495	
83170. Playground Improvement Program	61,200	61,200	0	20,000	25,770	13,462	39,232	(19,232)	
83355. Street and Park Furniture Renewal	168,795	168,795	0	70,000	5,390	50,350	55,740	14,260	
83357. Ballarat Botanical Gardens - Asset	61,200	61,200	0	40,800	0	10,260	10,260	30,540	
83365. Street Irrigation	104,040	104,040	0	50,000	10,016	0	10,016	39,984	
83366. Public Place Recycling	11,253	11,253	0	5,550	0	0	0	5,550	
83367. Civic Hall Redevelopment Project	4,234,029	4,294,994	(60,965)	4,134,029	3,256,080	904,798	4,160,878	(26,849)	
83376. School Crossing Supervisor Shelters	22,506	22,506	0	0	0	0	0	0	
83382. Playspace Upgrades	281,324	281,324	0	100,000	130,189	1,075	131,263	(31,263)	
83399. Art Gallery Ballarat	79,948	109,948	(30,000)	79,948	71,255	30,463	101,718	(21,770)	
83404. Facilities Upgrade	2,654,040	2,664,883	(10,843)	745,000	958,236	918,658	1,876,894	(1,131,894)	
83452. Bicycle Strategy Projects	265,200	265,200	0	135,200	16,560	4,010	20,570	114,630	
83453. Federal Blackspot Funding	1,000,000	898,300	101,700	500,000	5,095	132,113	137,209	362,791	
83454. Major New Capital Road Projects	510,000	490,000	20,000	510,000	257,898	229,958	487,856	22,144	
83455. Major Infrastructure Renewal Projec	8,497,564	9,190,095	(692,531)	6,301,564	1,599,858	3,126,520	4,726,377	1,575,187	
83457. Federal Roads to Recovery Funding	1,029,840	1,053,521	(23,681)	1,029,840	42,303	14,961	57,264	972,576	
83461. Public Art Program	215,587	310,587	(95,000)	104,000	28,258	2,278	30,536	73,464	
83581. Monument Renewal Program	112,529	112,529	0	50,000	1,070	14,100	15,170	34,830	
83587. Ball West Employment Zone Stage 2	4,241,996	4,241,996	0	4,241,996	0	0	0	4,241,996	
83599. Recreation Capital Improvement	5,385,148	5,950,148	(565,000)	3,640,948	824,101	722,818	1,546,920	2,094,028	
83600. Replacement Bin Program	337,589	337,589	0	220,000	111,016	0	111,016	108,984	
83603. IT System Development	2,943,872	2,943,872	0	1,471,936	23,129	755,389	778,518	693,418	
83604. Median Strip Landscaping	106,121	106,121	0	95,000	22,937	6,968	29,905	65,095	
83605. Major Rural Roads Infrastructure Wo	1,259,891	1,417,200	(157,309)	550,000	164,594	473,072	637,666	(87,666)	
83630. Wendouree Sports & Events Centre	6,551,269	10,265,674	(3,714,405)	5,239,521	9,469,584	7,854,540	17,324,123	(12,084,602)	
83632. DCP Construction WIK	6,709,296	6,709,296	0	2,886,556	1,561,651	0	1,561,651	1,324,905	
83633. DCP Land WIK	1,692,254	1,692,254	0	1,678,254	12,750	0	12,750	1,665,504	
83638. Sebastopol Library	2,056,382	2,056,382	0	2,056,382	1,472,452	195,843	1,668,295	388,088	
83673. Fernery	1,209,282	1,209,282	0	609,282	128,798	18,765	147,563	461,719	
83676. Lucas Community Hub	20,753	20,753	0	20,753	16,318	0	16,318	4,436	
83686. Little Bridge St Pocket Park	0	0	0	0	0	0	0	0	
83691. Iris Ramsey Kinder	0	0	0	0	0	0	0	0	
83698. Bicycle Paths	367,200	367,200	0	167,200	53,682	0	53,682	113,518	
83699. Bridge Rehabilitation	214,200	214,200	0	50,000	35,380	8,380	43,760	6,240	
83700. Bus Shelter repair and replacement	163,220	186,130	(22,910)	10,000	31,035	99,469	130,505	(120,505)	
83701. Drainage Projects	827,220	851,405	(24,185)	340,000	433,011	249,836	682,846	(342,846)	
83702. Lake Wendouree Infrastructure Works	223,348	223,348	0	161,674	13,863	16,348	30,211	131,463	
83703. Kerb and channelling	448,800	471,300	(22,500)	50,000	90,742	48,432	139,173	(89,173)	
83704. Footpath Works	550,800	552,400	(1,600)	200,000	336,374	39,725	376,098	(176,098)	
83705. Minor Road improvements /upgrades	1,176,060	1,176,060	0	1,176,060	0	1,211,060	1,211,060	(35,000)	
83706. DCP Construction	13,150,269	13,150,269	0	4,442,348	865,943	10,647	876,590	3,565,758	
83711. DCP Land Purchase	3,366,950	3,366,950	0	3,366,950	0	0	0	3,366,950	
83712. Mt Pleasant Kindergarten	0	375,000	(375,000)	0	154,143	9,180	163,323	(163,323)	
83713. Girrabanya Upgrade	368,850	993,350	(624,500)	368,850	406,185	617,819	1,024,004	(655,154)	

**Net Capital Report**  
**Period Ending 31 December 2018**

Project	Expense							Variance
	Annual Budget	June Forecast	Forecast Variance	YTD Budgets	YTD Actuals	Commitment	YTD Total Committed	
83715. Wendouree West Rec Reserve	0	35,210	(35,210)	0	8,763	0	8,763	(8,763)
83716. Gardens House Relocation	300,000	300,000	0	270,000	37,304	150,891	188,194	81,806
83717. HMT Conservation Works	6,484,028	6,484,028	0	2,200,000	584,750	3,304,097	3,888,848	(1,688,848)
83718. Flood Repairs Sept 16	0	180,942	(180,942)	0	0	180,942	180,942	(180,942)
83720. Social Infrastructure Capital Impro	1,797,683	1,754,156	43,527	1,428,683	891,208	308,614	1,199,822	228,861
83726. SSRIP Safer Cyclists & Pedestrian F	6,325,017	6,325,017	0	3,000,000	404,569	99,981	504,550	2,495,450
83729. Town Hall - Living Heritage	97,500	97,500	0	0	0	0	0	0
83731. Eureka Stadium Develp Options	0	6,600	(6,600)	0	3,300	0	3,300	(3,300)
83732. Marveloo	44,296	87,823	(43,527)	44,296	79,321	1,200	80,521	(36,225)
83733. Eureka Centre Equipment	14,629	14,629	0	0	0	0	0	0
83735. Waste to Energy Plant	10,000,000	5,000,000	5,000,000	5,000,000	47,494	76,400	123,894	4,876,106
83736. Bridges	750,000	750,000	0	300,000	46,224	0	46,224	253,776
83737. CBD Parking Action Plan	1,500,000	1,500,000	0	0	12,586	97,545	110,131	(110,131)
83739. NBN Reinstatement	0	473,216	(473,216)	0	56,685	24,200	80,885	(80,885)
83741. White Flat Public Safety Upgrade	0	180,000	(180,000)	0	0	0	0	0
83742. SMART CITY LoRaWAN Gateway	0	12,615	(12,615)	0	12,615	0	12,615	(12,615)
83743. Land Purchase Ballarat North	0	63,700	(63,700)	0	63,700	0	63,700	(63,700)
83745. Girrabanya Equipment	0	10,000	(10,000)	0	0	0	0	0
83746. Wendouree CC Equipment	0	9,514	(9,514)	0	0	0	0	0
<b>Grand Total</b>	<b>122,587,257</b>	<b>125,001,263</b>	<b>(2,414,006)</b>	<b>64,556,980</b>	<b>27,520,341</b>	<b>23,135,954</b>	<b>50,656,294</b>	<b>13,900,686</b>

**Net Capital Report**  
**Period Ending 31 December 2018**

Project	Revenue							Variance
	Annual Budget	June Forecast	Forecast Variance	YTD Budgets	YTD Actuals	Commitment	YTD Total Committed	
80152. Equipment	0	0	0	0	0	0	0	0
80154. Library Books	0	0	0	0	0	0	0	0
80294. Furniture	0	0	0	0	0	0	0	0
80377. Subdividers Contribution	(14,000,000)	(14,000,000)	0	0	0	0	0	0
80560. Art Donations For AGB	0	(143,480)	143,480	0	0	0	0	0
82004. Parking Meter Replacement Program	0	0	0	0	0	0	0	0
82070. Plant Replacement Program	(300,000)	(300,000)	0	(150,000)	(258,906)	0	(258,906)	108,906
82075. BALC Assets & Equipment	0	0	0	0	0	0	0	0
82076. Outdoor Swimming Pool Upgrade	0	0	0	0	0	0	0	0
82197. Parks Development Program	0	0	0	0	0	0	0	0
82201. Land Development Council Contribut.	0	0	0	0	0	0	0	0
82243. IT Infrastructure Strategy	0	0	0	0	0	0	0	0
82246. Desktop Replacement Program	0	0	0	0	0	0	0	0
82312. Landfill Upgrade	0	0	0	0	0	0	0	0
82333. City Entrances	0	0	0	0	0	0	0	0
83170. Playground Improvement Program	0	0	0	0	0	0	0	0
83355. Street and Park Furniture Renewal	0	0	0	0	0	0	0	0
83357. Ballarat Botanical Gardens - Asset	0	0	0	0	0	0	0	0
83365. Street Irrigation	0	0	0	0	0	0	0	0
83366. Public Place Recycling	0	0	0	0	0	0	0	0
83367. Civic Hall Redevelopment Project	0	(60,965)	60,965	0	(60,965)	0	(60,965)	60,965
83376. School Crossing Supervisor Shelters	0	0	0	0	0	0	0	0
83382. Playspace Upgrades	0	0	0	0	0	0	0	0
83399. Art Gallery Ballarat	0	(30,000)	30,000	0	(30,000)	0	(30,000)	30,000
83404. Facilities Upgrade	0	(10,843)	10,843	0	(10,483)	0	(10,483)	10,483
83452. Bicycle Strategy Projects	0	0	0	0	0	0	0	0
83453. Federal Blackspot Funding	(600,000)	(898,300)	298,300	(300,000)	0	0	0	(300,000)
83454. Major New Capital Road Projects	0	0	0	0	0	0	0	0
83455. Major Infrastructure Renewal Projec	0	(400,000)	400,000	0	(400,425)	0	(400,425)	400,425
83457. Federal Roads to Recovery Funding	(1,000,000)	(1,053,521)	53,521	(500,000)	0	0	0	(500,000)
83461. Public Art Program	0	(95,000)	95,000	0	(95,000)	0	(95,000)	95,000
83581. Monument Renewal Program	0	0	0	0	0	0	0	0
83587. Ball West Employment Zone Stage 2	0	0	0	0	0	0	0	0
83599. Recreation Capital Improvement	(211,000)	(776,000)	565,000	(211,000)	(495,525)	0	(495,525)	284,525
83600. Replacement Bin Program	0	0	0	0	0	0	0	0
83603. IT System Development	0	0	0	0	0	0	0	0
83604. Median Strip Landscaping	0	0	0	0	0	0	0	0
83605. Major Rural Roads Infrastructure Wo	0	0	0	0	0	0	0	0
83630. Wendouree Sports & Events Centre	0	(3,714,405)	3,714,405	0	(3,714,405)	0	(3,714,405)	3,714,405
83632. DCP Construction WIK	(8,401,550)	(8,401,550)	0	0	(1,561,651)	0	(1,561,651)	1,561,651
83633. DCP Land WIK	0	0	0	0	(12,750)	0	(12,750)	12,750
83638. Sebastopol Library	0	0	0	0	0	0	0	0
83673. Fernery	0	0	0	0	0	0	0	0
83676. Lucas Community Hub	0	0	0	0	0	0	0	0
83686. Little Bridge St Pocket Park	0	(50,600)	50,600	0	(50,600)	0	(50,600)	50,600
83691. Iris Ramsey Kinder	0	(26,112)	26,112	0	(26,112)	0	(26,112)	26,112
83698. Bicycle Paths	0	0	0	0	0	0	0	0
83699. Bridge Rehabilitation	0	0	0	0	0	0	0	0
83700. Bus Shelter repair and replacement	0	(22,910)	22,910	0	(22,910)	0	(22,910)	22,910
83701. Drainage Projects	0	(24,185)	24,185	0	(24,185)	0	(24,185)	24,185
83702. Lake Wendouree Infrastructure Works	0	0	0	0	0	0	0	0
83703. Kerb and channelling	0	(22,500)	22,500	0	(22,500)	0	(22,500)	22,500
83704. Footpath Works	0	(1,600)	1,600	0	(1,600)	0	(1,600)	1,600
83705. Minor Road improvements /upgrades	0	0	0	0	0	0	0	0
83706. DCP Construction	0	0	0	0	0	0	0	0
83711. DCP Land Purchase	0	0	0	0	0	0	0	0
83712. Mt Pleasant Kindergarten	0	(375,000)	375,000	0	(337,500)	0	(337,500)	337,500
83713. Girrabanya Upgrade	0	(624,500)	624,500	0	(562,500)	0	(562,500)	562,500

**Net Capital Report**  
**Period Ending 31 December 2018**

Project	Revenue							Variance
	Annual Budget	June Forecast	Forecast Variance	YTD Budgets	YTD Actuals	Commitment	YTD Total Committed	
83715. Wendouree West Rec Reserve	0	(35,210)	35,210	0	(35,210)	0	(35,210)	35,210
83716. Gardens House Relocation	0	0	0	0	0	0	0	0
83717. HMT Conservation Works	0	0	0	0	0	0	0	0
83718. Flood Repairs Sept 16	0	(180,942)	180,942	0	(0)	0	(0)	0
83720. Social Infrastructure Capital Impro	0	0	0	0	0	0	0	0
83726. SSRIP Safer Cyclists & Pedestrian F	(6,000,000)	(6,000,000)	0	(3,000,000)	(95,667)	0	(95,667)	(2,904,333)
83729. Town Hall - Living Heritage	0	0	0	0	0	0	0	0
83731. Eureka Stadium Develp Options	0	(6,600)	6,600	0	(6,600)	0	(6,600)	6,600
83732. Marveloo	0	0	0	0	0	0	0	0
83733. Eureka Centre Equipment	0	0	0	0	0	0	0	0
83735. Waste to Energy Plant	(5,000,000)	0	(5,000,000)	(2,500,000)	0	0	0	(2,500,000)
83736. Bridges	(750,000)	(750,000)	0	(750,000)	0	0	0	(750,000)
83737. CBD Parking Action Plan	0	0	0	0	0	0	0	0
83739. NBN Reinstatement	0	(473,216)	473,216	0	(473,216)	0	(473,216)	473,216
83741. White Flat Public Safety Upgrade	0	(180,000)	180,000	0	0	0	0	0
83742. SMART CITY LoRaWAN Gateway	0	(12,615)	12,615	0	(12,615)	0	(12,615)	12,615
83743. Land Purchase Ballarat North	0	(63,700)	63,700	0	0	0	0	0
83745. Girrabanya Equipment	0	(10,000)	10,000	0	(10,000)	0	(10,000)	10,000
83746. Wendouree CC Equipment	0	(9,514)	9,514	0	0	0	0	0
<b>Grand Total</b>	<b>(36,262,550)</b>	<b>(38,753,268)</b>	<b>2,490,718</b>	<b>(7,411,000)</b>	<b>(8,321,325)</b>	<b>0</b>	<b>(8,321,325)</b>	<b>910,325</b>

**Net Capital Report**  
**Period Ending 31 December 2018**

Project	Net Position							YTD Total Committed	Variance
	Annual Budget	June Forecast	Forecast Variance	YTD Budgets	YTD Actuals	Commitments	YTD Total Committed		
80152. Equipment	0	0	0	0	13,338	0	13,338	(13,338)	
80154. Library Books	378,741	378,741	0	189,372	134,628	0	134,628	54,744	
80294. Furniture	0	0	0	0	1,464	2,376	3,840	(3,840)	
80377. Subdividers Contribution	0	0	0	0	0	0	0	0	
80560. Art Donations For AGB	0	0	0	0	0	0	0	0	
82004. Parking Meter Replacement Program	81,600	81,600	0	81,600	0	0	0	81,600	
82070. Plant Replacement Program	2,730,081	2,730,081	0	1,550,000	1,043,032	308,790	1,351,822	198,178	
82075. BALC Assets & Equipment	363,755	363,755	0	328,755	25,853	14,999	40,852	287,903	
82076. Outdoor Swimming Pool Upgrade	140,662	140,662	0	140,662	0	9,694	9,694	130,968	
82197. Parks Development Program	292,577	292,577	0	210,000	40,400	46,611	87,011	122,989	
82201. Land Development Council Contribut.	104,040	104,040	0	15,000	45,432	11,045	56,477	(41,477)	
82243. IT Infrastructure Strategy	2,015,796	2,015,796	0	1,007,904	8,805	0	8,805	999,099	
82246. Desktop Replacement Program	1,331,217	1,331,217	0	1,087,686	734,264	550,023	1,284,287	(196,601)	
82312. Landfill Upgrade	690,325	690,325	0	467,896	313,411	141,886	455,297	12,599	
82333. City Entrances	165,485	165,485	0	165,485	16,625	15,365	31,990	133,495	
83170. Playground Improvement Program	61,200	61,200	0	20,000	25,770	13,462	39,232	(19,232)	
83355. Street and Park Furniture Renewal	168,795	168,795	0	70,000	5,390	50,350	55,740	14,260	
83357. Ballarat Botanical Gardens - Asset	61,200	61,200	0	40,800	0	10,260	10,260	30,540	
83365. Street Irrigation	104,040	104,040	0	50,000	10,016	0	10,016	39,984	
83366. Public Place Recycling	11,253	11,253	0	5,550	0	0	0	5,550	
83367. Civic Hall Redevelopment Project	4,234,029	4,234,029	0	4,134,029	3,195,115	904,798	4,099,913	34,116	
83376. School Crossing Supervisor Shelters	22,506	22,506	0	0	0	0	0	0	
83382. Playspace Upgrades	281,324	281,324	0	100,000	130,189	1,075	131,263	(31,263)	
83399. Art Gallery Ballarat	79,948	79,948	0	79,948	41,255	30,463	71,718	8,230	
83404. Facilities Upgrade	2,654,040	2,654,040	0	745,000	947,753	918,658	1,866,411	(1,121,411)	
83452. Bicycle Strategy Projects	265,200	265,200	0	135,200	16,560	4,010	20,570	114,630	
83453. Federal Blackspot Funding	400,000	0	400,000	200,000	5,095	132,113	137,209	62,791	
83454. Major New Capital Road Projects	510,000	490,000	20,000	510,000	257,898	229,958	487,856	22,144	
83455. Major Infrastructure Renewal Projec	8,497,564	8,790,095	(292,531)	6,301,564	1,199,433	3,126,520	4,325,952	1,975,612	
83457. Federal Roads to Recovery Funding	29,840	0	29,840	529,840	42,303	14,961	57,264	472,576	
83461. Public Art Program	215,587	215,587	0	104,000	(66,742)	2,278	(64,464)	168,464	
83581. Monument Renewal Program	112,529	112,529	0	50,000	1,070	14,100	15,170	34,830	
83587. Ball West Employment Zone Stage 2	4,241,996	4,241,996	0	4,241,996	0	0	0	4,241,996	
83599. Recreation Capital Improvement	5,174,148	5,174,148	0	3,429,948	328,576	722,818	1,051,394	2,378,554	
83600. Replacement Bin Program	337,589	337,589	0	220,000	111,016	0	111,016	108,984	
83603. IT System Development	2,943,872	2,943,872	0	1,471,936	23,129	755,389	778,518	693,418	
83604. Median Strip Landscaping	106,121	106,121	0	95,000	22,937	6,968	29,905	65,095	
83605. Major Rural Roads Infrastructure Wo	1,259,891	1,417,200	(157,309)	550,000	164,594	473,072	637,666	(87,666)	
83630. Wendouree Sports & Events Centre	6,551,269	6,551,269	0	5,239,521	5,755,179	7,854,540	13,609,718	(8,370,197)	
83632. DCP Construction WIK	(1,692,254)	(1,692,254)	0	2,886,556	0	0	0	2,886,556	
83633. DCP Land WIK	1,692,254	1,692,254	0	1,678,254	0	0	0	1,678,254	
83638. Sebastopol Library	2,056,382	2,056,382	0	2,056,382	1,472,452	195,843	1,668,295	388,088	
83673. Fernery	1,209,282	1,209,282	0	609,282	128,798	18,765	147,563	461,719	
83676. Lucas Community Hub	20,753	20,753	0	20,753	16,318	0	16,318	4,436	
83686. Little Bridge St Pocket Park	0	(50,600)	50,600	0	(50,600)	0	(50,600)	50,600	
83691. Iris Ramsey Kinder	0	(26,112)	26,112	0	(26,112)	0	(26,112)	26,112	
83698. Bicycle Paths	367,200	367,200	0	167,200	53,682	0	53,682	113,518	
83699. Bridge Rehabilitation	214,200	214,200	0	50,000	35,380	8,380	43,760	6,240	
83700. Bus Shelter repair and replacement	163,220	163,220	0	10,000	8,125	99,469	107,595	(97,595)	
83701. Drainage Projects	827,220	827,220	0	340,000	408,825	249,836	658,661	(318,661)	
83702. Lake Wendouree Infrastructure Works	223,348	223,348	0	161,674	13,863	16,348	30,211	131,463	
83703. Kerb and channelling	448,800	448,800	0	50,000	68,242	48,432	116,673	(66,673)	
83704. Footpath Works	550,800	550,800	0	200,000	334,774	39,725	374,498	(174,498)	
83705. Minor Road improvements /upgrades	1,176,060	1,176,060	0	1,176,060	0	1,211,060	1,211,060	(35,000)	
83706. DCP Construction	13,150,269	13,150,269	0	4,442,348	865,943	10,647	876,590	3,565,758	
83711. DCP Land Purchase	3,366,950	3,366,950	0	3,366,950	0	0	0	3,366,950	
83712. Mt Pleasant Kindergarten	0	0	0	0	(183,357)	9,180	(174,177)	174,177	
83713. Girrabanya Upgrade	368,850	368,850	0	368,850	(156,315)	617,819	461,504	(92,654)	

**Net Capital Report**  
**Period Ending 31 December 2018**

Project	Net Position							Variance
	Annual Budget	June Forecast	Forecast Variance	YTD Budgets	YTD Actuals	Commitments	YTD Total Committed	
83715. Wendouree West Rec Reserve	0	0	0	0	(26,448)	0	(26,448)	26,448
83716. Gardens House Relocation	300,000	300,000	0	270,000	37,304	150,891	188,194	81,806
83717. HMT Conservation Works	6,484,028	6,484,028	0	2,200,000	584,750	3,304,097	3,888,848	(1,688,848)
83718. Flood Repairs Sept 16	0	0	0	0	0	180,942	180,942	(180,942)
83720. Social Infrastructure Capital Impro	1,797,683	1,754,156	43,527	1,428,683	891,208	308,614	1,199,822	228,861
83726. SSRIP Safer Cyclists & Pedestrian F	325,017	325,017	0	0	308,902	99,981	408,883	(408,883)
83729. Town Hall - Living Heritage	97,500	97,500	0	0	0	0	0	0
83731. Eureka Stadium Develp Options	0	0	0	0	(3,300)	0	(3,300)	3,300
83732. Marveloo	44,296	87,823	(43,527)	44,296	79,321	1,200	80,521	(36,225)
83733. Eureka Centre Equipment	14,629	14,629	0	0	0	0	0	0
83735. Waste to Energy Plant	5,000,000	5,000,000	0	2,500,000	47,494	76,400	123,894	2,376,106
83736. Bridges	0	0	0	(450,000)	46,224	0	46,224	(496,224)
83737. CBD Parking Action Plan	1,500,000	1,500,000	0	0	12,586	97,545	110,131	(110,131)
83739. NBN Reinstatement	0	0	0	0	(416,531)	24,200	(392,331)	392,331
83741. White Flat Public Safety Upgrade	0	0	0	0	0	0	0	0
83742. SMART CITY LoRaWAN Gateway	0	0	0	0	0	0	0	0
83743. Land Purchase Ballarat North	0	0	0	0	63,700	0	63,700	(63,700)
83745. Girrabanya Equipment	0	0	0	0	(10,000)	0	(10,000)	10,000
83746. Wendouree CC Equipment	0	0	0	0	0	0	0	0
<b>Grand Total</b>	<b>86,324,707</b>	<b>86,247,995</b>	<b>76,712</b>	<b>57,145,980</b>	<b>19,199,016</b>	<b>23,135,954</b>	<b>42,334,969</b>	<b>14,811,011</b>

**Statement of Capital Works**  
**Period Ending 31 December 2018**

	Full Year			Year to Date		
	(\$'000's)	(\$'000's)	(\$'000's)	(\$'000's)	(\$'000's)	(\$'000's)
	Budget	Forecast	Var	Budget	Actual	Var
<b>Property</b>						
Land	3,367	3,431	(64)	3,367	64	3,303
Land improvements	0	0	0	0	0	0
<b>Total land</b>	<b>3,367</b>	<b>3,431</b>	<b>(64)</b>	<b>3,367</b>	<b>64</b>	<b>3,303</b>
<b>Buildings</b>						
Heritage buildings	4,234	4,295	(61)	4,134	4,161	(27)
Building improvements	18,657	23,455	(4,798)	11,025	26,332	(15,307)
Leasehold improvements	0	0	0	0	0	0
<b>Total buildings</b>	<b>22,891</b>	<b>27,750</b>	<b>(4,859)</b>	<b>15,159</b>	<b>30,493</b>	<b>(15,334)</b>
<b>Total property</b>	<b>26,258</b>	<b>31,181</b>	<b>(4,923)</b>	<b>18,526</b>	<b>30,557</b>	<b>(12,031)</b>
<b>Plant and equipment</b>						
Heritage plant and equipment	0	0	0	0	0	0
Plant, machinery and equipment	3,126	3,126	0	1,782	1,624	158
Fixtures, fittings and furniture	0	163	(163)	0	4	(4)
Computers and telecommunications	6,628	6,641	(13)	3,788	2,195	1,593
Library books	379	379	0	189	135	54
<b>Total plant and equipment</b>	<b>10,133</b>	<b>10,309</b>	<b>(176)</b>	<b>5,759</b>	<b>3,958</b>	<b>1,801</b>
<b>Infrastructure</b>						
Roads	13,740	14,491	(751)	10,202	7,278	2,924
Bridges	964	964	0	350	90	260
Footpaths and cycleways	918	1,393	(475)	367	511	(144)
Drainage	827	1,032	(205)	340	864	(524)
Recreational, leisure and community facilities	12,801	13,503	(702)	7,264	2,361	4,903
Waste management	10,702	5,702	5,000	5,473	579	4,894
Parks, open space and streetscapes	2,079	2,079	0	1,311	326	985
Aerodromes	0	0	0	0	0	0
Off street car parks	1,500	1,500	0	0	110	(110)
Other infrastructure	20,264	20,446	(182)	10,400	2,448	7,952
<b>Total infrastructure</b>	<b>63,795</b>	<b>61,110</b>	<b>2,685</b>	<b>35,707</b>	<b>14,567</b>	<b>21,140</b>
<b>Total capital works expenditure</b>	<b>100,186</b>	<b>102,600</b>	<b>(2,414)</b>	<b>59,992</b>	<b>49,082</b>	<b>10,910</b>
<b>Represented by:</b>						
New asset expenditure	41,407	40,283	1,124	24,101	18,866	5,235
Asset renewal expenditure	58,067	61,384	(3,317)	35,403	29,733	5,670
Asset expansion expenditure	690	690	0	468	455	13
Asset upgrade expenditure	22	243	(221)	20	28	(8)
<b>Total capital works expenditure</b>	<b>100,186</b>	<b>102,600</b>	<b>(2,414)</b>	<b>59,992</b>	<b>49,082</b>	<b>10,910</b>

**10.4. S6 INSTRUMENT OF DELEGATION - MEMBERS OF STAFF**

**Division:** Business Services  
**Director:** Glenn Kallio  
**Author/Position:** Sarah Anstis - Administration Officer Statutory Compliance

**OFFICER RECOMMENDATION**

**Council resolves to:**

- 1. Revoke the S6. Instrument of Delegation - Members of Staff endorsed on 30 January 2019 (R18/19).**
- 2. Exercise Council's power conferred by section 98(1) of the *Local Government Act 1989* and the other legislation referred to in the attached S6. Instrument of Delegation – Members of Staff.**
- 3. Delegate each duty and/or function and/or power described in column 1 of the Schedule and summarised in column 2 of the Schedule, to the member of Council Staff holding, acting in or performing the duties of the office or position described opposite each such duty and/or function and/or power in column 3 of the Schedule.**
- 4. Authorise the S6. Instrument of Delegation – Members of Staff (Attachment 1) to:**
  - 1. Come into force immediately once the Common Seal of Council is affixed;**
  - 2. Remains in force until varied or revoked;**
  - 3. Be subject to any conditions and limitations set out in sub-paragraph 3.3 of the delegation and the Schedule; and**
  - 4. Be exercised in accordance with any guidelines or policies which Council, from time to time, adopts.**
- 5. Sign and affix Council's Common Seal to the S6. Instrument of Delegation - Members of Staff.**

**EXECUTIVE SUMMARY**

The purpose of this report is to present the revised changes to the S6. Instrument of Delegation - Members of Staff for Council's consideration. Changes to the Instrument of Delegations since the last approved iteration include:

- The new position Local Laws and Events Officer (LLEO);
- The new position Executive Manager Project Management Office (EMPMO);
- The new position Subdivision Officer (SO); and
- The new position Technical Support Officer Development Facilitation (TSODF).

The revised delegation has been reviewed at Officer level and is considered appropriate for the ongoing administrative efficiency of Council. The revised Instrument is presented in attachment one. Attachment two represents the delegations required for the new position

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Subdivision Officer (SO) and Technical Support Officer Development Facilitation (TSODF). Attachment three represents the delegations required for the new position Local Laws and Events Officer (LLEO). Attachment four represents the delegations required for the new position Executive Management Project Management Office (EMPMO).

To adopt the amended Instrument Council must revoke the Instrument that was endorsed at the Council Meeting held on 30 January 2019 (R18/19) and endorse the revised Instrument (attachment one) reflecting changes and conditions within the *Food Act 1984*, *Planning and Environment Act 1987*, *Residential Tenancies Act 1997* and *Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2010*.

## **RATIONALE**

Section 98 of the *Local Government Act 1989* (the Act) enables Councils, by an Instrument of Delegation, to delegate to a member of staff, any *duty and/or function and/or power* under the Act or any other Act other than:

- The power of delegation;
- The power to declare a rate or charge;
- The power to borrow money;
- The power to approve any expenditure not contained in a budget approved by the Council;
- Any power, duty or function of the Council under section 223; and
- Any prescribed power\*.

*\* A prescribed power is the ability to establish rules, laws, guides or directions or to assert a title or right to something on the grounds of prescription.*

Council is a legal entity composed of its Councillors, which acts in one of two ways – by resolution or through another acting on Council's behalf. Where Council chooses to act through others, this must be formalised through a written means known as an *Instrument of Delegation* wherever practical, which articulates the nature of the delegation, and any condition or limitation under which the delegation is to be exercised.

## **LEGISLATION, COUNCIL PLAN, STRATEGIES AND POLICY IMPACTS**

- *Charter of Human Rights and Responsibilities Act 2006*;
- *Food Act 1984*;
- *Residential Tenancies Act 1997*;
- *Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2010*;
- *Planning and Environment Act 1987*;
- *Local Government Act 1989*;
- *Local Government (General) Regulations 2015*; and
- City of Ballarat Council Plan 2017-2021.

## REPORTING AND COMPLIANCE STATEMENTS

Implications	Considered in report	Implications Identified
<b>Human Rights</b>	Yes	No
<b>Social/Cultural</b>	No	No
<b>Environmental/Sustainability</b>	No	No
<b>Economic</b>	No	No
<b>Financial Resources</b>	No	No
<b>Risk Management</b>	Yes	Yes
<b>Implementation and Marketing</b>	Yes	Yes
<b>Evaluation and Review</b>	Yes	Yes

**Human Rights** - It is considered that this report does not impact on any human rights identified in the *Charter of Human Rights and Responsibilities Act 2006*.

**Risk Management** - Council delegations and authorisations need to be constantly maintained and periodically monitored to ensure that appropriate Officers have the power to carry out their duties lawfully. This is a key component in Council meeting its essential legislative compliance obligations.

**Implementation/Marketing** - As per Section 12(d) of the *Local Government (General) Regulations 2015* Council will make the details of current delegations under section 87 and 98 of the Act available for public inspection.

**Evaluation and Review** - Council reviews Instruments within 12 months of Local Government Elections and completes a review every six months thereafter.

## CONSULTATION

There has been consultation with relevant Officers to ensure the correct delegations have been appointed.

The revocation and conferring of delegations does not require any public consultation, however, Council is required to keep registers of all delegations and authorisations made and revoked.

## OFFICERS DECLARATIONS OF INTEREST

Council Officers affirm that no direct or indirect interests need to be declared in relation to the matter of this Report.

## REFERENCE DOCUMENTS

- Council Report and Resolution 30 January 2019 (R18/19).

**ATTACHMENTS**

1. S6 Instrument of Delegation - Members of Staff **[10.4.1]**
2. Provisions for TSODF and SO **[10.4.2]**
3. Provisions for LLEO **[10.4.3]**
4. Provisions for EMPMO **[10.4.4]**

***S6. Instrument of Delegation - Members of Staff***

**Ballarat City Council**

**Instrument of Delegation**

**to**

**Members of Council Staff**

## S6 Instrument of Delegation - Members of Staff

### Preamble

#### Instrument of Delegation

In exercise of the power conferred by s 98(1) of the Local Government Act 1989 and the other legislation referred to in the attached Schedule, the Council:

1. delegates each duty and/or function and/or power described in column 1 of the Schedule (and summarised in column 2 of the Schedule) to the member of Council staff holding, acting in or performing the duties of the office or position described opposite each such duty and/or function and/or power in column 3 of the Schedule;

2. record that references in the Schedule are as follows:

#### Titles

- AOBs: Administration Officer Building Services
- AOEH: Administration Officer Environmental Health
- AOGAF: Administration Officer Growth Areas Facilitation
- AOLLT: Administration Officer Local Laws and Traffic
- AOSC: Administration Officer Statutory Compliance
- CAM: Coordinator Asset Management
- CBS: Coordinator Building Services
- CEH: Coordinator Environmental Health
- CGAF: Coordinator Growth Areas Facilitation
- CID: Coordinator Infrastructure Delivery
- CO: Compliance Officer
- CPG: Coordinator Parks and Gardens
- CRC: Coordinator Risk and Compliance
- CRM: Coordinator Road Maintenance
- CSS: Construction Site Supervisor
- CSTP: Coordinator Statutory Planning
- CTT: Coordinator Traffic and Transport
- DBS: Director Business Services
- DDP: Director Development and Planning
- DFAO: Development Facilitation Administration Officer
- DIE: Director Infrastructure and Environment
- DWWMPPO: Domestic Waste Water Management Project Officer
- EHO: Environmental Health Officer
- EMDF: Executive Manager Development Facilitation
- EMEP: Executive Manager Economic Partnerships
- EMI: Executive Manager Infrastructure
- EMMP: Executive Manager Major Projects
- EMOE: Executive Manager Operations and Environment
- EMPMO: Executive Manager Project Management Office
- EMPSFM: Executive Manager Property Services and Facilities Management
- EMRS: Executive Manager Regulatory Services
- EMSRCS: Executive Manager Safety, Risk and Compliance Services
- HSO: Health Services Officer
- LLEO: Local Laws and Events Officer
- MED: Manager Economic Development
- MSP: Manager Strategic Planning
- MSTP: Manager Statutory Planning

- Not Applicable: Not Applicable
- Not Delegated: Not Delegated
- PMUR: Project Manager Urban Renewal
- POC: Project Officer - Compliance
- PSTP: Principal Statutory Planner
- RMCS: Road Maintenance Contract Supervisor
- RMS: Road Maintenance Scheduler
- SAO: Subdivision Administration Officer
- SCO: Statutory Compliance Officer
- SO: Subdivision Officer
- SP: Strategic Planner
- SPAO: Strategic Planning Administration Officer
- SSP: Senior Strategic Planner
- SSTP: Senior Statutory Planner
- STP: Statutory Planner
- TLEH: Team Leader Environmental Health
- TLPD: Team Leader - Pathways and Drainage
- TLPSE: Team Leader Parking Services
- TLRs: Team Leader Road Safety
- TLRsATS: Team Leader Regulatory Services - Administration/Technical Support
- TLRsR: Team Leader Sealed Roads
- TLRsUR: Team Leader Unsealed Roads
- TOEH: Technical Officer Environmental Health
- TSODF: Technical Support Officer Development Facilitation

3. declares that:

3.1 this Instrument of Delegation is authorised by [#insert "a resolution" or "resolutions"#] of Council passed on [#date#] [#add "and [date]", if appropriate#]; and

3.2 the delegation:

3.2.1 comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;

3.2.2 remains in force until varied or revoked;

3.2.3 is subject to any conditions and limitations set out in sub-paragraph 3.3, and the Schedule; and

3.2.4 must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and

3.3 the delegate must not determine the issue, take the action or do the act or thing:

3.3.1 if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council; or  
 3.3.2 if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a

(a) policy; or

(b) strategy adopted by Council; or

3.3.3 if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation, whether on account of s 98(1)(a)-(f) (inclusive) of the Act or otherwise; or

3.3.4 the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff.

**The Common Seal of Ballarat City Council**  
was affixed by authority of the Council in the  
presence of:

)  
)  
)

.....

Mayor/Councillor

.....

Councillor

.....

Chief Executive Officer

## Delegation Sources

- Cemeteries and Crematoria Act 2003
- Domestic Animals Act 1994
- Environment Protection Act 1970
- Food Act 1984
- Heritage Act 2017
- Local Government Act 1989
- Planning and Environment Act 1987
- Rail Safety (Local Operations) Act 2006
- Residential Tenancies Act 1997
- Road Management Act 2004
- Cemeteries and Crematoria Regulations 2015
- Planning and Environment Regulations 2015
- Planning and Environment (Fees) Regulations 2016
- Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2010
- Road Management (General) Regulations 2016
- Road Management (Works and Infrastructure) Regulations 2015



## S6 Instrument of Delegation - Members of Staff

<b>Cemeteries and Crematoria Act 2003</b>			
[##The provisions of this Act apply to Councils appointed as a cemetery trust under section 5 of this Act, and also apply to Councils appointed to manage a public cemetery under section 8(1)(a)(ii) as though it were a cemetery trust (see section 53)			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
s 8(1)(a)(ii)	Power to manage one or more public cemeteries	CPG, DIE, EMOE, EMPSFM	Where Council is a Class B cemetery trust
s 12(1)	Function to properly and efficiently manage and maintain each public cemetery for which responsible and carry out any other function conferred under this Act	CPG, DIE, EMOE, EMPSFM	Where Council is a Class B cemetery trust
s 12(2)	Duty to have regard to the matters set out in paragraphs (a ) - (c) in exercising its functions	CPG, DIE, EMOE, EMPSFM	Where Council is a Class B cemetery trust
s 13	Duty to do anything necessary or convenient to enable it to carry out its functions	CPG, DIE, EMOE, EMPSFM	
s 14	Power to manage multiple public cemeteries as if they are one cemetery	CPG, DIE, EMOE, EMPSFM	
s 15(1) and (2)	Power to delegate powers or functions other than those listed	CPG, DIE, EMOE, EMPSFM	
s 15(4)	Duty to keep records of delegations	CRC, DBS, EMSRCS	
s 17(1)	Power to employ any persons necessary	DIE, EMPSFM	
s 17(2)	Power to engage any professional, technical or other assistance considered necessary	CPG, DIE, EMOE, EMPSFM	
s 17(3)	Power to determine the terms and conditions of employment or engagement	DIE, EMPSFM	Subject to any guidelines or directions of the Secretary

**Cemeteries and Crematoria Act 2003**

###The provisions of this Act apply to Councils appointed as a cemetery trust under section 5 of this Act, and also apply to Councils appointed to manage a public cemetery under section 8(1)(a)(ii) as though it were a cemetery trust (see section 53)

s 18(3)	Duty to comply with a direction from the Secretary	CPG, DIE, EMOE, EMPSFM	
s 19	Power to carry out or permit the carrying out of works	CPG, DIE, EMOE, EMPSFM	
s 20(1)	Duty to set aside areas for the interment of human remains	CPG, DIE, EMOE, EMPSFM	
s 20(2)	Power to set aside areas for the purposes of managing a public cemetery	CPG, DDP, DIE, EMOE, EMPSFM	
s 20(3)	Power to set aside areas for those things in paragraphs (a) - (e)	CPG, DDP, DIE, EMOE, EMPSFM	
s 24(2)	Power to apply to the Secretary for approval to alter the existing distribution of land	CPG, DIE, EMOE, EMPSFM	
s 36	Power to grant licences to enter and use part of the land or building in a public cemetery in accordance with s 36	CPG, DIE, EMOE, EMPSFM	Subject to the approval of the Minister
s 37	Power to grant leases over land in a public cemetery in accordance with s 37	CPG, DIE, EMOE, EMPSFM	Subject to the Minister approving the purpose
s 40	Duty to notify Secretary of fees and charges fixed under s 39	CPG, DIE, EMOE, EMPSFM	
s 47	Power to pay a contribution toward the cost of the construction and maintenance of any private street adjoining or abutting a cemetery	DBS	Provided the street was constructed pursuant to the Local Government Act 1989
s 57(1)	Duty to submit a report to the Secretary every financial year in respect of powers and functions under the Act	CPG, DIE, EMOE, EMPSFM	Report must contain the

**Cemeteries and Crematoria Act 2003**

###The provisions of this Act apply to Councils appointed as a cemetery trust under section 5 of this Act, and also apply to Councils appointed to manage a public cemetery under section 8(1)(a)(ii) as though it were a cemetery trust (see section 53)

			particulars listed in s 57(2)
s 59	Duty to keep records for each public cemetery	CPG, DIE, EMOE, EMPSFM	
s 60(1)	Duty to make information in records available to the public for historical or research purposes	CRC, EMSRCS	
s 60(2)	Power to charge fees for providing information	DBS	
s 64(4)	Duty to comply with a direction from the Secretary under s 64(3)	CPG, DIE, EMOE, EMPSFM	
s 64B(d)	Power to permit interments at a reopened cemetery	CPG, DIE, EMOE, EMPSFM	
s 66(1)	Power to apply to the Minister for approval to convert the cemetery, or part of it, to a historic cemetery park	CPG, DIE, EMOE, EMPSFM	The application must include the requirements listed in s 66(2)(a)-(d)
s 69	Duty to take reasonable steps to notify of conversion to historic cemetery park	DIE, EMPSFM	
s 70(1)	Duty to prepare plan of existing places of interment and make a record of any inscriptions on memorials which are to be removed	CPG, DIE, EMOE, EMPSFM	
s 70(2)	Duty to make plans of existing place of interment available to the public	CPG, DIE, EMOE, EMPSFM	
s 71(1)	Power to remove any memorials or other structures in an area to which an approval to convert applies	CPG, DIE, EMOE, EMPSFM	
s 71(2)	Power to dispose of any memorial or other structure removed	CPG, DIE, EMOE, EMPSFM	
s 72(2)	Duty to comply with request received under s 72	CPG, DIE, EMOE, EMPSFM	
s 73(1)	Power to grant a right of interment	CPG, DIE, EMOE, EMPSFM	

**Cemeteries and Crematoria Act 2003**

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s 73(2)	Power to impose conditions on the right of interment	CPG, DIE, EMOE, EMPSFM	
s 75	Power to grant the rights of interment set out in s 75(a) and (b)	CPG, DIE, EMOE, EMPSFM	
s 76(3)	Duty to allocate a piece of interment if an unallocated right is granted	CPG, DIE, EMOE, EMPSFM	
s 77(4)	Power to authorise and impose terms and conditions on the removal of cremated human remains or body parts from the place of interment on application	DIE, EMPSFM	
s 80(1)	Function of receiving notification and payment of transfer of right of interment	CPG, DIE, EMOE, EMPSFM	
s 80(2)	Function of recording transfer of right of interment	CPG, DIE, EMOE, EMPSFM	
s 82(2)	Duty to pay refund on the surrender of an unexercised right of interment	DBS	
s 83(2)	Duty to pay refund on the surrender of an unexercised right of interment (sole holder)	DBS	
s 83(3)	Power to remove any memorial and grant another right of interment for a surrendered right of interment	CPG, DIE, EMOE, EMPSFM	
s 84(1)	Function of receiving notice of surrendering an entitlement to a right of interment	CPG, DIE, EMOE, EMPSFM	
s.85(1)	Duty to notify holder of 25 year right of interment of expiration at least 12 months before expiry	CPG, DIE, EMOE, EMPSFM	The notice must be in writing and contain the requirements listed in s 85(2)
s 85(2)(b)	Duty to notify holder of 25 year right of interment of expiration of right at least 12 months before expiry	CPG, DIE, EMOE, EMPSFM	Does not apply where right of interment relates to remains of a deceased veteran.

**Cemeteries and Crematoria Act 2003**

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85(2)(c)	Power to leave interred cremated remains undistributed in perpetuity and convert right of interment to perpetual right of interment or;  remove interred remains and re-inter at another location within cemetery grounds and remove any memorial at that place and re-establish at new or equivalent location.	DIE, EMPSFM	May only be exercised where right of interment relates to cremated human remains of a deceased identified veteran, if right of interment is not extended or converted to a perpetual right of interment
s 86	Power to remove and dispose of cremated human remains and remove any memorial if no action taken by right holder within time specified	DIE, EMPSFM	
s 86(2)	Power to leave interred cremated human remains undisturbed or convert the right of interment to a perpetual right of interment	DIE, EMPSFM	
s 86(3)(a)	Power to leave interred cremated human remains undisturbed in perpetuity and convert the right of interment to a perpetual right of interment	DIE, EMPSFM	
s 86(3)(b)	Power to remove interred cremated human remains and take further action in accordance with s 86(3)(b)	DIE, EMPSFM	
s.86(4)	power to take action under s.86(4) relating to removing and re-interring cremated human remains	DIE, EMPSFM	
s.86(5)	duty to provide notification before taking action under s.86(4)	DIE, EMPSFM	
s 86A	Duty to maintain place of interment and any memorial at place of interment, if action taken under s 86(3)	DIE, EMPSFM	
s 87(3)	Duty, if requested, to extend the right for a further 25 years or convert the right to a perpetual right of interment	DIE, EMPSFM	
s 88	Function to receive applications to carry out a lift and re-position procedure at a place of interment	DIE, EMPSFM	
s 91(1)	Power to cancel a right of interment in accordance with s 91	DIE, EMPSFM	
s 91(3)	Duty to publish notice of intention to cancel right of interment	CPG, DIE, EMOE, EMPSFM	

**Cemeteries and Crematoria Act 2003**

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s 92	Power to pay refund or grant a right of interment in respect of another place of interment to the previous holder of the cancelled right of interment	CPG, DBS, DIE, EMOE, EMPSFM	
s 98(1)	Function of receiving application to establish or alter a memorial or a place of interment	CPG, DIE, EMOE, EMPSFM	
s 99	Power to approve or refuse an application made under s 98, or to cancel an approval	CPG, DIE, EMOE, EMPSFM	
s 99(4)	Duty to make a decision on an application under s 98 within 45 days after receipt of the application or within 45 days of receiving further information where requested	CPG, DIE, EMOE, EMPSFM	
s 100(1)	Power to require a person to remove memorials or places of interment	DIE, EMPSFM	
s 100(2)	Power to remove and dispose a memorial or place of interment or remedy a person's failure to comply with s 100(1)	DIE, EMPSFM	
s 100(3)	Power to recover costs of taking action under s 100(2)	CPG, DIE, EMOE, EMPSFM	
s 101	Function of receiving applications to establish or alter a building for ceremonies in the cemetery	CPG, DIE, EMOE, EMPSFM	
s 102(1)	Power to approve or refuse an application under section 101, if satisfied of the matters in (b) and (c)	CPG, DIE, EMOE, EMPSFM	
s 102(2) & (3)	Power to set terms and conditions in respect of, or to cancel, an approval granted under s 102(1)	CPG, DIE, EMOE, EMPSFM	
s 103(1)	Power to require a person to remove a building for ceremonies	CPG, DIE, EMOE, EMPSFM	
s 103(2)	Power to remove and dispose of a building for ceremonies or remedy the failure to comply with s 103(1)	CPG, DIE, EMOE, EMPSFM	
s 103(3)	Power to recover costs of taking action under s 103(2)	CPG, DIE, EMOE, EMPSFM	
s 106(1)	Power to require the holder of the right of interment of the requirement to make the memorial or place of interment safe and proper or carry out specified repairs	CPG, DIE, EMOE, EMPSFM	
s 106(2)	Power to require the holder of the right of interment to provide for an examination	CPG, DIE, EMOE, EMPSFM	
s 106(3)	Power to open and examine the place of interment if s 106(2) not complied with	DIE, EMPSFM	

**Cemeteries and Crematoria Act 2003**

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s 106(4)	Power to repair or - with the approval of the Secretary - take down, remove and dispose any memorial or place of interment if notice under s 106(1) is not complied with	DIE, EMPSFM	
s 107(1)	Power to require person responsible to make the building for ceremonies safe and proper or carry out specified repairs	CPG, DIE, EMOE, EMPSFM	
s 107(2)	Power to repair or take down, remove and dispose any building for ceremonies if notice under s 107(1) is not complied with	DIE, EMPSFM	
s 108	Power to recover costs and expenses	CPG, DIE, EMOE, EMPSFM	
s 109(1)(a)	Power to open, examine and repair a place of interment	DIE, EMPSFM	Where the holder of right of interment or responsible person cannot be found
s 109(1)(b)	Power to repair a memorial or, with the Secretary's consent, take down, remove and dispose of a memorial	DIE, EMPSFM	Where the holder of right of interment or responsible person cannot be found
s 109(2)	Power to repair the building for ceremonies or, with the consent of the Secretary, take down, remove and dispose of a building for ceremonies	CPG, DIE, EMOE, EMPSFM	Where the holder of right of interment or responsible person cannot be found
s 110(1)	Power to maintain, repair or restore a memorial or place of interment from other funds if unable to find right of interment holder. with consent of the Secretary	CPG, DIE, EMOE, EMPSFM	
s 110(2)	Power to maintain, repair or restore any building for ceremonies from other funds if unable to find responsible person and with consent of the Secretary	CPG, DIE, EMOE, EMPSFM	
s 110A	Power to use cemetery trust funds or other funds for the purposes of establishing, maintaining, repairing or restoring any memorial or place of interment of any deceased identified veteran	DBS	

**Cemeteries and Crematoria Act 2003**

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s 111	Power to enter into agreement with a holder of the right of interment to maintain a memorial or place of interment	CPG, DIE, EMOE, EMPSFM	
s 112	Power to sell and supply memorials	CPG, DIE, EMOE, EMPSFM	
s 116(4)	Duty to notify the Secretary of an interment authorisation granted	CPG, DIE, EMOE, EMPSFM	
s 116(5)	Power to require an applicant to produce evidence of the right of interment holder's consent to application	CPG, DIE, EMOE, EMPSFM	
s 118	Power to grant an interment authorisation if satisfied that the requirements of Division 2 of Part 8 have been met	CPG, DIE, EMOE, EMPSFM	
s 119	Power to set terms and conditions for interment authorisations	DIE, EMPSFM	
s 131	Function of receiving an application for cremation authorisation	DIE, EMPSFM	
s 133(1)	Duty not to grant a cremation authorisation unless satisfied that requirements of s 133 have been complied with	CPG, DIE, EMOE, EMPSFM	Subject to s 133(2)
s 145	Duty to comply with an order made by the Magistrates' Court or a coroner	CPG, DIE, EMOE, EMPSFM	
s 146	Power to dispose of bodily remains by a method other than interment or cremation	DIE, EMPSFM	Subject to the approval of the Secretary
s 147	Power to apply to the Secretary for approval to dispose of bodily remains by a method other than interment or cremation	DIE, EMPSFM	
s 149	Duty to cease using method of disposal if approval revoked by the Secretary	DIE, EMPSFM	
s 150 & 152(1)	Power to authorise the interment or cremation of body parts if the requirements of Division 1 of Part 11 are met	DIE, EMPSFM	
s 151	Function of receiving applications to inter or cremate body parts	DIE, EMPSFM	
s 152(2)	Power to impose terms and conditions on authorisation granted under s 150	CPG, DIE, EMOE, EMPSFM	
sch 1 cl 8(3)	Power to permit members to participate in a particular meeting by telephone, closed-circuit television or any other means of communication	CPG, DIE, EMOE, EMPSFM	



**Cemeteries and Crematoria Act 2003**

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sch 1 cl 8(8)	Power to regulate own proceedings	CPG, CSS, DIE, EMOE, EMPSFM	Subject to cl 8
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**Domestic Animals Act 1994**

Provision	Item Delegated	Delegate	Conditions and Limitations
s 41A(1)	Power to declare a dog to be a menacing dog	CC, DIE, EMRS	Council may delegate this power to a Council authorised officer

**Environment Protection Act 1970**

Provision	Item Delegated	Delegate	Conditions and Limitations
s 53M(3)	Power to require further information	CEH, CSTP, DDP, DIE, DWWMPO, EHO, EMOE, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP, TLEH, TOEH	
s 53M(4)	Duty to advise applicant that application is not to be dealt with	CEH, CSTP, DDP, DIE, DWWMPO, EHO, EMOE, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP, TLEH, TOEH	

<b>Environment Protection Act 1970</b>			
s 53M(5)	Duty to approve plans, issue permit or refuse permit	CEH, DWWMPO, EHO, TLEH, TOEH	Refusal must be ratified by Council or it is of no effect
s 53M(6)	Power to refuse to issue septic tank permit	CEH, DWWMPO, EHO, TLEH, TOEH	Refusal must be ratified by Council or it is of no effect
s 53M(7)	Duty to refuse to issue a permit in circumstances in (a)-(c)	CEH, DWWMPO, EHO, TLEH, TOEH	Refusal must be ratified by Council or it is of no effect
<b>Food Act 1984</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
s 19(2)(a)	Power to direct by written order that the food premises be put into a clean and sanitary condition	CEH, EHO, TLEH	If s 19(1) applies
s 19(2)(b)	Power to direct by written order that specified steps be taken to ensure that food prepared, sold or handled is safe and suitable	CEH, EHO, TLEH	If s 19(1) applies
s 19(3)	Power to direct by written order that the food premises not be kept or used for the sale, or handling for sale, of any food, or for the preparation of any food, or for any other specified purpose, or for the use of any specified equipment or a specified process	CEH, DIE, EHO, TLEH	If s 19(1) applies  Only in relation to temporary food premises or mobile food premises
s 19(4)(a)	Power to direct that an order made under s 19(3)(a) or (b), (i) be affixed to a conspicuous part of the premises, and (ii) inform the public by notice in a published newspaper or otherwise	DIE	If s 19(1) applies
s 19(6)(a)	Duty to revoke any order under section 19 if satisfied that an order has been complied with	CEH, EHO, TLEH	If s 19(1) applies
s 19(6)(b)	Duty to give written notice of revocation under section 19(6)(a) if satisfied that an order has been complied with	CEH, EHO, TLEH	If s 19(1) applies
s 19AA(2)	Power to direct, by written order, that a person must take any of the actions described in (a)-(c).	CEH, EHO, TLEH	Where Council is the registration authority

<b>Food Act 1984</b>			
s 19AA(4)(c)	Power to direct, in an order made under s 19AA(2) or a subsequent written order, that a person must ensure that any food or class of food is not removed from the premises	CEH, EHO, TLEH	Note: the power to direct the matters under s 19AA(4)(a) and (b) not capable of delegation and so such directions must be made by a Council resolution
s 19AA(7)	Duty to revoke order issued under s 19AA and give written notice of revocation, if satisfied that that order has been complied with	CEH, EHO, TLEH	Where Council is the registration authority
s 19CB(4)(b)	Power to request copy of records	CEH, EHO, TLEH	Where Council is the registration authority
s 19E(1)(d)	Power to request a copy of the food safety program	CEH, EHO, TLEH	Where Council is the registration authority
s 19GB	Power to request proprietor to provide written details of the name, qualification or experience of the current food safety supervisor	CEH, EHO, TLEH	Where Council is the registration authority
s 19M(4)(a) & (5)	Power to conduct a food safety audit and take actions where deficiencies are identified	Not Delegated	Where Council is the registration authority
s 19NA(1)	Power to request food safety audit reports	AOBS, AOEH, AOLLT, CEH, EHO, HSO, LLEO, TLEH, TLRSA	Where Council is the registration authority
s 19U(3)	Power to waive and vary the costs of a food safety audit if there are special circumstances	Not Delegated	
s 19UA	Power to charge fees for conducting a food safety assessment or inspection	CEH	Except for an assessment

<b>Food Act 1984</b>			
			required by a declaration under s 19C or an inspection under ss 38B(1)(c) or 39.
s 19W	Power to direct a proprietor of a food premises to comply with any requirement under Part IIIB	CEH, DIE, EHO, TLEH	Where Council is the registration authority
s 19W(3)(a)	Power to direct a proprietor of a food premises to have staff at the premises undertake training or instruction	CEH, TLEH	Where Council is the registration authority
s 19W(3)(b)	Power to direct a proprietor of a food premises to have details of any staff training incorporated into the minimum records required to be kept or food safety program of the premises	CEH, TLEH	Where Council is the registration authority
	Power to register, renew or transfer registration	CEH, DIE, EHO, TLEH	Where Council is the registration authority  refusal to grant/renew/transfer registration must be ratified by Council or the CEO (see s 58A(2))
s 38AA(5)	Power to (a) request further information; or (b) advise the proprietor that the premises must be registered if the premises are not exempt	AOBS, AOEH, AOLLT, CEH, EHO, HSO, LLEO, TLEH, TLRATS	Where Council is the registration authority
s 38AB(4)	Power to fix a fee for the receipt of a notification under s 38AA in accordance with a declaration under s 38AB(1)	CEH, EHO	Where Council is the registration authority

<b>Food Act 1984</b>			
s 38A(4)	Power to request a copy of a completed food safety program template	AOBS, AOEH, AOLLT, CEH, EHO, HSO, LLEO, TLEH, TLRSATS	Where Council is the registration authority
s 38B(1)(a)	Duty to assess the application and determine which class of food premises under s 19C the food premises belongs	CEH, DIE, EHO, TLEH	Where Council is the registration authority
s 38B(1)(b)	Duty to ensure proprietor has complied with requirements of s 38A	CEH, DIE, EHO, TLEH	Where Council is the registration authority
s 38B(2)	Duty to be satisfied of the matters in s 38B(2)(a)-(b)	CEH, DIE, EHO, TLEH	Where Council is the registration authority
s 38D(1)	Duty to ensure compliance with the applicable provisions of s 38C and inspect the premises if required by s 39	CEH, DIE, EHO, TLEH	Where Council is the registration authority
s 38D(2)	Duty to be satisfied of the matters in s 38D(2)(a)-(d)	CEH, DIE, EHO, TLEH	Where Council is the registration authority
s 38D(3)	Power to request copies of any audit reports	AOBS, AOEH, AOLLT, CEH, EHO, HSO, LLEO, TLEH, TLRSATS	Where Council is the registration authority
s 38E(2)	Power to register the food premises on a conditional basis	CEH, DIE, EHO, TLEH	Where Council is the registration authority  not exceeding the prescribed time limit defined under s 38E(5)

<b>Food Act 1984</b>			
s 38E(4)	Duty to register the food premises when conditions are satisfied	CEH, DIE, EHO, TLEH	Where Council is the registration authority
s 38F(3)(b)	Power to require proprietor to comply with requirements of this Act	CEH, DIE, EHO, TLEH	Where Council is the registration authority
s 39A	Power to register, renew or transfer food premises despite minor defects	CEH, DIE, EHO, TLEH	Where Council is the registration authority  Only if satisfied of matters in s 39A(2)(a)-(c)
s 40(2)	Power to incorporate the certificate of registration in one document with any certificate of registration under Part 6 of the Public Health and Wellbeing Act 2008	CEH, DIE, EHO, TLEH	
s 40C(2)	Power to grant or renew the registration of food premises for a period of less than 1 year	CEH, TLEH	Where Council is the registration authority
s 40D(1)	Power to suspend or revoke the registration of food premises	CEH, TLEH	Where Council is the registration authority
s 43F(6)	Duty to be satisfied that registration requirements under Division 3 have been met prior to registering, transferring or renewing registration of a component of a food business	CEH, EHO, TLEH	Where Council is the registration authority
s 43F(7)	Power to register the components of the food business that meet requirements in Division 3 and power to refuse to register the components that do not meet the requirements	CEH, EHO, TLEH	Where Council is the registration authority
s 46(5)	Power to institute proceedings against another person where the offence was due to an act or default by that other person and where the first person charged could successfully defend a prosecution, without proceedings first being instituted against the person first charged	CEH, DIE, EHO, TLEH	Where Council is the registration authority

<b>Heritage Act 2017</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
s 116	Power to sub-delegate Executive Director's functions, duties or powers	DDP, DIE	<p>Must first obtain Executive Director's written consent</p> <p>Council can only sub-delegate if the Instrument of Delegation from the Executive Director authorises sub-delegation</p>
<b>Local Government Act 1989</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
s 181H	Power to enter into an environmental upgrade agreement on behalf of Council and declare and levy an environmental upgrade charge	DDP, DIE, EMDF	
<b>Planning and Environment Act 1987</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
s 4B	Power to prepare an amendment to the Victorian Planning Provisions	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	If authorised by the Minister
s 4G	Function of receiving prescribed documents and a copy of the Victorian Planning Provisions from the Minister	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	

<b>Planning and Environment Act 1987</b>			
s 4H	Duty to make amendment to Victoria Planning Provisions available	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 4I	Duty to keep Victorian Planning Provisions and other documents available	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 8A(2)	Power to prepare amendment to the planning scheme where the Minister has given consent under s 8A	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 8A(3)	Power to apply to Minister to prepare an amendment to the planning scheme	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 8A(5)	Function of receiving notice of the Minister's decision	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 8A(7)	Power to prepare the amendment specified in the application without the Minister's authorisation if no response received after 10 business days	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 8B(2)	Power to apply to the Minister for authorisation to prepare an amendment to the planning scheme of an adjoining municipal district	CSTP, DDP, DIE, EMDF, MSP, MSTP, PSTP	
s 12(3)	Power to carry out studies and do things to ensure proper use of land and consult with other persons to ensure co-ordination of planning scheme with these persons	CSTP, DDP, DIE, EMDF, MSP, MSTP, PSTP	



<b>Planning and Environment Act 1987</b>			
s 12A(1)	Duty to prepare a municipal strategic statement (including power to prepare a municipal strategic statement under s19 of the Planning and Environment (Planning Schemes) Act 1996)	CSTP, DDP, DIE, EMDF, MSP, MSTP, PSTP	
s 12B(1)	Duty to review planning scheme	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 12B(2)	Duty to review planning scheme at direction of Minister	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s.12B(5)	duty to report findings of review of planning scheme to Minister without delay	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 14	duties of a Responsible Authority as set out in s 14(a) to (d)	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 17(1)	Duty of giving copy amendment to the planning scheme	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 17(2)	Duty of giving copy s 173 agreement	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 17(3)	Duty of giving copy amendment, explanatory report and relevant documents to the Minister within 10 business days	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	

<b>Planning and Environment Act 1987</b>			
s 18	Duty to make amendment etc. available	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 19	Power to give notice, to decide not to give notice, to publish notice of amendment to a planning scheme and to exercise any other power under s 19 to a planning scheme	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 19	Function of receiving notice of preparation of an amendment to a planning scheme	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	Where Council is not the planning authority and the amendment affects land within Council's municipal district; or  Where the amendment will amend the planning scheme to designate Council as an acquiring authority.
s 20(1)	Power to apply to Minister for exemption from the requirements of s 19	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	

Planning and Environment Act 1987			
s 21(2)	Duty to make submissions available	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 21A(4)	Duty to publish notice	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 22	Duty to consider all submissions	CSTP, DDP, DFAO, DIE, EMDF, EMEP, EMOE, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	Except submissions which request a change to the items in s 22(5)(a) and (b)
s 23(1)(b)	Duty to refer submissions which request a change to the amendment to a panel	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 23(2)	Power to refer to a panel submissions which do not require a change to the amendment	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 24	Function to represent Council and present a submission at a panel hearing (including a hearing referred to in s 96D)	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP,	

Planning and Environment Act 1987			
		PMUR, PSTP, SP, SSP	
s 26(1)	Power to make report available for inspection	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 26(2)	Duty to keep report of panel available for inspection	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 27(2)	Power to apply for exemption if panel's report not received	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 28	Duty to notify the Minister if abandoning an amendment	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	Note: the power to make a decision to abandon an amendment cannot be delegated
s 30(4)(a)	Duty to say if amendment has lapsed	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PSTP, SP, SPAO, SSTP, STP	
s 30(4)(b)	Duty to provide information in writing upon request	CSTP, DDP, DFAO, DIE,	

<b>Planning and Environment Act 1987</b>			
		EMDF, EMEP, MSP, MSTP, PSTP, SP, SPAO, SSTP, STP	
s 32(2)	Duty to give more notice if required	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SSP	
s 33(1)	Duty to give more notice of changes to an amendment	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SSP	
s 36(2)	Duty to give notice of approval of amendment	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 38(5)	Duty to give notice of revocation of an amendment	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 39	Function of being a party to a proceeding commenced under s 39 and duty to comply with determination by VCAT	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SSP	
s 40(1)	Function of lodging copy of approved amendment	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP,	

Planning and Environment Act 1987			
		PMUR, PSTP, SP, SPAO, SSP	
s 41	Duty to make approved amendment available	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 42	Duty to make copy of planning scheme available	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 46AAA	Duty to prepare an amendment to a planning scheme that relates to Yarra River land that is not inconsistent with anything in a Yarra Strategic Plan which is expressed to be binding on the responsible public entity	Not Applicable	Where Council is a responsible public entity and is a planning authority  Note: this provision is not yet in force, and will commence on the day on which the initial Yarra Strategic Plan comes into operation. It will affect a limited number of councils

<b>Planning and Environment Act 1987</b>			
s 46AW	Function of being consulted by the Minister	DDP, DIE, EMDF, EMEP	Where Council is a responsible public entity
s 46AX	Function of receiving a draft Statement of Planning Policy and written direction in relation to the endorsement of the draft Statement of Planning Policy  Power to endorse the draft Statement of Planning Policy	DDP, DIE, EMDF, EMEP	Where Council is a responsible public entity
s 46AZC(2)	Duty not to prepare an amendment to a declared area planning scheme that is inconsistent with a Statement of Planning Policy for the declared area that is expressed to be binding on the responsible public entity	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	Where Council is a responsible public entity
s 46AZK	Duty not to act inconsistently with any provision of the Statement of Planning Policy that is expressed to be binding on the public entity when performing a function or duty or exercising a power in relation to the declared area	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	Where Council is a responsible public entity
s 46GI(2)(b)(i)	Power to agree to a lower rate of standard levy for a class of development of a particular type of land than the rate specified in a Minister's direction	CSTP, DBS, DDP, DIE, EMDF, EMEP, MSTP, PSTP	Where Council is the planning authority, the municipal Council of the municipal district in which the land is located and/or the development agency
s 46GJ(1)	Function of receiving written directions from the Minister in relation to the preparation and content of infrastructure contributions plans	DIE, EMDF	
s 46GK	Duty to comply with a Minister's direction that applies to Council as the planning authority	DIE, EMDF	

<b>Planning and Environment Act 1987</b>			
s 46GN(1)	Duty to arrange for estimates of values of inner public purpose land	AOGAF, CGAF, DIE, EMDF	
s 46GO(1)	Duty to give notice to owners of certain inner public purpose land	DIE, EMDF	
s 46GP	Function of receiving a notice under s 46GO	DIE, EMDF	Where Council is the collecting agency
s 46GQ	Function of receiving a submission from an affected owner who objects to the estimated value per hectare (or other appropriate unit of measurement) of the inner public purpose land	AOGAF, CGAF, DIE, EMDF	
s 46GR(1)	Duty to consider every submission that is made by the closing date for submissions included in the notice under s 46GO	AOGAF, CGAF, DIE, EMDF	
s 46GR(2)	Power to consider a late submission  Duty to consider a late submission if directed to do so by the Minister	DIE, EMDF	
s 46GS(1)	Power to accept or reject the estimate of the value of the inner public purpose land in a submission made under s 46GQ	DIE, EMDF	
s 46GS(2)	Duty, if Council rejects the estimate of the value of the inner public purpose land in the submission, to refer the matter to the valuer-general, and notify the affected owner of the rejection and that the matter has been referred to the valuer-general	DIE, EMDF	
s 46GT(2)	Duty to pay half of the fee fixed by the valuer-general for arranging and attending the conference	DIE, EMDF	
s 46GT(4)	Function of receiving, from the valuer-general, written confirmation of the agreement between the planning authority's valuer and the affected owner's valuer as to the estimated value of the inner public purpose land	AOGAF, CGAF, DIE, EMDF	
s 46GT(6)	Function of receiving, from the valuer-general, written notice of a determination under s 46GT(5)	AOGAF, CGAF, DIE	
s 46GU	Duty not to adopt an amendment under s.29 to an infrastructure contributions plan that specifies a land credit amount or a land equalisation amount that relates to a parcel of land in the ICP plan area of the plan unless the criteria in s 46GU(1)(a) and (b) are met	AOGAF, CGAF, DIE	
s 46GV(3)	Function of receiving the monetary component and any land equalisation amount of the infrastructure contribution  Power to specify the manner in which the payment is to be made	DBS, DIE, EMDF	Where Council is the collecting agency
s 46GV(3)(b)	Power to enter into an agreement with the applicant	DIE, EMDF	Where Council is the collecting agency
s 46GV(4)(a)	Function of receiving the inner public purpose land in accordance with s 46GV(5) and (6)	DIE, EMDF	Where Council is the



<b>Planning and Environment Act 1987</b>			
			development agency
s 46GV(4)(b)	Function of receiving the inner public purpose land in accordance with s 46GV(5) and (6)	DIE, EMDF	Where Council is the collecting agency
s 46GV(7)	Duty to impose the requirements set out in s 46GV(3) and (4) as conditions on the permit applied for by the applicant to develop the land in the ICP plan area	DIE, EMDF	
s 46GV(9)	Power to require the payment of a monetary component or the provision of the land component of an infrastructure contribution to be secured to Council's satisfaction	DIE, EMDF	Where Council is the collecting agency
s 46GX(1)	Power to accept works, services or facilities in part or full satisfaction of the monetary component of an infrastructure contribution payable	AOGAF, CGAF, CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SSP	Where Council is the collecting agency
s 46GX(2)	Duty, before accepting the provision of works, services or facilities by an applicant under s 46GX(1), to obtain the agreement of the development agency or agencies specified in the approved infrastructure contributions plan	DIE, EMDF	Where Council is the collecting agency
s 46GY(1)	Duty to keep proper and separate accounts and records	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collecting agency
s 46GY(2)	Duty to keep the accounts and records in accordance with the Local Government Act 1989	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collecting agency
s 46GZ(2)(a)	Duty to forward any part of the monetary component that is imposed for plan preparation costs to the planning authority that incurred those costs	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collecting agency under an approved infrastructure contributions plan  This duty does

Planning and Environment Act 1987			
			not apply where Council is that planning authority
s 46GZ(2)(a)	Function of receiving the monetary component	AOGAF, CGAF, DBS, DIE, EMDF	Where the Council is the planning authority  This duty does not apply where Council is also the collecting agency
s 46GZ(2)(b)	Duty to forward any part of the monetary component that is imposed for the provision of works, services or facilities to the development agency that is specified in the plan, as responsible for those works, services or facilities	AOGAF, CGAF, CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SSP	Where Council is the collecting agency under an approved infrastructure contributions plan  This provision does not apply where Council is also the relevant development agency
s 46GZ(2)(b)	Function of receiving the monetary component	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the development agency under an approved

Planning and Environment Act 1987			
			<p>infrastructure contributions plan</p> <p>This provision does not apply where Council is also the collecting agency</p>
s 46GZ(4)	Duty to use any land equalisation amounts to pay land credit amounts under s 46GZ(7), except any part of those amounts that are to be forwarded to a development agency under s 46GZ(5)	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZ(5)	Duty to forward any part of a land equalisation amount required for the acquisition of outer public purpose land by a development agency specified in the approved infrastructure contributions plan to that development agency	AOGAF, CGAF, CSTP, DBS, DDP, DFAO, DIE, EMDF, MSTP, PSTP	<p>Where Council is the collecting agency under an approved infrastructure contributions plan</p> <p>This provision does not apply where Council is also the relevant development agency</p>
s 46GZ(5)	Function of receiving any part of a land equalisation amount required for the acquisition of outer public purpose land	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the

Planning and Environment Act 1987			
			<p>development agency specified in the approved infrastructure contributions plan</p> <p>This provision does not apply where Council is also the collecting agency</p>
s 46GZ(7)	Duty to pay to each person who must provide an infrastructure contribution under the approved infrastructure contributions plan any land credit amount to which the person is entitled under s 46GW	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZ(9)	Duty to transfer the estate in fee simple in the land to the development agency specified in the approved infrastructure contributions plan as responsible for the use and development of that land	AOGAF, CGAF, CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	<p>If any inner public purpose land is vested in Council under the Subdivision Act 1988 or acquired by Council before the time it is required to be provided to Council under s 46GV(4)</p> <p>Where Council is the collecting</p>

Planning and Environment Act 1987			
			<p>agency under an approved infrastructure contributions plan</p> <p>This duty does not apply where Council is also the development agency</p>
s 46GZ(9)	Function of receiving the fee simple in the land	AOGAF, CGAF, DBS, DIE, EMDF	<p>Where Council is the development agency under an approved infrastructure contributions plan</p> <p>This duty does not apply where Council is also the collecting agency</p>
s 46GZA(1)	Duty to keep proper and separate accounts and records	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the development agency under an approved infrastructure contributions plan
s 46GZA(2)	Duty to keep the accounts and records in accordance with the Local Government Act 1989	AOGAF, CGAF, CSTP, DBS, DDP,	Where Council is a

Planning and Environment Act 1987			
		DIE, EMDF, MSTP, PSTP	development agency under an approved infrastructure contributions plan
s 46GZB(3)	Duty to follow the steps set out in s 46GZB(3)(a) – (c)	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is a development agency under an approved infrastructure contributions plan
s 46GZB(4)	Duty, in accordance with requirements of the VPA, to report on the use of the infrastructure contribution in the development agency's annual report and provide reports on the use of the infrastructure contribution to the VPA	AOGAF, CGAF, CSTP, DBS, DDP, DIE, EMDF, MSTP, PSTP	If the VPA is the collecting agency under an approved infrastructure contributions plan  Where Council is a development agency under an approved infrastructure contributions plan
s 46GZD(2)	Duty, within 6 months after the date on which the approved infrastructure contributions plan expires, to follow the steps set out in s 46GZD(2)(a) and (b)	AOGAF, CGAF, DIE, EMDF	Where Council is the development agency under an approved

Planning and Environment Act 1987			
			infrastructure contributions plan
s 46GZD(3)	Duty to follow the steps set out in s 46GZD(3)(a) and (b)	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZD(5)	Duty to make payments under s 46GZD(3) in accordance with ss 46GZD(5)(a) and 46GZD(5)(b)	AOGAF, CGAF, CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SSP	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZE(2)	Duty to forward the land equalisation amount back to the collecting agency within 6 months after the expiry date if any part of a land equalisation amount paid or forwarded to a development agency for acquiring outer public purpose land has not been expended by the development agency to acquire that land at the date on which the approved infrastructure contributions plan expires	AOGAF, CGAF, CSTP, DBS, DDP, DIE, EMDF, MSTP, PSTP	Where Council is the development agency under an approved infrastructure contributions plan  This duty does not apply where Council is also the collecting agency
s 46GZE(2)	Function of receiving the unexpended land equalisation amount	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collecting agency under an

Planning and Environment Act 1987			
			<p>approved infrastructure contributions plan</p> <p>This duty does not apply where Council is also the development agency</p>
s 46GZE(3)	Duty, within 12 months after the date on which the approved infrastructure contributions plan expires, to follow the steps set out in s 46GZE(3)(a) and (b)	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZF(2)	Duty, within 12 months after the date on which the approved infrastructure contributions plan expires, to use the public purpose land for a public purpose approved by the Minister or sell the public purpose land	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the development agency under an approved infrastructure contributions plan
s.46GZF(3)	Duty, if land is sold under s.46GZF(2)(b), to follow the steps in s.46GZF(3)(a) and (b)	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the development agency under an approved infrastructure contributions plan
s 46GZF(3)	s 46GZF(3)(a) function of receiving proceeds of sale	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collection



Planning and Environment Act 1987			
			<p>agency under an approved infrastructure contributions plan</p> <p>This provision does not apply where Council is also the development agency</p>
s 46GZF(4)	Duty to divide the proceeds of the public purpose land among the current owners of each parcel of land in the ICP plan area and pay each current owner a portion of the proceeds in accordance with s 46GZF(5)	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZF(6)	Duty to make the payments under s 46GZF(4) in accordance with s 46GZF(6)(a) and (b)	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZH	Power to recover the monetary component, or any land equalisation amount of the land component, payable under Part 3AB as a debt in any court of competent jurisdiction	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZI	Duty to prepare and give a report to the Minister at the times required by the Minister	CSTP, DDP, DIE, EMDF, EMEP,	Where Council is a collecting

Planning and Environment Act 1987			
		MSP, MSTP, PSTP	agency or development agency
s 46GZK	Power to deal with public purpose land which has vested in, been acquired by, or transferred to, Council	AOGAF, CGAF, DBS, DIE, EMDF	Where Council is a collecting agency or development agency
s 46LB(3)	Duty to publish, on Council's Internet site, the payable dwelling amount for a financial year on or before 1 July of each financial year for which the amount is adjusted under s 46LB (2)	AOGAF, CGAF, DBS, DIE, EMDF	
s 46N(1)	Duty to include condition in permit regarding payment of development infrastructure levy	AOGAF, CGAF, CSTP, DDP, DFAO, DIE, EMDF, MSTP, PSTP, SSTP, STP	
s 46N(2)(c)	Function of determining time and manner for receipt of development contributions levy	AOGAF, CGAF, CSTP, DDP, DIE, EMDF, MSTP, PSTP	
s 46N(2)(d)	Power to enter into an agreement with the applicant regarding payment of development infrastructure levy	AOGAF, CGAF, CSTP, DDP, DIE, EMDF, MSTP, PSTP	
s 46O(1)(a) & (2)(a)	Power to ensure that community infrastructure levy is paid, or agreement is in place, prior to issuing building permit	AOGAF, CGAF, CSTP, DDP, DIE, EMDF, MSTP, PSTP	
s 46O(1)(d) & (2)(d)	Power to enter into agreement with the applicant regarding payment of community infrastructure levy	AOGAF, CGAF, CSTP, DDP, DIE, EMDF, MSTP, PSTP	
s 46P(1)	Power to require payment of amount of levy under s 46N or s 46O to be satisfactorily secured	AOGAF, CGAF, CSTP, DDP, DIE,	

<b>Planning and Environment Act 1987</b>			
		EMDF, MSTP, PSTP	
s 46P(2)	Power to accept provision of land, works, services or facilities in part or full payment of levy payable	AOGAF, CGAF, CSTP, DDP, DIE, EMDF, MSTP, PSTP	
s 46Q(1)	Duty to keep proper accounts of levies paid	AOGAF, CGAF, CSTP, DBS, DDP, DFAO, DIE, EMDF, MSTP, PSTP	
s 46Q(1A)	Duty to forward to development agency part of levy imposed for carrying out works, services, or facilities on behalf of development agency or plan preparation costs incurred by a development agency or plan preparation costs incurred by a development agency	AOGAF, CGAF, CSTP, DBS, DDP, DFAO, DIE, EMDF, MSTP, PSTP	
s 46Q(2)	Duty to apply levy only for a purpose relating to the provision of plan preparation costs or the works, services and facilities in respect of which the levy was paid etc	AOGAF, CGAF, CSTP, DDP, DFAO, DIE, EMDF, MSTP, PSTP	
s 46Q(3)	Power to refund any amount of levy paid if it is satisfied the development is not to proceed	AOGAF, CGAF, CSTP, DBS, DDP, DIE, EMDF, MSTP, PSTP	Only applies when levy is paid to Council as a 'development agency'
s 46Q(4)(c)	Duty to pay amount to current owners of land in the area if an amount of levy has been paid to a municipal Council as a development agency for plan preparation costs incurred by the Council or for the provision by the Council of works, services or facilities in an area under s 46Q(4)(a)	AOGAF, CGAF, CSTP, DBS, DDP, DFAO, DIE, EMDF, MSTP, PSTP	Must be done within six months of the end of the period required by the development

Planning and Environment Act 1987			
			contributions plan and with the consent of, and in the manner approved by, the Minister
s 46Q(4)(d)	Duty to submit to the Minister an amendment to the approved development contributions plan	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP	Must be done in accordance with Part 3
s46Q(4)(e)	Duty to expend that amount on other works etc.	AOGAF, CGAF, CSTP, DDP, DIE, EMDF, MSTP, PSTP	With the consent of, and in the manner approved by, the Minister
s 46QC	Power to recover any amount of levy payable under Part 3B	AOGAF, CGAF, CSTP, DBS, DDP, DIE, EMDF, MSTP, PSTP	
s 46QD	Duty to prepare report and give a report to the Minister	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	Where Council is a collecting agency or development agency
s 46Y	Duty to carry out works in conformity with the approved strategy plan	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP	
s 47	Power to decide that an application for a planning permit does not comply with that Act	CO, CSTP, DDP, DIE, EMDF, EMEP, MSTP, POC, PSTP	

<b>Planning and Environment Act 1987</b>			
s 49(1)	Duty to keep a register of all applications for permits and determinations relating to permits	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PSTP, SO, SPAO, SSTP, STP, TSODF	
s 49(2)	Duty to make register available for inspection	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PSTP, SO, SPAO, SSTP, STP, TSODF	
s 50(4)	Duty to amend application	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 50(45)	Power to refuse to amend application	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	
s 50(6)	Duty to make note of amendment to application in register	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PSTP, SO, SPAO, SSP, STP, TSODF	
s 50A(1)	Power to make amendment to application	CSTP, DDP, DFAO, DIE, EMDF, MSTP, PMUR, PSTP,	

<b>Planning and Environment Act 1987</b>			
		SAO, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 50A(3)	Power to require applicant to notify owner and make a declaration that notice has been given	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 50A(4)	Duty to note amendment to application in register	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PSTP, SAO, SO, SSTP, STP, TSODF	
s 51	Duty to make copy of application available for inspection	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PSTP, SAO, SO, SSTP, STP, TSODF	
s 52(1)(a)	Duty to give notice of the application to owners/occupiers of adjoining allotments unless satisfied that the grant of permit would not cause material detriment to any person	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 52(1)(b)	Duty to give notice of the application to other municipal Council where appropriate	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR,	

Planning and Environment Act 1987		
		PSTP, SP, SPAO, SSP, SSTP, STP
s 52(1)(c)	Duty to give notice of the application to all persons required by the planning scheme	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP
s 52(1)(ca)	Duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if may result in breach of covenant	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF
s 52(1)(cb)	Duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if application is to remove or vary the covenant	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF
s 52(1)(d)	Duty to give notice of the application to other persons who may be detrimentally effected	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP
s.52(1AA)	Duty to give notice of an application to remove or vary a registered restrictive covenant	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR,

Planning and Environment Act 1987			
		PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 52(3)	Power to give any further notice of an application where appropriate	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 53(1)	Power to require the applicant to give notice under s 52(1) to persons specified by it	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 53(1A)	Power to require the applicant to give the notice under s 52(1AA)	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 54(1)	Power to require the applicant to provide more information	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP,	



Planning and Environment Act 1987			
		SSTP, STP, TSODF	
s 54(1A)	Duty to give notice in writing of information required under s 54(1)	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SSP, SSTP, STP, TSODF	
s 54(1B)	Duty to specify the lapse date for an application	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 54A(3)	Power to decide to extend time or refuse to extend time to give required information	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SSP, SSTP, STP, TSODF	
s 54A(4)	Duty to give written notice of decision to extend or refuse to extend time under s 54A(3)	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 55(1)	Duty to give copy application, together with the prescribed information, to every referral authority specified in the planning scheme	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR,	

<b>Planning and Environment Act 1987</b>			
		PSTP, SP, SPAO, SSP, SSTP, STP	
s 57(2A)	Power to reject objections considered made primarily for commercial advantage for the objector	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, TSODF	
s 57(3)	Function of receiving name and address of persons to whom notice of decision is to go	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 57(5)	Duty to make available for inspection copy of all objections	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 57A(4)	Duty to amend application in accordance with applicant's request, subject to s 57A(5)	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 57A(5)	Power to refuse to amend application	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP,	

Planning and Environment Act 1987			
		SSP, SSTP, STP, TSODF	
s 57A(6)	Duty to note amendments to application in register	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PSTP, SO, SPAO, SSTP, STP, TSODF	
s 57B(1)	Duty to determine whether and to whom notice should be given	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SSP, SSTP, STP, TSODF	
s 57B(2)	Duty to consider certain matters in determining whether notice should be given	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SSP, SSTP, STP, TSODF	
s 57C(1)	Duty to give copy of amended application to referral authority	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 58	Duty to consider every application for a permit	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PSTP, SO, SPAO, SSTP, STP, TSODF	

<b>Planning and Environment Act 1987</b>			
s 58A	Power to request advice from the Planning Application Committee	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP	
s 60	Duty to consider certain matters	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	
s 60(1A)	Duty to consider certain matters	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	
s 60(1B)	Duty to consider number of objectors in considering whether use or development may have significant social effect	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SSP, SSTP, STP, TSODF	
s 61(1)	Power to determine permit application, either to decide to grant a permit, to decide to grant a permit with conditions or to refuse a permit application	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PMUR, PSTP, SO, SP, SSP, SSTP, STP, TSODF	The permit must not be inconsistent with a cultural heritage management plan under the Aboriginal Heritage Act 2006
s 61(2)	Duty to decide to refuse to grant a permit if a relevant determining referral authority objects to grant of permit	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP, SO, SSTP, STP, TSODF	

<b>Planning and Environment Act 1987</b>			
s 61(3)(a)	Duty not to decide to grant a permit to use coastal Crown land without Minister's consent	Not Delegated	
s 61(3)(b)	Duty to refuse to grant the permit without the Minister's consent	Not Delegated	
s 61(4)	Duty to refuse to grant the permit if grant would authorise a breach of a registered restrictive covenant	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP, SO, SSTP, STP, TSODF	
s 62(1)	Duty to include certain conditions in deciding to grant a permit	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SSP, SSTP, STP, TSODF	
s 62(2)	Power to include other conditions	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SSP, SSTP, STP, TSODF	
s 62(4)	Duty to ensure conditions are consistent with paragraphs (a),(b) and (c)	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 62(5)(a)	Power to include a permit condition to implement an approved development contributions plan or an approved infrastructure contributions plan	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SSP, TSODF	
s 62(5)(b)	Power to include a permit condition that specified works be provided on or to the land or paid for in accordance with s 173 agreement	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR,	

<b>Planning and Environment Act 1987</b>			
		PSTP, SO, SP, SSP, TSODF	
s 62(5)(c)	Power to include a permit condition that specified works be provided or paid for by the applicant	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SSP, TSODF	
s 62(6)(a)	Duty not to include a permit condition requiring a person to pay an amount for or provide works except in accordance with ss 46N(1), 46GV(7) or 62(5)	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, TSODF	
s 62(6)(b)	Duty not to include a permit condition requiring a person to pay an amount for or provide works except a condition that a planning scheme requires to be included as referred to in s 62(1)(a)	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, TSODF	
s 63	Duty to issue the permit where made a decision in favour of the application (if no one has objected)	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 64(1)	Duty to give notice of decision to grant a permit to applicant and objectors	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SPAO, SSP, SSTP, STP	This provision applies also to a decision to grant an amendment to a permit - see s 75
s 64(3)	Duty not to issue a permit until after the specified period	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR,	This provision applies also to a decision to grant an amendment

<b>Planning and Environment Act 1987</b>			
		PSTP, SPAO, SSP, SSTP, STP	to a permit - see s 75
s 64(5)	Duty to give each objector a copy of an exempt decision	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	This provision applies also to a decision to grant an amendment to a permit - see s 75
s 64A	Duty not to issue permit until the end of a period when an application for review may be lodged with VCAT or until VCAT has determined the application, if a relevant recommending referral authority has objected to the grant of a permit	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	This provision applies also to a decision to grant an amendment to a permit - see s 75A
s 65(1)	Duty to give notice of refusal to grant permit to applicant and person who objected under s 57	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 66(1)	Duty to give notice under s 64 or s 65 and copy permit to relevant determining referral authorities	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SO, SP, SPAO, SSP, SSTP, STP, TSODF	

Planning and Environment Act 1987			
s 66(2)	Duty to give a recommending referral authority notice of its decision to grant a permit	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	If the recommending referral authority objected to the grant of the permit or the responsible authority decided not to include a condition on the permit recommended by the recommending referral authority
s 66(4)	Duty to give a recommending referral authority notice of its decision to refuse a permit	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	If the recommending referral authority objected to the grant of the permit or the recommending referral authority recommended that a permit condition be included on the permit
s 66(46)	Duty to give a recommending referral authority a copy of any permit which Council decides to grant and a copy of any notice given under s 64 or 65	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SP, SPAO, SSP, SSTP, STP	If the recommending referral authority did not object to the grant of the permit or the recommending



Planning and Environment Act 1987			
			referral authority did not recommend a condition be included on the permit
s 69(1)	Function of receiving application for extension of time of permit	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 69(1A)	Function of receiving application for extension of time to complete development	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 69(2)	Power to extend time	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 70	Duty to make copy permit available for inspection	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SO, SP, SPAO, SSP,	

Planning and Environment Act 1987			
		SSTP, STP, TSODF	
s 71(1)	Power to correct certain mistakes	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 71(2)	Duty to note corrections in register	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PSTP, SO, SPAO, SSTP, STP, TSODF	
s 73	Power to decide to grant amendment subject to conditions	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 74	Duty to issue amended permit to applicant if no objectors	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 76	Duty to give applicant and objectors notice of decision to refuse to grant amendment to permit	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR,	

Planning and Environment Act 1987			
		PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 76A(1)	Duty to give relevant determining referral authorities copy of amended permit and copy of notice	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 76A(2)	Duty to give a recommending referral authority notice of its decision to grant an amendment to a permit	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SP, SPAO, SSP, SSTP, STP	If the recommending referral authority objected to the amendment of the permit or the responsible authority decided not to include a condition on the amended permit recommended by the recommending referral authority
s 76A(4)	Duty to give a recommending referral authority notice of its decision to refuse a permit	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SP, SPAO, SSP, SSTP, STP	If the recommending referral authority objected to the amendment of the permit or the recommending

Planning and Environment Act 1987			
			referral authority recommended that a permit condition be included on the amended permit
s 76A(46)	Duty to give a recommending referral authority a copy of any amended permit which Council decides to grant and a copy of any notice given under s 64 or 76	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SAO, SP, SPAO, SSP, SSTP, STP	If the recommending referral authority did not object to the amendment of the permit or the recommending referral authority did not recommend a condition be included on the amended permit
s 76D	Duty to comply with direction of Minister to issue amended permit	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSTP, PMUR, PSTP, SO, SP, SPAO, SSP, SSTP, STP, TSODF	
s 83	Function of being respondent to an appeal	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, SSTP, STP, TSODF	
s 83B	Duty to give or publish notice of application for review	CSTP, DDP, DIE, EMDF, EMEP,	

<b>Planning and Environment Act 1987</b>			
		MSTP, PSTP, SO, SSTP, STP, TSODF	
s 84(1)	Power to decide on an application at any time after an appeal is lodged against failure to grant a permit	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, TSODF	
s 84(2)	Duty not to issue a permit or notice of decision or refusal after an application is made for review of a failure to grant a permit	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, TSODF	
s 84(3)	Duty to tell principal registrar if decide to grant a permit after an application is made for review of its failure to grant a permit	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, SSTP, STP, TSODF	
s 84(6)	Duty to issue permit on receipt of advice within 3 working days	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, SSTP, STP, TSODF	
s 84AB	Power to agree to confining a review by the Tribunal	AOGAF, CGAF, DBS, DIE, EMDF, SO, TSODF	
s 86	Duty to issue a permit at order of Tribunal within 3 working days	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, SSTP, STP, TSODF	
s 87(3)	Power to apply to VCAT for the cancellation or amendment of a permit	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, TSODF	

<b>Planning and Environment Act 1987</b>			
s 90(1)	Function of being heard at hearing of request for cancellation or amendment of a permit	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, SSTP, STP, TSODF	
s 91(2)	Duty to comply with the directions of VCAT	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, SSTP, STP, TSODF	
s 91(2A)	Duty to issue amended permit to owner if Tribunal so directs	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, SSTP, STP, TSODF	
s 92	Duty to give notice of cancellation/amendment of permit by VCAT to persons entitled to be heard under s 90	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, SSTP, STP, TSODF	
s 93(2)	Duty to give notice of VCAT order to stop development	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SO, SSTP, STP, TSODF	
s 95(3)	Function of referring certain applications to the Minister	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP	
s 95(4)	Duty to comply with an order or direction	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP, SSTP, STP	

<b>Planning and Environment Act 1987</b>			
s 96(1)	Duty to obtain a permit from the Minister to use and develop its land	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP	
s 96(2)	Function of giving consent to other persons to apply to the Minister for a permit to use and develop Council land	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP	
s 96A(2)	Power to agree to consider an application for permit concurrently with preparation of proposed amendment	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 96C	Power to give notice, to decide not to give notice, to publish notice and to exercise any other power under s 96C	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP	
s 96F	Duty to consider the panel's report under s 96E	Not Delegated	
s 96G(1)	Power to determine to recommend that a permit be granted or to refuse to recommend that a permit be granted and power to notify applicant of the determination (including power to give notice under s 23 of the Planning and Environment (Planning Schemes) Act 1996)	CSTP, DDP, DIE, EMDF, EMEP, EMMP, EMPMO, MSP, MSTP, PSTP	
s 96H(3)	Power to give notice in compliance with Minister's direction	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 96J	Power to issue permit as directed by the Minister	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 96K	Duty to comply with direction of the Minister to give notice of refusal	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 96Z	Duty to keep levy certificates given to it under ss 47 or 96A for no less than 5 years from receipt of the certificate	CO, CSTP, DDP, DIE, EMDF,	

<b>Planning and Environment Act 1987</b>			
		E MEP, MSTP, POC, PSTP	
s 97C	Power to request Minister to decide the application	DDP	
s 97D(1)	Duty to comply with directions of Minister to supply any document or assistance relating to application	CSTP, DDP, DIE, EMDF, E MEP, MSTP, PSTP	
s 97G(3)	Function of receiving from Minister copy of notice of refusal to grant permit or copy of any permit granted by the Minister	CSTP, DDP, DIE, EMDF, E MEP, MSTP, PSTP	
s 97G(6)	Duty to make a copy of permits issued under s 97F available for inspection	CSTP, DDP, DIE, EMDF, E MEP, MSTP, PSTP, SSTP, STP	
s 97L	Duty to include Ministerial decisions in a register kept under s 49	CSTP, DDP, DIE, EMDF, E MEP, MSTP, PSTP, SSTP, STP	
s 97MH	Duty to provide information or assistance to the Planning Application Committee	CSTP, DDP, DFAO, DIE, EMDF, E MEP, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP	
s 97MI	Duty to contribute to the costs of the Planning Application Committee or subcommittee	CSTP, DDP, DIE, EMDF, E MEP, MSP, MSTP, PSTP	
s 97O	Duty to consider application and issue or refuse to issue certificate of compliance	CSTP, DDP, DIE, EMDF, E MEP, MSP, MSTP, PSTP	
s 97P(3)	Duty to comply with directions of VCAT following an application for review of a failure or refusal to issue a certificate	CSTP, DDP, DIE, EMDF, E MEP,	



<b>Planning and Environment Act 1987</b>			
		MSP, MSTP, PSTP, SSTP, STP	
s 97Q(2)	Function of being heard by VCAT at hearing of request for amendment or cancellation of certificate	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP, SSTP, STP	
s 97Q(4)	Duty to comply with directions of VCAT	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP, SSTP, STP	
s 97R	Duty to keep register of all applications for certificate of compliance and related decisions	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PSTP, SAO, SSTP, STP	
s 98(1)&(2)	Function of receiving claim for compensation in certain circumstances	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 98(4)	Duty to inform any person of the name of the person from whom compensation can be claimed	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 101	Function of receiving claim for expenses in conjunction with claim	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 103	Power to reject a claim for compensation in certain circumstances	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s.107(1)	function of receiving claim for compensation	CSTP, DDP, DIE, EMDF, EMEP,	

<b>Planning and Environment Act 1987</b>			
		MSP, MSTP, PSTP	
s 107(3)	Power to agree to extend time for making claim	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 114(1)	Power to apply to the VCAT for an enforcement order	CSTP, DDP, DIE, EMDF, EMEP, EMRS, MSTP, PSTP	
s 117(1)(a)	Function of making a submission to the VCAT where objections are received	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP	
s 120(1)	Power to apply for an interim enforcement order where s 114 application has been made	CSTP, DDP, DIE, EMDF, EMEP, EMRS, MSTP, PSTP	
s 123(1)	Power to carry out work required by enforcement order and recover costs	CSTP, DDP, DIE, EMDF, EMEP, EMRS, MSTP, PSTP	
s 123(2)	Power to sell buildings, materials, etc salvaged in carrying out work under s 123(1)	CSTP, DBS, DDP, DIE, EMDF, MSTP, PSTP	Except Crown Land
s 129	Function of recovering penalties	CSTP, DBS, DDP, DIE, EMDF, MSTP, PSTP	
s 130(5)	Power to allow person served with an infringement notice further time	CSTP, DBS, DDP, DIE, EMDF, EMEP, EMRS, MSTP, PSTP	
s 149A(1)	Power to refer a matter to the VCAT for determination	CSTP, DDP, DIE, EMDF, EMEP,	

<b>Planning and Environment Act 1987</b>			
		MSP, MSTP, PSTP	
s 149A(1A)	power to apply to VCAT for the determination of a matter relating to the interpretation of a s.173 agreement	CSTP, DDP, DIE, EMDF, EMEP, EMRS, MSP, MSTP, PSTP	
s 156	Duty to pay fees and allowances (including a payment to the Crown under s 156(2A)), and payment or reimbursement for reasonable costs and expenses incurred by the panel in carrying out its functions unless the Minister directs otherwise under s 156(2B) power to ask for contribution under s 156(3) and power to abandon amendment or part of it under s 156(4)	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP	Where Council is the relevant planning authority
s 171(2)(f)	Power to carry out studies and commission reports	CSTP, DDP, DIE, EMDF, EMEP, MSP, MSTP, PSTP	
s 171(2)(g)	Power to grant and reserve easements	CSTP, MSTP, PSTP, SP, SSP	
s 172C	Power to compulsorily acquire any outer public purpose land that is specified in the approved infrastructure contributions plan	DBS, DIE, EMDF	Where Council is a development agency specified in an approved infrastructure contributions plan
s 172D(1)	Power to compulsorily acquire any inner public purpose land that is specified in the plan before the time that the land is required to be provided to Council under s 46GV(4)	DBS, DIE, EMDF	Where Council is a collecting agency specified in an approved infrastructure contributions plan
s 172D(2)	Power to compulsorily acquire any inner public purpose land, the use and development of which is to be the responsibility of Council under the plan, before the time that the land is required to be provided under s 46GV(4)	DBS, DIE, EMDF	Where Council is the development

<b>Planning and Environment Act 1987</b>			
			agency specified in an approved infrastructure contributions plan
s 173(1)	Power to enter into agreement covering matters set out in s 174	CSTP, DBS, DDP, DIE, EMDF, MSP, MSTP, PSTP	
s 173(1A)	Power to enter into an agreement with an owner of land for the development or provision of land in relation to affordable housing	DBS, DDP, DIE, MED	Where Council is the relevant responsible authority
	Power to decide whether something is to the satisfaction of Council, where an agreement made under s 173 of the Planning and Environment Act 1987 requires something to be to the satisfaction of Council or Responsible Authority	CSTP, DBS, DDP, DIE, EMDF, MSP, MSTP, PSTP	
	Power to give consent on behalf of Council, where an agreement made under s 173 of the Planning and Environment Act 1987 requires that something may not be done without the consent of Council or Responsible Authority	CSTP, DBS, DDP, DIE, EMDF, MSP, MSTP, PSTP	
s 177(2)	Power to end a s 173 agreement with the agreement of all those bound by any covenant in the agreement or otherwise in accordance with Division 2 of Part 9	CSTP, DDP, DIE, EMDF, MSP, MSTP, PSTP	
s 178	power to amend a s 173 agreement with the agreement of all those bound by any covenant in the agreement or otherwise in accordance with Division 2 of Part 9	CSTP, DBS, DDP, DIE, EMDF, MSP, MSTP, PSTP	
s 178A(1)	Function of receiving application to amend or end an agreement	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 178A(3)	Function of notifying the owner as to whether it agrees in principle to the proposal under s 178A(1)	CSTP, DDP, DFAO, DIE,	

<b>Planning and Environment Act 1987</b>			
		EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 178A(4)	Function of notifying the applicant and the owner as to whether it agrees in principle to the proposal	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 178A(5)	Power to propose to amend or end an agreement	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	
s 178B(1)	Duty to consider certain matters when considering proposal to amend an agreement	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	
s 178B(2)	Duty to consider certain matters when considering proposal to end an agreement	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	
s 178C(2)	Duty to give notice of the proposal to all parties to the agreement and other persons who may be detrimentally affected by decision to amend or end	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 178C(4)	Function of determining how to give notice under s 178C(2)	CSTP, DDP, DIE, EMDF, EMEP,	

Planning and Environment Act 1987			
		MSP, MSTP, PSTP	
s 178E(1)	Duty not to make decision until after 14 days after notice has been given	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	
s.178E(2)(a)	Power to amend or end the agreement in accordance with the proposal	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	If no objections are made under s 178D  Must consider matters in s 178B
s 178E(2)(b)	Power to amend or end the agreement in a manner that is not substantively different from the proposal	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	If no objections are made under s 178D  Must consider matters in s 178B
s 178E(2)(c)	Power to refuse to amend or end the agreement	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	If no objections are made under s 178D  Must consider matters in s 178B
s 178E(3)(a)	Power to amend or end the agreement in accordance with the proposal	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	After considering objections, submissions and matters in s 178B

<b>Planning and Environment Act 1987</b>			
s 178E(3)(b)	Power to amend or end the agreement in a manner that is not substantively different from the proposal	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	After considering objections, submissions and matters in s 178B
s.178E(3)(c)	power to amend or end the agreement in a manner that is substantively different from the proposal	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	After considering objections, submissions and matters in s.178B
s 178E(3)(d)	Power to refuse to amend or end the agreement	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	After considering objections, submissions and matters in s 178B
s 178F(1)	Duty to give notice of its decision under s 178E(3)(a) or (b)	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 178F(2)	Duty to give notice of its decision under s 178E(2)(c) or (3)(d)	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 178F(4)	Duty not to proceed to amend or end an agreement under s 178E until at least 21 days after notice has been given or until an application for review to the Tribunal has been determined or withdrawn	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR,	

<b>Planning and Environment Act 1987</b>			
		PSTP, SP, SPAO, SSP, SSTP, STP	
s 178G	Duty to sign amended agreement and give copy to each other party to the agreement	CSTP, DDP, DIE, EMDF, MSP, MSTP, PSTP	
s 178H	Power to require a person who applies to amend or end an agreement to pay the costs of giving notices and preparing the amended agreement	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 178I(3)	Duty to notify, in writing, each party to the agreement of the ending of the agreement relating to Crown land	CSTP, DDP, DFAO, DIE, EMDF, EMPSFM, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 179(2)	Duty to make available for inspection copy agreement	CSTP, DDP, DFAO, DIE, EMDF, MSTP, PSTP	
s 181	Duty to apply to the Registrar of Titles to record the agreement and to deliver a memorial to Registrar-General	CSTP, DDP, DIE, EMDF, MSTP, PSTP	
s 181(1A)(a)	Power to apply to the Registrar of Titles to record the agreement	CSTP, DDP, DIE, EMDF, MSTP, PSTP	
s 181(1A)(b)	Duty to apply to the Registrar of Titles, without delay, to record the agreement	CSTP, DDP, DIE, EMDF, MSTP, PSTP	
s 182	Power to enforce an agreement	CSTP, DDP, DIE, EMDF, EMRS, MSTP, PSTP	



<b>Planning and Environment Act 1987</b>			
s 183	Duty to tell Registrar of Titles of ending/amendment of agreement	CSTP, DDP, DIE, EMDF, MSTP, PSTP	
s 184F(1)	Power to decide to amend or end an agreement at any time after an application for review of the failure of Council to make a decision	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	
s 184F(2)	Duty not to amend or end the agreement or give notice of the decision after an application is made to VCAT for review of a failure to amend or end an agreement	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 184F(3)	Duty to inform the principal registrar if the responsible authority decides to amend or end an agreement after an application is made for the review of its failure to end or amend the agreement	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 184F(5)	Function of receiving advice from the principal registrar that the agreement may be amended or ended in accordance with Council's decision	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	
s 184G(2)	Duty to comply with a direction of the Tribunal	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SPAO, SSP, SSTP, STP	
s 184G(3)	Duty to give notice as directed by the Tribunal	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PMUR,	

<b>Planning and Environment Act 1987</b>			
		PSTP, SP, SPAO, SSP, SSTP, STP	
s 198(1)	Function to receive application for planning certificate	CSTP, DDP, DFAO, DIE, EMDF, MSTP, PSTP, SAO, SSTP, STP	
s 199(1)	Duty to give planning certificate to applicant	CSTP, DDP, DFAO, DIE, EMDF, MSTP, PSTP, SPAO, SSTP, STP	
s 201(1)	Function of receiving application for declaration of underlying zoning	CSTP, DDP, DIE, EMDF, MSTP, PSTP, SSTP, STP	
s 201(3)	Duty to make declaration	CSTP, DDP, DIE, EMDF, MSTP, PSTP	
	Power to decide, in relation to any planning scheme or permit, that a specified thing has or has not been done to the satisfaction of Council	CSTP, DDP, DIE, EMDF, MSP, MSTP, PMUR, PSTP, SP, SSP, SSTP, STP	
	Power, in relation to any planning scheme or permit, to consent or refuse to consent to any matter which requires the consent or approval of Council	CSTP, DDP, DIE, EMDF, MSTP, PSTP	
	Power to approve any plan or any amendment to a plan or other document in accordance with a provision of a planning scheme or condition in a permit	CSTP, DDP, DIE, EMDF, EMEP, MSTP, PSTP	
	Power to give written authorisation in accordance with a provision of a planning scheme	CSTP, DDP, EMEP, MSTP, PSTP	

<b>Planning and Environment Act 1987</b>			
s 201UAB(1)	Function of providing the Victoria Planning Authority with information relating to any land within municipal district	Not Delegated	
s 201UAB(2)	Duty to provide the Victoria Planning Authority with information requested under s 201UAB(1) as soon as possible	Not Delegated	
<b>Rail Safety (Local Operations) Act 2006</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
s 33	Duty to comply with a direction of the Safety Director under s 33	DDP, DIE, EMI, EMOE	Where Council is a utility under s 3
s 33A	Duty to comply with a direction of the Safety Director to give effect to arrangements under s 33A	DDP, DIE, EMI, EMOE	Duty of Council as a road authority under the Road Management Act 2004
s 34	Duty to comply with a direction of the Safety Director to alter, demolish or take away works carried out contrary to a direction under s 33(1)	DDP, DIE, EMI, EMOE	Where Council is a utility under s 3
s 34C(2)	Function of entering into safety interface agreements with rail infrastructure manager	DDP, DIE, EMI, EMOE	Where Council is the relevant road authority
s 34D(1)	Function of working in conjunction with rail infrastructure manager in determining whether risks to safety need to be managed	CRM, DDP, DIE, EMI, EMOE	Where Council is the relevant road authority
s 34D(2)	Function of receiving written notice of opinion	DDP, DIE, EMOE	Where Council is the relevant road authority
s 34D(4)	Function of entering into safety interface agreement with infrastructure manager	DDP, DIE, EMOE	Where Council is the relevant road authority
s 34E(1)(a)	Duty to identify and assess risks to safety	CRM, DDP, DIE, EMI, EMOE	Where Council is the relevant road authority

<b>Rail Safety (Local Operations) Act 2006</b>			
s 34E(1)(b)	Duty to determine measures to manage any risks identified and assessed having regard to items set out in s 34E(2)(a)-(c)	CRM, DDP, DIE, EMI, EMOE	Where Council is the relevant road authority
s 34E(3)	Duty to seek to enter into a safety interface agreement with rail infrastructure manager	DDP, DIE, EMI, EMOE	Where Council is the relevant road authority
s 34F(1)(a)	Duty to identify and assess risks to safety, if written notice has been received under s 34D(2)(a)	CRM, DDP, DIE, EMI, EMOE	Where Council is the relevant road authority
s 34F(1)(b)	Duty to determine measures to manage any risks identified and assessed, if written notice has been received under s 34D(2)(a)	CRM, DDP, DIE, EMI, EMOE	Where Council is the relevant road authority
s 34F(2)	Duty to seek to enter into a safety interface agreement with rail infrastructure manager	CRM, DDP, DIE, EMI, EMOE	Where Council is the relevant road authority
s 34H	Power to identify and assess risks to safety as required under s 34B, 34C, 34D, 34E or 34F in accordance with s 34H(a)-(c)	CRM, DDP, DIE, EMI, EMOE	Where Council is the relevant road authority
s 34I	Function of entering into safety interface agreements	DDP, DIE, EMI, EMOE	Where Council is the relevant road authority
s 34J(2)	Function of receiving notice from Safety Director	DDP, DIE, EMI, EMOE	Where Council is the relevant road authority
s 34J(7)	Duty to comply with a direction of the Safety Director given under s 34J(5)	DDP, DIE, EMI, EMOE	Where Council is the relevant road authority
s 34K(2)	Duty to maintain a register of items set out in s 34K(a)-(b)	DIE, EMI	Where Council is the relevant road authority

<b>Residential Tenancies Act 1997</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
s 142D	Function of receiving notice regarding an unregistered rooming house	AOBS, AOEH, AOLLT, CEH, EHO, HSO, LLEO, TLEH, TLRATS, TOEH	
s 142G(1)	Duty to enter required information in Rooming House Register for each rooming house in municipal district	CEH, EMRS	
s 142G(2)	Power to enter certain information in the Rooming House Register	AOBS, AOEH, AOLLT, CEH, EHO, HSO, LLEO, TLEH, TLRATS, TOEH	
s 142I(2)	Power to amend or revoke an entry in the Rooming House Register if necessary to maintain the accuracy of the entry	AOBS, AOEH, AOLLT, CEH, EHO, HSO, LLEO, TLEH, TLRATS, TOEH	
s 252	Power to give tenant a notice to vacate rented premises if s 252(1) applies	DIE, EMPSFM	Where Council is the landlord
s 262(1)	Power to give tenant a notice to vacate rented premises	DIE, EMPSFM	Where Council is the landlord
s 262(3)	Power to publish its criteria for eligibility for the provision of housing by Council	DDP, DIE, EMOE, EMPSFM	
s 518F	Power to issue notice to caravan park regarding emergency management plan if determined that the plan does not comply with the requirements	CBS, CEH, EHO, EMRS, TLEH, TOEH	
s 522(1)	Power to give a compliance notice to a person	CBS, CEH, EHO, EMRS, TLEH, TOEH	
s 525(2)	Power to authorise an officer to exercise powers in s 526 (either generally or in a particular case)	DIE	
s 525(4)	Duty to issue identity card to authorised officers	AOSC	

<b>Residential Tenancies Act 1997</b>			
s 526(5)	Duty to keep record of entry by authorised officer under s 526	CBS, CEH, EHO, EMRS, TLEH, TOEH	
s 526A(3)	Function of receiving report of inspection	AOEH, CEH, EHO, HSO, TLEH, TLRATS, TOEH	
s 527	Power to authorise a person to institute proceedings (either generally or in a particular case)	CBS, CEH, EHO, EMRS, TLEH, TOEH	
<b>Road Management Act 2004</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
s 11(1)	Power to declare a road by publishing a notice in the Government Gazette	DDP, DIE, EMDF, EMI, EMOE	Obtain consent in circumstances specified in s 11(2)
s 11(8)	Power to name a road or change the name of a road by publishing notice in Government Gazette	DDP, DIE, EMDF, EMI, EMOE	
s 11(9)(b)	Duty to advise Registrar	DDP, DIE, EMDF, EMI, EMOE	
s 11(10)	Duty to inform Secretary to Department of Environment, Land, Water and Planning of declaration etc.	DDP, DIE, EMDF, EMI, EMOE	Subject to s 11(10A)
s 11(10A)	Duty to inform Secretary to Department of Environment, Land, Water and Planning or nominated person	DDP, DIE, EMDF, EMI, EMOE	Where Council is the coordinating road authority
s 12(2)	Power to discontinue road or part of a road	DDP, DIE, EMDF, EMI, EMOE, MSP	Where Council is the coordinating road authority
s 12(4)	Power to publish, and provide copy, notice of proposed discontinuance	DDP, DIE, EMDF, EMI, EMOE	Power of coordinating road authority where it is the

Road Management Act 2004			
			discontinuing body  Unless s 12(11) applies
s 12(5)	Duty to consider written submissions received within 28 days of notice	DDP, DIE, EMDF, EMI, EMOE	Duty of coordinating road authority where it is the discontinuing body  Unless s 12(11) applies
s 12(6)	Function of hearing a person in support of their written submission	DDP, DIE, EMDF, EMI, EMOE	Function of coordinating road authority where it is the discontinuing body  Unless s 12(11) applies
s 12(7)	Duty to fix day, time and place of meeting under s 12(6) and to give notice	DDP, DIE, EMDF, EMI, EMOE	Duty of coordinating road authority where it is the discontinuing body  Unless s 12(11) applies
s 12(10)	Duty to notify of decision made	DDP, DFAO, DIE, EMDF, EMI, EMOE	Duty of coordinating road authority

Road Management Act 2004			
			where it is the discontinuing body  Does not apply where an exemption is specified by the regulations or given by the Minister
s 13(1)	Power to fix a boundary of a road by publishing notice in Government Gazette	DDP, DIE, EMDF, EMI, EMOE	Power of coordinating road authority and obtain consent under s 13(3) and s 13(4) as appropriate
s 14(4)	Function of receiving notice from VicRoads	CTT, DDP, DIE, EMDF, EMI, EMOE	
s 14(7)	Power to appeal against decision of VicRoads	CAM, CTT, DDP, DIE, EMDF, EMI, EMOE	
s 15(1)	Power to enter into arrangement with another road authority, utility or a provider of public transport to transfer a road management function of the road authority to the other road authority, utility or provider of public transport	CAM, DDP, DIE, EMDF, EMI, EMOE	
s 15(1A)	Power to enter into arrangement with a utility to transfer a road management function of the utility to the road authority	CAM, DIE, EMDF, EMI	
s 15(2)	Duty to include details of arrangement in public roads register	CAM, DFAO, DIE, EMDF, EMI	
s 16(7)	Power to enter into an arrangement under s 15	CAM, DIE, EMDF, EMI	



<b>Road Management Act 2004</b>			
s 16(8)	Duty to enter details of determination in public roads register	CAM, DFAO, DIE, EMDF, EMI	
s 17(2)	Duty to register public road in public roads register	CAM, DFAO, DIE, EMDF, EMI	Where Council is the coordinating road authority
s 17(3)	Power to decide that a road is reasonably required for general public use	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
s 17(3)	Duty to register a road reasonably required for general public use in public roads register	CAM, DFAO, DIE, EMDF, EMI	Where Council is the coordinating road authority
s 17(4)	Power to decide that a road is no longer reasonably required for general public use	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
s 17(4)	Duty to remove road no longer reasonably required for general public use from public roads register	CAM, DFAO, DIE, EMDF, EMI	Where Council is the coordinating road authority
s 18(1)	Power to designate ancillary area	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority, and obtain consent in circumstances specified in s 18(2)
s 18(3)	Duty to record designation in public roads register	CAM, DFAO, DIE, EMDF, EMI	Where Council is the coordinating road authority
s 19(1)	Duty to keep register of public roads in respect of which it is the coordinating road authority	CAM, DFAO, DIE, EMDF, EMI	
s 19(4)	Duty to specify details of discontinuance in public roads register	CAM, DFAO, DIE, EMDF, EMI	

<b>Road Management Act 2004</b>			
s 19(5)	Duty to ensure public roads register is available for public inspection	CAM, DFAO, DIE, EMDF, EMI	
s 21	Function of replying to request for information or advice	CAM, DIE, EMDF, EMI	Obtain consent in circumstances specified in s 11(2)
s 22(2)	Function of commenting on proposed direction	CAM, DIE, EMDF, EMI	
s 22(4)	Duty to publish a copy or summary of any direction made under s 22 by the Minister in its annual report.	DDP, DIE, EMOE	
s 22(5)	Duty to give effect to a direction under s 22	DDP, DIE, EMOE	
s 40(1)	Duty to inspect, maintain and repair a public road.	CRM, DIE, EMDF, EMI, EMOE, RMCS, RMS, TLPD, TLRS, TLSR, TLUR	
s 40(5)	Power to inspect, maintain and repair a road which is not a public road	CRM, DIE, EMDF, EMI, EMOE, RMCS, RMS, TLPD, TLRS, TLSR, TLUR	
s 41(1)	Power to determine the standard of construction, inspection, maintenance and repair	CAM, CRM, DIE, EMDF, EMI, EMOE, RMCS, RMS, TLPD, TLRS, TLSR, TLUR	
s 42(1)	Power to declare a public road as a controlled access road	CAM, DIE, EMDF, EMI	Power of coordinating road authority and sch 2 also applies
s 42(2)	Power to amend or revoke declaration by notice published in Government Gazette	CAM, DIE, EMDF, EMI	Power of coordinating

Road Management Act 2004			
			road authority and sch 2 also applies
s 42A(3)	Duty to consult with VicRoads before road is specified	CAM, DDP, DIE, EMDF, EMI, EMOE	Where Council is the coordinating road authority  If road is a municipal road or part thereof
s 42A(4)	Power to approve Minister's decision to specify a road as a specified freight road	CTT, DDP, DIE, EMDF, EMI, EMOE	Where Council is the coordinating road authority  If road is a municipal road or part thereof and where road is to be specified a freight road
s 48EA	Duty to notify the owner or occupier of land and provider of public transport on which rail infrastructure or rolling stock is located (and any relevant provider of public transport)	DDP, DIE, EMDF, EMI, EMOE	Where Council is the responsible road authority, infrastructure manager or works manager
s 48M(3)	Function of consulting with the relevant authority for purposes of developing guidelines under s 48M	DDP, DIE, EMDF, EMI, EMOE	
s 49	Power to develop and publish a road management plan	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	
s 51	Power to determine standards by incorporating the standards in a road management plan	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	

<b>Road Management Act 2004</b>			
s 53(2)	Power to cause notice to be published in Government Gazette of amendment etc of document in road management plan	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	
s 54(2)	Duty to give notice of proposal to make a road management plan	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	
s 54(5)	Duty to conduct a review of road management plan at prescribed intervals	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	
s 54(6)	Power to amend road management plan	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	
s 54(7)	Duty to incorporate the amendments into the road management plan	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	
s 55(1)	Duty to cause notice of road management plan to be published in Government Gazette and newspaper	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	
s 63(1)	Power to consent to conduct of works on road	CAM, CRM, EMI, EMOE, RMCS, RMS, TLPD, TLRS, TLSR, TLUR	Where Council is the coordinating road authority
s 63(2)(e)	Power to conduct or to authorise the conduct of works in, on, under or over a road in an emergency	CAM, CEH, CRM, EMI, RMCS, RMS, TLPD, TLRS, TLSR, TLUR	Where Council is the infrastructure manager
s 64(1)	Duty to comply with cl 13 of sch 7	CAM, DIE, EMDF, EMI	Where Council is the infrastructure manager or works manager



<b>Road Management Act 2004</b>			
		TLRS, TLSR, TLUR	
s 112(2)	Power to recover damages in court	CRC, CRM, DIE, EMDF, EMI, EMOE, EMSRCS, RMCS, TLPD, TLRS, TLSR, TLUR	
s 116	Power to cause or carry out inspection	CRM, DIE, EMDF, EMI, EMOE, RMCS, RMS, TLPD, TLRS, TLSR, TLUR	
s 119(2)	Function of consulting with VicRoads	DDP, DIE, EMDF, EMI, EMOE	
s 120(1)	Power to exercise road management functions on an arterial road (with the consent of VicRoads)	DDP, DIE, EMDF, EMI, EMOE	
s 120(2)	Duty to seek consent of VicRoads to exercise road management functions before exercising power in s 120(1)	CRM, DIE, EMDF, EMI, EMOE, RMCS, RMS, TLPD, TLRS, TLSR, TLUR	
s 121(1)	Power to enter into an agreement in respect of works	CAM, DDP, DIE, EMDF, EMI, EMOE	
s 122(1)	Power to charge and recover fees	CAM, DDP, DIE, EMDF, EMI, EMOE	
s 123(1)	Power to charge for any service	CRM, DBS, DIE, EMDF, EMI, EMOE, RMCS, RMS, TLPD, TLRS, TLSR, TLUR	

<b>Road Management Act 2004</b>			
sch 2 cl 2(1)	Power to make a decision in respect of controlled access roads	CAM, DIE, EMDF, EMI	
sch 2 cl 3(1)	Duty to make policy about controlled access roads	Not Delegated	
sch 2 cl 3(2)	Power to amend, revoke or substitute policy about controlled access roads	Not Delegated	
sch 2 cl 4	Function of receiving details of proposal from VicRoads	CAM, DIE, EMDF, EMI	
sch 2 cl 5	Duty to publish notice of declaration	CAM, DIE, EMDF, EMI	
sch 7 cl 7(1)	Duty to give notice to relevant coordinating road authority of proposed installation of non-road infrastructure or related works on a road reserve	CAM, DIE, EMDF, EMI	Where Council is the infrastructure manager or works manager
sch 7 cl 8(1)	Duty to give notice to any other infrastructure manager or works manager responsible for any non-road infrastructure in the area, that could be affected by any proposed installation of infrastructure or related works on a road or road reserve of any road	CAM, DIE, EMDF, EMI	Where Council is the infrastructure manager or works manager
sch 7 cl 9(1)	Duty to comply with request for information from a coordinating road authority, an infrastructure manager or a works manager responsible for existing or proposed infrastructure in relation to the location of any non-road infrastructure and technical advice or assistance in conduct of works	CAM, CRM, DIE, EMDF, EMI, EMOE, RMCS, RMS, TLPD, TLRS, TLSR, TLUR	Where Council is the infrastructure manager or works manager responsible for non-road infrastructure
sch 7 cl 9(2)	Duty to give information to another infrastructure manager or works manager where becomes aware any infrastructure or works are not in the location shown on records, appear to be in an unsafe condition or appear to need maintenance	CAM, DIE, EMDF, EMI	Where Council is the infrastructure manager or works manager
sch 7 cl 10(2)	Where Sch 7 cl 10(1) applies, duty to, where possible, conduct appropriate consultation with persons likely to be significantly affected	CAM, DIE, EMDF, EMI	Where Council is the infrastructure manager or works manager

<b>Road Management Act 2004</b>			
sch 7 cl 12(2)	Power to direct infrastructure manager or works manager to conduct reinstatement works	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
sch 7 cl 12(3)	Power to take measures to ensure reinstatement works are completed	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
sch 7 cl 12(4)	Duty to ensure that works are conducted by an appropriately qualified person	CAM, CRM, DIE, EMDF, EMI, EMOE, RMCS, RMS, TLPD, TLRS, TLSR, TLUR	Where Council is the coordinating road authority
sch 7 cl 12(5)	Power to recover costs	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
sch 7 cl 13(1)	Duty to notify relevant coordinating road authority within 7 days that works have been completed, subject to sch 7 cl 13(2)	CAM, DIE, EMDF, EMI	Where Council is the works manager
sch 7 cl 13(2)	Power to vary notice period	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
sch 7 cl 13(3)	Duty to ensure works manager has complied with obligation to give notice under sch 7 cl 13(1)	CAM, DIE, EMDF, EMI	Where Council is the infrastructure manager
sch 7 cl 16(1)	Power to consent to proposed works	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
sch 7 cl 16(4)	Duty to consult	CAM, DDP, DIE, EMDF, EMI, EMOE	Where Council is the coordinating road authority, responsible authority or infrastructure manager



<b>Road Management Act 2004</b>			
sch 7 cl 16(5)	Power to consent to proposed works	CAM, DDP, DIE, EMDF, EMI, EMOE	Where Council is the coordinating road authority
sch 7 cl 16(6)	Power to set reasonable conditions on consent	CAM, DDP, DIE, EMDF, EMI, EMOE	Where Council is the coordinating road authority
sch 7 cl 16(8)	Power to include consents and conditions	CAM, DDP, DIE, EMDF, EMI, EMOE	Where Council is the coordinating road authority
sch 7 cl 17(2)	Power to refuse to give consent and duty to give reasons for refusal	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
sch 7 cl 18(1)	Power to enter into an agreement	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
sch 7 cl 19(1)	Power to give notice requiring rectification of works	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
sch 7 cl 19(2) & (3)	Power to conduct the rectification works or engage a person to conduct the rectification works and power to recover costs incurred	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
sch 7 cl 20(1)	Power to require removal, relocation, replacement or upgrade of existing non-road infrastructure	CAM, DIE, EMDF, EMI	Where Council is the coordinating road authority
sch 7A cl 2	Power to cause street lights to be installed on roads	DIE, EMDF, EMI	Power of responsible road authority where it is the coordinating road authority or responsible road authority in respect of the road

<b>Road Management Act 2004</b>			
sch 7 cl 3(1)(d)	Duty to pay installation and operation costs of street lighting - where road is not an arterial road	DIE, EMDF, EMI	Where Council is the responsible road authority
sch 7A cl 3(1)(e)	Duty to pay installation and operation costs of street lighting - where road is a service road on an arterial road and adjacent areas	DIE, EMDF, EMI	Where Council is the responsible road authority
sch 7A cl (3)(1)(f)	Duty to pay installation and percentage of operation costs of street lighting - for arterial roads in accordance with cls 3(2) and 4	DIE, EMDF, EMI	Duty of Council as responsible road authority that installed the light (re: installation costs) and where Council is relevant municipal council (re: operating costs)
<b>Cemeteries and Crematoria Regulations 2015</b>			
[##These provisions apply to Councils appointed as a cemetery trust under section 5 of the Cemeteries and Crematoria Act 2003, and also apply to Councils appointed to manage a public cemetery under section 8(1)(a)(ii) as though it were a cemetery trust (see section 53)			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
r 24	Duty to ensure that cemetery complies with depth of burial requirements	DIE, EMPSFM	
r 25	Duty to ensure that the cemetery complies with the requirements for interment in concrete-lined graves	DIE, EMPSFM	
r 27	Power to inspect any coffin, container or other receptacle if satisfied of the matters in paragraphs (a) and (b)	DIE, EMPSFM	
r 28(1)	Power to remove any fittings on any coffin, container or other receptacle if the fittings may impede the cremation process or damage the cremator	DIE, EMPSFM	
r 28(2)	Duty to ensure any fittings removed of are disposed in an appropriate manner	DIE, EMPSFM	
r 29	Power to dispose of any metal substance or non-human substance recovered from a cremator	DIE, EMPSFM	
r 30(2)	Power to release cremated human remains to certain persons	DIE, EMPSFM	Subject to any order of a court

**Cemeteries and Crematoria Regulations 2015**

##These provisions apply to Councils appointed as a cemetery trust under section 5 of the Cemeteries and Crematoria Act 2003, and also apply to Councils appointed to manage a public cemetery under section 8(1)(a)(ii) as though it were a cemetery trust (see section 53)

r 31(1)	Duty to make cremated human remains available for collection within 2 working days after the cremation	DIE, EMPSFM	
r 31(2)	Duty to hold cremated human remains for at least 12 months from the date of cremation	DIE, EMPSFM	
r 31(3)	Power to dispose of cremated human remains if no person gives a direction within 12 months of the date of cremation	DIE, EMPSFM	
r 31(4)	Duty to take reasonable steps notify relevant people of intention to dispose of remains at expiry of 12 month period	DIE, EMPSFM	
r 32	Duty to ensure a mausoleum is constructed in accordance with paragraphs (a)-(d)	CPG, EMOE, EMPSFM	
r 33(1)	Duty to ensure that remains are interred in a coffin, container or receptacle in accordance with paragraphs (a)-(c)	CPG, EMOE, EMPSFM	
r 33(2)	Duty to ensure that remains are interred in accordance with paragraphs (a)-(b)	CPG, EMOE, EMPSFM	
r 34	Duty to ensure that a crypt space in a mausolea is sealed in accordance with paragraphs (a)-(b)	CPG, EMOE, EMPSFM	
r 36	Duty to provide statement that alternative vendors or supplier of monuments exist	CPG, EMOE, EMPSFM	
r 40	Power to approve a person to play sport within a public cemetery	DIE, EMPSFM	
r 41(1)	Power to approve fishing and bathing within a public cemetery	DIE, EMPSFM	
r 42(1)	Power to approve hunting within a public cemetery	DIE, EMPSFM	
r 43	Power to approve camping within a public cemetery	DIE, EMPSFM	
r 45(1)	Power to approve the removal of plants within a public cemetery	CPG, EMPSFM	
r 46	Power to approve certain activities under the Regulations if satisfied of regulation (1)(a)-(c)	CPG, EMOE, EMPSFM	
r 47(3)	Power to approve the use of fire in a public cemetery	DIE, EMPSFM	
r 48(2)	Power to approve a person to drive, ride or use a vehicle on any surface other than a road, track or parking area	CPG, EMOE, EMPSFM	
	Note: Schedule 2 contains Model Rules – only applicable if the cemetery trust has not made its own cemetery trust rules	CPG, EMOE, EMPSFM	

**Cemeteries and Crematoria Regulations 2015**

###These provisions apply to Councils appointed as a cemetery trust under section 5 of the Cemeteries and Crematoria Act 2003, and also apply to Councils appointed to manage a public cemetery under section 8(1)(a)(ii) as though it were a cemetery trust (see section 53)

sch 2 cl 4	Power to approve the carrying out of an activity referred to in rules 8, 16, 17 and 18 of sch 2	CPG, EMOE, EMPSFM	See note above regarding model rules
sch 2 cl 5(1)	Duty to display the hours during which pedestrian access is available to the cemetery	CPG, EMOE, EMPSFM	See note above regarding model rules
sch 2 cl 5(2)	Duty to notify the Secretary of, (a) the hours during which pedestrian access is available to the cemetery; and (b) any changes to those hours	CPG, EMOE, EMPSFM	See note above regarding model rules
sch 2 cl 6(1)	Power to give directions regarding the manner in which a funeral is to be conducted	CPG, EMOE, EMPSFM	See note above regarding model rules
sch 2 cl 7(1)	Power to give directions regarding the dressing of places of interment and memorials	CPG, EMOE, EMPSFM	See note above regarding model rules
sch 2 cl 8	Power to approve certain mementos on a memorial	CPG, EMOE, EMPSFM	See note above regarding model rules
sch 2 cl 11(1)	Power to remove objects from a memorial or place of interment	CPG, EMOE, EMPSFM	See note above regarding model rules
sch 2 cl 11(2)	Duty to ensure objects removed under sub rule (1) are disposed of in an appropriate manner	CPG, EMOE, EMPSFM	See note above regarding model rules
sch 2 cl 12	Power to inspect any work being carried out on memorials, places of interment and buildings for ceremonies	CPG, EMOE, EMPSFM	See note above regarding model rules
sch 2 cl 14	Power to approve an animal to enter into or remain in a cemetery	CPG, EMOE, EMPSFM	See note above regarding model rules

**Cemeteries and Crematoria Regulations 2015**

[[#These provisions apply to Councils appointed as a cemetery trust under section 5 of the Cemeteries and Crematoria Act 2003, and also apply to Councils appointed to manage a public cemetery under section 8(1)(a)(ii) as though it were a cemetery trust (see section 53)

sch 2 cl 16(1)	Power to approve construction and building within a cemetery	CPG, EMOE, EMPSFM	See note above regarding model rules
sch 2 cl 17(1)	Power to approve action to disturb or demolish property of the cemetery trust	CPG, EMOE, EMPSFM	See note above regarding model rules
sch 2 cl 18(1)	Power to approve digging or planting within a cemetery	CPG, EMOE, EMPSFM	See note above regarding model rules

**Planning and Environment Regulations 2015**

Provision	Item Delegated	Delegate	Conditions and Limitations
r.6	function of receiving notice, under section 19(1)(c) of the Act, from a planning authority of its preparation of an amendment to a planning scheme	DDP, DIE, EMDF, EMEP, MSP, MSTP	where Council is not the planning authority and the amendment affects land within Council's municipal district; or where the amendment will amend the planning scheme to designate Council as an acquiring authority.
r.21	power of responsible authority to require a permit applicant to verify information (by statutory declaration or other written confirmation satisfactory to the responsible authority) in an application for a permit or to amend a permit or any information provided under section 54 of the Act	CSTP, DDP, DIE, EMDF, MSP, MSTP, PSTP,	

<b>Planning and Environment Regulations 2015</b>			
		SAO, SP, SSTP, STP	
r.25(a)	duty to make copy of matter considered under section 60(1A)(g) available for inspection free of charge	CSTP, DDP, DFAO, DIE, EMDF, MSP, MSTP, PSTP, SAO, SP, SSTP, STP	where Council is the responsible authority
r.25(b)	function of receiving a copy of any document considered under section 60(1A)(g) by the responsible authority and duty to make the document available for inspection free of charge	CSTP, DDP, DFAO, DIE, EMDF, EMEP, MSP, MSTP, PSTP, SAO, SP, SSTP, STP	where Council is not the responsible authority but the relevant land is within Council's municipal district
r.42	function of receiving notice under section 96C(1)(c) of the Act from a planning authority of its preparation of a combined application for an amendment to a planning scheme and notice of a permit application	DDP, DIE, EMDF, EMEP, MSP, MSTP	where Council is not the planning authority and the amendment affects land within Council's municipal district; or where the amendment will amend the planning scheme to designate Council as an acquiring authority.
<b>Planning and Environment (Fees) Regulations 2016</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>

<b>Planning and Environment (Fees) Regulations 2016</b>			
r 19	Power to waive or rebate a fee relating to an amendment of a planning scheme	DDP, DIE, EMDF, EMEP, MSP, MSTP	
r 20	Power to waive or rebate a fee other than a fee relating to an amendment to a planning scheme	DDP, DIE, EMDF, EMEP, MSP, MSTP	
r 21	Duty to record matters taken into account and which formed the basis of a decision to waive or rebate a fee under r 19 or 20	DDP, DIE, EMDF, EMEP, MSP, MSTP	
<b>Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2010</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
r 7	Function of entering into a written agreement with a caravan park owner	CEH, EHO, TLEH, TOEH	
r 11	Function of receiving application for registration	AOBS, AOEH, AOLLT, CEH, EHO, EMRS, HSO, LLEO, TLEH, TLRSA, TOEH	
r 13(1)	Duty to grant the registration if satisfied that the caravan park complies with these regulations	CEH, EHO, TLEH, TOEH	
r 13(2)	Duty to renew the registration if satisfied that the caravan park complies with these regulations	CEH, EHO, TLEH, TOEH	
r.13(2)	power to refuse to renew the registration if not satisfied that the caravan park complies with these regulations	CEH, EHO, TLEH	
r 13(4) & (5)	Duty to issue certificate of registration	CEH, EHO, TLEH, TOEH	
r 15(1)	Function of receiving notice of transfer of ownership	AOBS, AOEH, AOLLT, CEH, EHO, EMRS, HSO, LLEO,	

<b>Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2010</b>			
		TLEH, TLRATS, TOEH	
r 15(3)	Power to determine where notice of transfer is displayed	CEH, EHO, TLEH, TOEH	
r 16(1)	Duty to transfer registration to new caravan park owner	CEH, EHO, TLEH, TOEH	
r 16(2)	Duty to issue a certificate of transfer of registration	CEH, EHO, TLEH, TOEH	
r 17(1)	Power to determine the fee to accompany applications for registration or applications for renewal of registration	CEH, EHO, EMPSFM, TLEH	
r 18	Duty to keep register of caravan parks	CEH, TLEH	
r 19(4)	Power to determine where the emergency contact person's details are displayed	CEH, EHO, TLEH, TOEH	
r 19(6)	Power to determine where certain information is displayed	CEH, EHO, TLEH, TOEH	
r 22A(1)	Duty to notify a caravan park owner of the relevant emergency services agencies for the caravan park, on the request of the caravan park owner	CEH, EHO, TLEH, TOEH	
r 22A(2)	Duty to consult with relevant emergency services agencies	CEH, EHO, TLEH, TOEH	
r 23	Power to determine places in which caravan park owner must display a copy of emergency procedures	CEH, EHO, TLEH, TOEH	
r 24	Power to determine places in which caravan park owner must display copy of public emergency warnings	CEH, EHO, TLEH, TOEH	
r 25(3)	Duty to consult with relevant floodplain management authority	CEH, EHO, TLEH, TOEH	
r 26	Duty to have regard to any report of the relevant fire authority	CEH, EHO, TLEH, TOEH	
r 28(c)	Power to approve system for the collection, removal and disposal of sewage and waste water from a movable dwelling	CEH, EHO, TLEH, TOEH	
r 39	Function of receiving notice of proposed installation of unregistrable movable dwelling or rigid annexe	AOBS, AOEH, AOLLT, CEH,	



<b>Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2010</b>			
		EHO, EMRS, HSO, LLEO, TLEH, TLRATS, TOEH	
r 39(b)	Power to require notice of proposal to install unregistrable movable dwelling or rigid annexe	DIE, EMRS	
r 40(4)	Function of receiving installation certificate	DIE, EMRS	
r 42	Power to approve use of a non-habitable structure as a dwelling or part of a dwelling	DIE, EMRS	
sch 3 cl4(3)	Power to approve the removal of wheels and axles from unregistrable movable dwelling	DIE, EMRS	
<b>Road Management (General) Regulations 2016</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
r 8(1)	Duty to conduct reviews of road management plan	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	
r 9(2)	Duty to produce written report of review of road management plan and make report available	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	
r 9(3)	Duty to give notice where road management review is completed and no amendments will be made (or no amendments for which notice is required)	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	Where Council is the coordinating road authority
r.10	Duty to give notice of amendment which relates to standard of construction, inspection, maintenance or repair under s 41 of the Act	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	
r 13(1)	Duty to publish notice of amendments to road management plan	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	where Council is the coordinating road authority
r 13(3)	Duty to record on road management plan the substance and date of effect of amendment	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	

<b>Road Management (General) Regulations 2016</b>			
r 16(3)	Power to issue permit	CAM, DIE, EMDF, EMI, EMOE	Where Council is the coordinating road authority
r 18(1)	Power to give written consent re damage to road	CAM, DIE, EMDF, EMI, EMOE	Where Council is the coordinating road authority
r 23(2)	Power to make submission to Tribunal	CAM, DIE, EMDF, EMI, EMOE	Where Council is the coordinating road authority
r 23(4)	Power to charge a fee for application under s 66(1) Road Management Act	CAM, DIE, EMDF, EMI, EMOE	Where Council is the coordinating road authority
r 25(1)	Power to remove objects, refuse, rubbish or other material deposited or left on road	CAM, DIE, EMDF, EMI, EMOE	Where Council is the responsible road authority
r 25(2)	Power to sell or dispose of things removed from road or part of road (after first complying with regulation 25(3))	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	Where Council is the responsible road authority
r 25(5)	Power to recover in the Magistrates' Court, expenses from person responsible	CAM, CRC, DIE, EMDF, EMI, EMOE, EMSRCS	
<b>Road Management (Works and Infrastructure) Regulations 2015</b>			
Note: these regulations commenced on 20 June 2015, replacing the Roads Management (works & infrastructure) Regulations 2005, which expired on 21 June 2015.			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
r 15	Power to exempt a person from requirement under cl 13(1) of sch 7 of the Act to give notice as to the completion of those works	CRC, DIE, EMDF, EMI, EMOE, EMSRCS	Where Council is the coordinating road authority and where consent given under s 63(1) of the Act

**Road Management (Works and Infrastructure) Regulations 2015**

Note: these regulations commenced on 20 June 2015, replacing the Roads Management (works & infrastructure) Regulations 2005, which expired on 21 June 2015.

r 22(2)	Power to waive whole or part of fee in certain circumstances	CRC, DIE, EMDF, EMI, EMOE, EMSRCS	Where Council is the coordinating road authority
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**Provisions for:**

- Subdivision Officer (SO)
- Technical Support Officer Development Facilitation (TSODF)

Planning and Environment Act 1987			
Provision	Item Delegated	Delegate	Conditions and Limitations
s 49(1)	Duty to keep a register of all applications for permits and determinations relating to permits	CSTP, DDP, DIE, MSTP, STP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 49(2)	Duty to make register available for inspection	CSTP, DDP, DIE, MSTP, STP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 50(4)	Duty to amend application	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 50(6)	Duty to make note of amendment to application in register	CSTP, DDP, DIE, MSTP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, <u>SO</u> , <u>TSODF</u>	
s 50A(1)	Power to make amendment to application	CSTP, DDP, DIE, MSTP, SP, STP, SSP, SAO, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	

**Planning and Environment Act 1987**

s 50A(3)	Power to require applicant to notify owner and make a declaration that notice has been given	CSTP, DDP, DIE, MSTP, SP, STP, SSP, MSP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 50A(4)	Duty to note amendment to application in register	CSTP, DDP, DIE, MSTP, STP, EMEP, SAO, EMDF, DFAO, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 51	Duty to make copy of application available for inspection	CSTP, DDP, DIE, MSTP, STP, EMEP, SAO, EMDF, DFAO, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 52(1)(ca)	Duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if may result in breach of covenant	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 52(1)(cb)	Duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if application is to remove or vary the covenant	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s.52(1AA)	Duty to give notice of an application to remove or vary a registered restrictive covenant	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP,	

**Planning and Environment Act 1987**

		SSTP, PMUR, <u>SO, TSODF</u>	
s 52(3)	Power to give any further notice of an application where appropriate	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 53(1)	Power to require the applicant to give notice under s 52(1) to persons specified by it	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 53(1A)	Power to require the applicant to give the notice under s 52(1AA)	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 54(1)	Power to require the applicant to provide more information	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 54(1A)	Duty to give notice in writing of information required under s 54(1)	CSTP, DDP, DIE, MSTP, STP, SSP, EMEP, EMDF, PSTP, SSTP, PMUR, <u>SO,</u> <u>TSODF</u>	
s 54(1B)	Duty to specify the lapse date for an application	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP,	

**Planning and Environment Act 1987**

		SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 54A(3)	Power to decide to extend time or refuse to extend time to give required information	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, EMDF, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 54A(4)	Duty to give written notice of decision to extend or refuse to extend time under s 54A(3)	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 57(2A)	Power to reject objections considered made primarily for commercial advantage for the objector	CSTP, DDP, DIE, MSTP, EMEP, EMDF, PSTP, <u>SO,</u> <u>TSODF</u>	
s 57(3)	Function of receiving name and address of persons to whom notice of decision is to go	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SAO, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 57(5)	Duty to make available for inspection copy of all objections	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SAO, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 57A(4)	Duty to amend application in accordance with applicant's request, subject to s 57A(5)	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SAO, SPAO, EMDF,	

**Planning and Environment Act 1987**

		DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 57A(5)	Power to refuse to amend application	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, EMDF, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 57A(6)	Duty to note amendments to application in register	CSTP, DDP, DIE, MSTP, STP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, <u>SO,</u> <u>TSODF</u>	
s 57B(1)	Duty to determine whether and to whom notice should be given	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, EMDF, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 57B(2)	Duty to consider certain matters in determining whether notice should be given	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, EMDF, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 57C(1)	Duty to give copy of amended application to referral authority	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SAO, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 58	Duty to consider every application for a permit	CSTP, DDP, DIE, MSTP, STP, EMEP, SPAO, EMDF, DFAO,	



**Planning and Environment Act 1987**

		PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 60(1B)	Duty to consider number of objectors in considering whether use or development may have significant social effect	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, EMDF, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 61(1)	Power to determine permit application, either to decide to grant a permit, to decide to grant a permit with conditions or to refuse a permit application	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, MSP, EMDF, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	The permit must not be inconsistent with a cultural heritage management plan under the Aboriginal Heritage Act 2006
s 61(2)	Duty to decide to refuse to grant a permit if a relevant determining referral authority objects to grant of permit	CSTP, DDP, DIE, MSTP, STP, EMEP, MSP, EMDF, PSTP, SSTP, <u>TSODF</u> , <u>SO</u> , <u>TSODF</u>	
s 61(3)(a)	Duty not to decide to grant a permit to use coastal Crown land without Minister's consent	Not Delegated	
s 61(3)(b)	Duty to refuse to grant the permit without the Minister's consent	Not Delegated,	
s 61(4)	Duty to refuse to grant the permit if grant would authorise a breach of a registered restrictive covenant	CSTP, DDP, DIE, MSTP, STP, EMEP, MSP, EMDF, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 62(1)	Duty to include certain conditions in deciding to grant a permit	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, EMDF, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	

**Planning and Environment Act 1987**

s 62(2)	Power to include other conditions	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, EMDF, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 62(4)	Duty to ensure conditions are consistent with paragraphs (a),(b) and (c)	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 62(5)(a)	Power to include a permit condition to implement an approved development contributions plan or an approved infrastructure contributions plan	CSTP, DDP, DIE, MSTP, SP, SSP, EMEP, EMDF, PSTP, PMUR, <u>SO, TSODF</u>	
s 62(5)(b)	Power to include a permit condition that specified works be provided on or to the land or paid for in accordance with s 173 agreement	CSTP, DDP, DIE, MSTP, SP, SSP, EMEP, EMDF, PSTP, PMUR, <u>SO, TSODF</u>	
s 62(5)(c)	Power to include a permit condition that specified works be provided or paid for by the applicant	CSTP, DDP, DIE, MSTP, SP, SSP, EMEP, EMDF, PSTP, PMUR, <u>SO, TSODF</u>	
s 62(6)(a)	Duty not to include a permit condition requiring a person to pay an amount for or provide works except in accordance with ss 46N(1), 46GV(7) or 62(5)	CSTP, DDP, DIE, MSTP, EMEP, EMDF, PSTP, <u>SO, TSODF</u>	
s 62(6)(b)	Duty not to include a permit condition requiring a person to pay an amount for or provide works except a condition that a planning scheme requires to be included as referred to in s 62(1)(a)	CSTP, DDP, DIE, MSTP, EMEP, EMDF, PSTP, <u>SO, TSODF</u>	
s 63	Duty to issue the permit where made a decision in favour of the application (if no one has objected)	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP,	

**Planning and Environment Act 1987**

		SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 64(5)	Duty to give each objector a copy of an exempt decision	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, <u>SO, TSODF</u> , SSTP, PMUR,	This provision applies also to a decision to grant an amendment to a permit - see s 75
s 64A	Duty not to issue permit until the end of a period when an application for review may be lodged with VCAT or until VCAT has determined the application, if a relevant recommending referral authority has objected to the grant of a permit	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	This provision applies also to a decision to grant an amendment to a permit - see s 75A
s 65(1)	Duty to give notice of refusal to grant permit to applicant and person who objected under s 57	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 66(1)	Duty to give notice under s 64 or s 65 and copy permit to relevant determining referral authorities	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SAO, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	
s 69(1)	Function of receiving application for extension of time of permit	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SAO, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO, TSODF</u>	

**Planning and Environment Act 1987**

s 69(1A)	Function of receiving application for extension of time to complete development	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 69(2)	Power to extend time	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 70	Duty to make copy permit available for inspection	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SAO, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 71(1)	Power to correct certain mistakes	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, TSODF, <u>SO</u> , <u>TSODF</u>	
s 71(2)	Duty to note corrections in register	CSTP, DDP, DIE, MSTP, STP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 73	Power to decide to grant amendment subject to conditions	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF,	

**Planning and Environment Act 1987**

		PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 74	Duty to issue amended permit to applicant if no objectors	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 76	Duty to give applicant and objectors notice of decision to refuse to grant amendment to permit	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 76A(1)	Duty to give relevant determining referral authorities copy of amended permit and copy of notice	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SAO, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 76D	Duty to comply with direction of Minister to issue amended permit	CSTP, DDP, DIE, MSTP, SP, STP, SSP, EMEP, SPAO, EMDF, DFAO, PSTP, SSTP, PMUR, <u>SO</u> , <u>TSODF</u>	
s 83	Function of being respondent to an appeal	CSTP, DDP, DIE, MSTP, STP, EMEP, EMDF, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 83B	Duty to give or publish notice of application for review	CSTP, DDP, DIE, MSTP, STP, EMEP, EMDF,	

**Planning and Environment Act 1987**

		PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 84(1)	Power to decide on an application at any time after an appeal is lodged against failure to grant a permit	CSTP, DDP, DIE, MSTP, EMEP, EMDF, PSTP, <u>SO</u> , <u>TSODF</u>	
s 84(2)	Duty not to issue a permit or notice of decision or refusal after an application is made for review of a failure to grant a permit	CSTP, DDP, DIE, MSTP, EMEP, EMDF, PSTP, <u>SO</u> , <u>TSODF</u>	
s 84(3)	Duty to tell principal registrar if decide to grant a permit after an application is made for review of its failure to grant a permit	CSTP, DDP, DIE, MSTP, STP, EMEP, EMDF, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 84(6)	Duty to issue permit on receipt of advice within 3 working days	CSTP, DDP, DIE, MSTP, STP, EMEP, EMDF, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 84AB	Power to agree to confining a review by the Tribunal	DIE, DBS, CGAF, EMDF, AOGAF, <u>SO</u> , <u>TSODF</u>	
s 86	Duty to issue a permit at order of Tribunal within 3 working days	CSTP, DDP, DIE, MSTP, STP, EMEP, EMDF, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 87(3)	Power to apply to VCAT for the cancellation or amendment of a permit	CSTP, DDP, DIE, MSTP, EMEP, EMDF, PSTP, <u>SO</u> , <u>TSODF</u>	
s 90(1)	Function of being heard at hearing of request for cancellation or amendment of a permit	CSTP, DDP, DIE, MSTP, STP, EMEP, EMDF, <u>SO</u> , <u>TSODF</u> , PSTP, SSTP	

**Planning and Environment Act 1987**

s 91(2)	Duty to comply with the directions of VCAT	CSTP, DDP, DIE, MSTP, STP, EMEP, EMDF, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 91(2A)	Duty to issue amended permit to owner if Tribunal so directs	CSTP, DDP, DIE, MSTP, STP, EMEP, EMDF, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 92	Duty to give notice of cancellation/amendment of permit by VCAT to persons entitled to be heard under s 90	CSTP, DDP, DIE, MSTP, STP, EMEP, EMDF, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	
s 93(2)	Duty to give notice of VCAT order to stop development	CSTP, DDP, DIE, MSTP, STP, EMEP, EMDF, PSTP, SSTP, <u>SO</u> , <u>TSODF</u>	

**Provisions for:**

- Local Law and Events Officer (LLEO)

<b>Food Act 1984</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
s 19NA(1)	Power to request food safety audit reports	AOLLT, AOBS, AOEH, EHO, CEH, TLEH, HSO, TLRSA TS, <u>LLEO</u>	Where Council is the registration authority
s 38AA(5)	Power to (a) request further information; or (b) advise the proprietor that the premises must be registered if the premises are not exempt	AOLLT, AOBS, AOEH, EHO, CEH, TLEH, HSO, TLRSA TS, <u>LLEO</u>	Where Council is the registration authority
s 38A(4)	Power to request a copy of a completed food safety program template	AOLLT, AOBS, AOEH, EHO, CEH, TLEH, HSO, TLRSA TS, <u>LLEO</u>	Where Council is the registration authority
s 38D(3)	Power to request copies of any audit reports	AOLLT, AOBS, AOEH, EHO, CEH, TLEH, HSO, TLRSA TS, <u>LLEO</u>	Where Council is the registration authority
<b>Residential Tenancies Act 1997</b>			
<b>Provision</b>	<b>Item Delegated</b>	<b>Delegate</b>	<b>Conditions and Limitations</b>
s 142D	Function of receiving notice regarding an unregistered rooming house	AOLLT, AOBS, AOEH, EHO, CEH, TLEH, TOEH, HSO, TLRSA TS, <u>LLEO</u>	
s 142G(2)	Power to enter certain information in the Rooming House Register	AOLLT, AOBS, AOEH, EHO, CEH, TLEH, TOEH, HSO, TLRSA TS, <u>LLEO</u>	
s 142I(2)	Power to amend or revoke an entry in the Rooming House Register if necessary to maintain the accuracy of the entry	AOLLT, AOBS, AOEH, EHO, CEH, TLEH,	



Residential Tenancies Act 1997			
		TOEH, HSO, TLRSA, <a href="#">LLEO</a>	
Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2010			
Provision	Item Delegated	Delegate	Conditions and Limitations
r 11	Function of receiving application for registration	AOLLT, AOBS, AOEH, EHO, CEH, TLEH, TOEH, EMRS, HSO, TLRSA, <a href="#">LLEO</a>	
r 15(1)	Function of receiving notice of transfer of ownership	AOLLT, AOBS, AOEH, EHO, CEH, TLEH, TOEH, EMRS, HSO, TLRSA, <a href="#">LLEO</a>	
r 39	Function of receiving notice of proposed installation of unregistrable movable dwelling or rigid annexe	AOLLT, AOBS, AOEH, EHO, CEH, TLEH, TOEH, EMRS, HSO, TLRSA, <a href="#">LLEO</a>	

**Provisions for:**

- Executive Manager Project Management Officer (EMPMO)

Planning and Environment Act 1987			
Provision	Item Delegated	Delegate	Conditions and Limitations
s 96G(1)	Power to determine to recommend that a permit be granted or to refuse to recommend that a permit be granted and power to notify applicant of the determination (including power to give notice under s 23 of the Planning and Environment (Planning Schemes) Act 1996)	CSTP, DDP, DIE, MSTP, EMMP, EMEP, MSP, EMDF, PSTP, <u>EMPMO</u>	

**10.5. OUTSTANDING QUESTION TIME ITEMS**

**Division:** Business Services  
**Director:** Glenn Kallio  
**Author/Position:** Sarah Anstis -Administration Officer Statutory Compliance

**OFFICER RECOMMENDATION**

**That Council endorses the Outstanding Question Time report.**

**EXECUTIVE SUMMARY**

This report provides Council with an update of responses to questions taken on notice and outstanding unanswered questions from Council Question Time.

**RATIONALE**

The City of Ballarat Meeting Procedure Local Law 2018 calls for a standard agenda item at each Council Meeting that reflects unanswered questions from Public Question Time.

**LEGISLATION, COUNCIL PLAN, STRATEGY AND POLICY IMPLICATIONS**

- City of Ballarat Meeting Procedure Local Law 2018.

**OFFICERS DECLARATION OF INTERESTS**

Council Officers affirm that no direct or indirect interests need to be declared in relation to the matter of this report.

**ATTACHMENTS**

1. Outstanding Question Time Items **[10.5.1]**
2. QT01/19 & QT02/19 - Mr Frank Williams **[10.5.2]**

## Outstanding Question Time Items

Meeting	Status	Requested	Question	Officer Responsible	Response
30/1/2019 QT01/19	Closed	Mr Frank Williams Invermay Park	Mr Williams asked why City of Ballarat allowed a developer to remove a significant tree on Kline Street knowing it was an important part of the Koala Corridor?	Terry Demeo Director Infrastructure and Environment	Terry Demeo provided a written response to Mr Williams (see response attached)
30/1/2019 QT02/19	Closed	Mr Frank Williams Invermay Park	Mr Williams asked why City of Ballarat issued planning permits for period homes in Wendouree Parade?	Terry Demeo Director Infrastructure and Environment	Terry Demeo provided a written response to Mr Williams (see response attached)

PO Box 655  
Ballarat Vic 3353  
AUSTRALIA

Telephone: 03 5320 5500  
Facsimile: 03 5333 4061

Mr Frank Williams  


Date: 7 February 2019

Our Ref: TD:jc:bk

Your Ref: QT01/19 & QT02/19

Enquiries: 03 5320 5500

Email: info@ballarat.vic.gov.au

Dear Mr Williams

**RE: OUTSTANDING QUESTIONS AT COUNCIL MEETING**

I write in response to your questions raised at the Council meeting held 30 January 2019.

*"Why City of Ballarat allowed a developer to remove a significant tree on Kline Street knowing it was an important part of the Koala Corridor?"*


Council officers are required to have regard to the relevant provisions of the Ballarat Planning Scheme including the Environmental Significance Overlay – Schedule 5 (the Koala Overlay). A balance needs to be struck between the objectives of this overlay and the ongoing growth occurring across Ballarat. There is no automatic expectation to retain trees by virtue of their location in the Koala Overlay.

In this case, Council's arborist advised that the tree is in good health but has some inherent structural problems in the poorly formed main branch unions throughout the majority of its canopy. There are potential safety concerns both within the property and also over Council's road and footpath areas. The arborist advised this could be managed through regular crown reduction pruning and the addition of a support cabling system but it would be prolonging the inevitable removal of the tree. In their opinion, the tree would be best removed given the extent of new building works and intended use of the immediate area under the tree canopy.

*"Why City of Ballarat issued planning permits for period homes in Wendouree Parade?"*

Whilst it would be helpful to receive specific addresses for these homes in Wendouree Parade, I note that a blanket Heritage Overlay does not exist across the Wendouree Parade precinct. In the circumstances, some dwellings which have emerged may not be subject to the rigours of the Ballarat Planning Scheme.

We are happy to continue assisting with your concerns if you have further details to assist with this investigation.

Please feel free to contact Council's Executive Manager Development Facilitation, Natalie Robertson, on  if you wish to discuss this matter further.

Yours sincerely



Terry Demeo  
Director Infrastructure and Environment

CC: Mayor and Councillors

**11. NOTICE OF MOTION**

Nil

**12. URGENT BUSINESS**

**13. SECTION 89 (IN CAMERA)**

**10.2 BALLARAT INTERNATIONAL FOTO BIENNALE STRATEGIC PARTNERSHIP**

**Division:** Development and Planning  
**Director:** Angelique Lush  
**Author/Position:** Jeff Johnson – Executive Manager Events and the Arts

(Contractual matters)

**13.1 WASTE TO ENERGY**

**Division:** Development and Planning  
**Director:** Angelique Lush  
**Author/Position:** Angelique Lush – Director Development and Planning

(Contractual matters)

**14. CLOSE**