

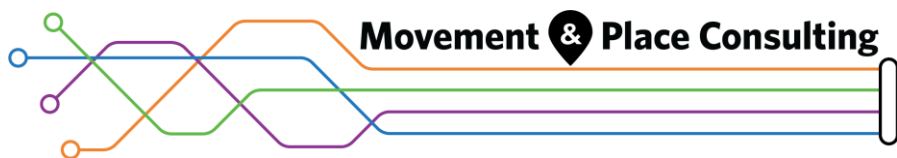
Parkville

On-street parking review

Engagement Summary Report

Final Report
12 June 2026





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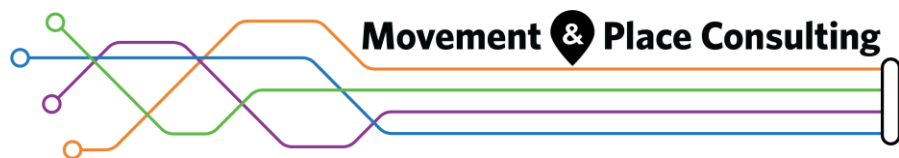


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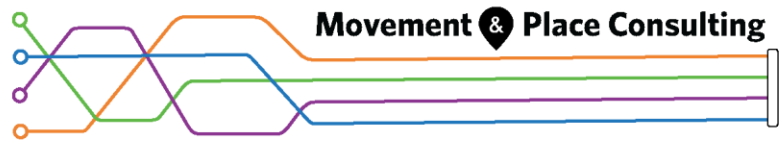
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1 Project background

The City of Melbourne (CoM) has approximately 190,000 residents and over 500,000 daily workers, making space highly contested among transport modes, housing, businesses, and public spaces. Managing kerbside space effectively is crucial for balancing all these needs in compact areas.

The City is projected to continue growing. By 2040, there are expected to be 100,000 more residents, 200,000 more jobs, and a 42% increase in tourism. If kerbside space is not managed well, congestion and parking issues will worsen as more people travel to, through and from the City.

The CoM has adopted the Parking and Kerbside Management Plan (PKMP), a best-practice approach to managing parking and kerbside space. The PKMP establishes a cyclical process for parking reviews and community engagement. This report summarises the outcomes of community and key stakeholder engagement activities conducted in 2026 as part of the Neighbourhood Parking Review of Parkville.

Report structure

This report summarises the activities undertaken in preparation for and during the community engagement process, as well as the key findings. It also outlines a series of community suggestions and identifies the issues and opportunities.

2 Background analysis

In this section, we provide a comprehensive overview of the findings from the ‘Knowledge Bank’ (a series of insights on parking conditions in Parkville, derived from community engagement initiatives conducted outside standard parking consultations), and the ‘Neighbourhood Parking Survey’.

2.1 Parkville Knowledge Bank Report summary

Feedback on parking was gathered before the new Parkville Station opened. The community supported consolidating and simplifying the parking footprint, disability parking and improvements in public transport were encouraged. While some participants supported these initiatives, others raised concerns about the challenge of finding parking near sporting grounds.

Key feedback included:

- User-based restrictions: residents and business owners raised the need for dedicated resident parking, loading zones, and spaces for people with disabilities
- Time-based restrictions: participants expressed difficulties in finding parking for four hours or longer
- Fee-based restrictions: participants highlighted concerns about parking affordability given the cost of living, particularly among students from the University of Melbourne. Other participants requested that parking revenue was used for local improvements

Other feedback included:

- The desire for pedestrian-only streets and more green spaces to improve sustainability, with access to electric buses and bicycles
- Comments on rat-running and traffic congestion due to the space devoted to cars

2.2 Neighbourhood Parking Survey analysis

This survey seeks to understand participants’ connection to the area, including demographic characteristics such as age, diversity, and gender (see Table 1). It also seeks to assess the extent to which current parking restrictions meet the needs of the Parkville neighbourhood. A total of 172 responses were collected between October 2023 and June 2026. As the survey did not require all questions to be answered, the number of responses varies by question.

Table 1. Demographic characteristics

Question	Responses	Results
Connection to the neighbourhood	160	- Residents: 66% - Workers: 16% - Visitors: 9% - Student: 8% - Business owners: 0% - Other: 0%
Age	172	- Under 15 Years: 0% 15-29 years: 14% 30-59 years: 36% 60-79 years: 35% - Over 80: 9% - Prefer not to say: 6%
Gender	172	- Female: 52% - Male: 41% - Non-binary/gender diverse: 1% - Prefer not to say: 7% - I use a different term: 0%
Diversity	172 (multiple choice)	- Aboriginal: 0% - Torres Strait Islander: 0% - Person with a disability: 9% - Carer: 7% - LGBTIQ+: 5% - Speak a language other than English at home: 5% - Born overseas: 10% - International student: 0% - Prefer not to say: 9% - None of these: 56%

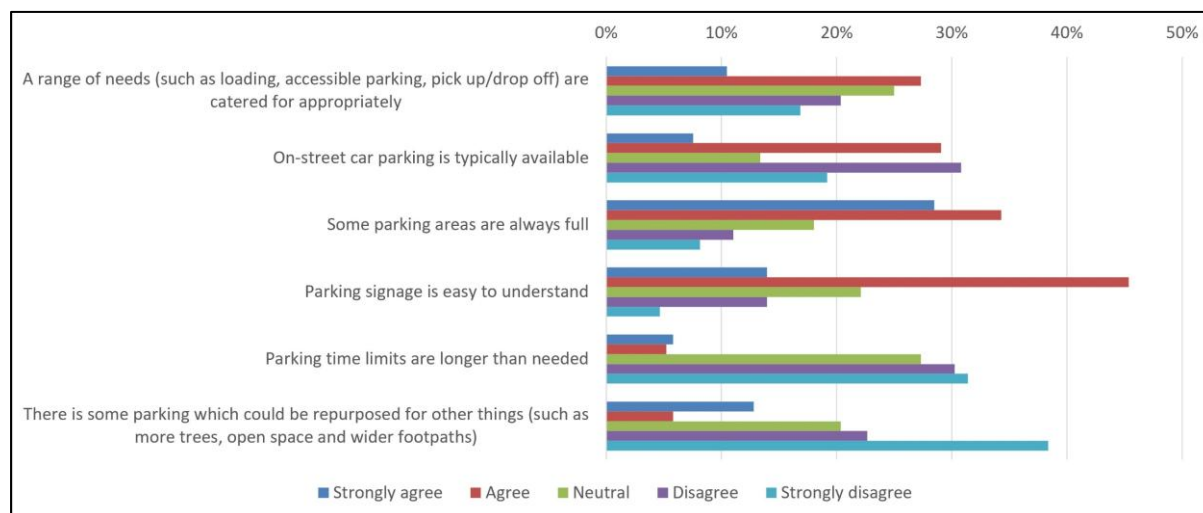
Source: M&PC analysis based on CoM Neighbourhood Parking Survey (2026)

The participants were asked to agree or disagree with six different statements:

- A range of needs (loading, accessible parking, and pick-up/drop-off areas) are catered for appropriately
- On-street parking is typically available
- Some parking areas are always full
- Parking signage is easy to understand
- Parking time limits are longer than needed
- There is some parking which could be repurposed for other things (more trees, open spaces and footpaths)

The results from asking these six questions are presented in Figure 1 below.

Figure 1. How well do the current parking restrictions serve Parkville



Source: M&PC analysis based on CoM Neighbourhood Parking Survey (2026)

Additionally, the participants were asked, 'What else would you like to tell us about parking in this neighbourhood?'. Feedback was assigned to 10 themes aligned with the PKMP, and a high-level summary is presented in Table 2 below.

Table 2. Additional feedback about parking in Parkville

Theme	Overall feedback	Specific locations	Key comments
User-Based Restriction			
Permits	Community concerns include that the resident permit system is being misused, with non-residents allegedly obtaining, retaining, purchasing, or abusing permits, reducing parking availability for genuine residents Respondents also expressed mixed views on permit allocation, with some calling for more resident permit access and enforcement, while others suggested limiting permits per household	- Benjamin Street - Flemington Road - Fitzgibbon Street - Galada Avenue - Gatehouse Street - Manningham Street - Old Poplar Road	'There should be financial disincentives to more than 1 permit per household' 'The permit system is being abused. Non-residents are buying permits from commercial companies and then using our parking spots during business hours. The council struggles to enforce such activity' 'It should be residential only, it is so close to the city that it has become a place for people to evade parking in parking structures in the CBD. We should discourage this and encourage public transport'
Pick-up/drop-off areas	Community concerns include congestion at patient pick-up/drop-off zones at the Royal Melbourne Hospital, particularly when short-stay areas are used for longer-term stopping (such as taxis), creating conflicts with buses, cyclists, and pedestrians Ensuring there is disability parking in Parkville particularly around specific destinations	Grattan Street	'The 2-minute patient pick up on the south side of Grattan Street has become a de facto taxi holding area. The taxis double park across the bike lanes, forcing buses and cyclists into the right turn lane. I have seen taxis angrily beep at people who have pulled in to pick someone up. I think 2 spots should be moved to the north side, where the 3-hour handicapped spaces are. When I had to be picked up after a medical procedure a few weeks ago, it was hard enough getting across Grattan Street in one light sequence, but then I had to walk up Wreckyn Street because of the double-parked taxis' 'Parking for residents is usually available. It is more complicated if we have businesses working for a day at our place (cleaner, electrician...) 'There should be more disability parking'
Loading	No specific comments were made related to loading zones. However, some wished for safe unloading zones near the Royal Park Golf Course	Old Poplar Road	'Many of us are in our 70's, some in our 80's. We need parking that is close to the golf course, safe for unloading gear and where we won't cause a traffic hazard to through traffic. It would be good if it were dedicated parking, i.e., for golfers only'
Roadworks	Comments highlight significant disruption from construction activity and service-related parking, with builders' vehicles often blocking access, reducing already limited parking availability, and creating access issues for residents Respondents noted that existing building worker parking permits are insufficient or difficult to obtain, making it harder to manage long-term building works and essential home access	- Jageurs Lane - Morrah Street - Royal Parade	'Very difficult when builders are working or services are held at church on Royal parade' 'Parking is often impossible unless you are searching late at night. Permits for tradesmen are also inadequate and cumbersome to obtain. We recently completed an 18 month rebuild but trades parking permits were limited to a fraction of that time period, leaving trades with no realistic options especially when they need on-site access to tools and materials'

Theme	Overall feedback	Specific locations	Key comments
Time-Based Restriction			
Time restriction (length of stay and length of restriction)	The community feedback was generally supportive of longer-duration parking.		
	Many respondents argue that time limits are mismatched to demand patterns, especially in the university and hospital precincts In particular, 2P–4P zones are too short for real-world needs such as work shifts, hospital visits, student classes, and full-day recreational activities However, concerns were also raised about commuters exploiting the resident permit system and some vehicles rarely being moved (parked for well over 48 hours)	- Bouverie Street - Cade Way - Flemington Road - Gatehouse Street - Parkville Gardens - Pelham Street - Poplar Road - The Avenue	'2P is never long enough, 4P should be the minimum' 'As a student at Melbourne Business School, it is now impossible for me to park on-street without having to move my car halfway through a lecture' 'The parking at the zoo should NOT be time-limited to only 5 hours... it can be a whole day thing, and having the time limits at only 5 hours is very irritating'
Enforcement	Community concerns include insufficient parking enforcement, illegal use of permit zones, and inconsistent patrols (especially on weekends and after-hours) Respondents also highlight persistent illegal parking and stopping by the Royal Melbourne Hospital staff, and parents at the University High School during pick-up/drop-off times Vehicles rarely being moved was a concern, particularly as their storage on-street reduces parking availability for others	- Flemington Road - Gatehouse Street - Manningham Street - Park Drive - Royal Parade - Story Street	'Parking needs to be monitored by council officers as some hospital staff overstay' 'I live on Story St. Uni High School drop off and pick up is a huge problem. All too often, parents park in resident parking spots and are rude and aggressive when addressed on this issue. They don't need to park in Story St. All kids have mobile phones - get the kids to call parents when they are out, then the parent drives by and picks up, rather than parking in the permit zone for up to 30 mins' 'There is people who park in the carpark for extended periods of time, including people who sleep in caravans. This takes up car spots for those who need it for our events'
Fee-Based Restriction			
Paid parking	There was a general view opposing paid parking increases, arguing they would reduce access for residents, workers, students, and recreational users (especially golfers, hospital users, and university attendees) Some respondents described parking fees and changes to restrictions (including extended paid hours and shorter time limits) as unaffordable¹, inequitable, and disruptive to essential activities and local participation	- Poplar Grove - Royal Parade - Bouverie Street - Pelham Street - Flemington Road - Cade Way	'Current parking time limits, which is applied only around the University of Melbourne-Melbourne business school area, where we need to pay until 10 pm and 2 pm till 10 pm. It is very inconvenient, and parking is normally free after 5 pm, so not sure why the council wants to earn money from students' 'The parking along Flemington Road has had more than a 100 per cent price increase and is now rarely used. Price gouging near a children's hospital is horrible' 'Absolutely no parking meters! Even if residents can use the spaces for free'

¹ It is noted that the hourly fees of \$4 (peak) and \$2 (off-peak) are well below the \$10-16 range charged for the first hour in nearby private parking locations. This highlights how private sector profits are being subsidised by low priced parking that then becomes unavailable and unreliable because there is much more demand for the cheap parking than there is supply. Getting the price balance (between public and private parking prices) correct will improve equity, be more affordable and less disruptive with higher reliability.

Theme	Overall feedback	Specific locations	Key comments
Span and kerbside use			
Greening	Some members of the community support reducing on-street parking and repurposing road space into more green and pedestrian-friendly streets Common suggestions include converting parking spaces into trees, wider footpaths, and protected bike lanes to improve liveability	- Redpath Rise - Fitzgibbon Street - Benjamin Street - Flemington Bridge	'There is probably more on-street parking than is required. Road space could be repurposed for greenery and bike lanes, both of which would be traffic calming' 'Less car parking, wider, greener and liveable streets. Make streets one way and cut down on car dependency'
Additional parking request	Community concerns include that the parking supply is insufficient, particularly for residents, visitors, and key users such as Royal Melbourne Hospital staff, the University of Melbourne students, and tradespeople Many respondents report difficulty finding parking near homes and argue that increasing demand from development, institutions, and visitors is congesting the available on-street parking supply	- Benjamin Street - Cade Way - Fitzgibbon Street - Park Drive - Story Street	'It can be very difficult to get a permit to park in permit zones during the day or near your own residence' 'The parking is a struggle, especially when we have the nurses parking from the hospital, and we have an event on. It then becomes very hard to manage' 'The council removed parking spaces close to our house without consultation. Consequently, we have to search for a park and then carry shopping, etc., around a corner, across a street and/or some distance from our house. We are elderly and find this hard and inconvenient'
Other	Comments in this category were mixed, with some residents stating that parking generally works well, while others raise specific operational and design issues such as road safety, parking space layout, and infrastructure conflicts (vehicles, bikes, and traffic flow) There is also a recurring theme of localised design improvements rather than major policy changes such as closing specific intersections to reduce rat-running while also creating more parking spaces	- Bayles Street - Brens Drive - Fitzgibbon Street - Gatehouse Street - Morrah Street - Old Poplar Road - Park Drive - Redpath Rise - Royal Parade - The Avenue - Wimble Street	'People external to the area are driving crazily between 8 am-10 am and 3 pm-6 pm. Can we arrange parking to disrupt the crazy driving' 'State Netball Hockey Centre/Brens Drive is a disaster zone, needs City of Melbourne assistance' 'Navigating parked cars, bike lanes (which can be packed at peak times), and the blue stone edging along Royal Parade can be a challenge. Would be great if bike lanes could be adjacent to the footpath rather than at road level'

Source: M&PC analysis based on CoM Neighbourhood Parking Survey (2026)

3 Engagement approach

Community engagement was conducted in May 2026 to gather further feedback on parking and kerbside space management in Parkville.

3.1 Who we reached

Community workshop We conducted a two-hour workshop in May 2026 with over 17 residents, visitors, and business owners of Parkville	Stakeholders' interviews We hosted interviews with Naughtons Hotel, Parkville Association, and Parkville Youth Justice Precinct	Enforcement officers We hosted interviews with two parking enforcement officers from the CoM
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4 Engagement results

This section of the report summarises the results of the community engagement across the three different streams summarised in section 3.1 above.

4.1 Community workshop

The community workshop involved two main activities: describing on-street parking issues, and mapping issues and opportunities.

Activity 1: Describing on-street parking issues

More than 40 comments were collected during the initial activity, in which participants recorded issues related to on-street parking in Parkville using Post-it notes. User-based, time-based, and fee-based feedback have been grouped and summarised in Table 3 (section 4.4). Other key themes raised by participants included:

- Pick-up and drop-off zones: participants identified a need for a dedicated pick-up/drop-off zone near The University High School on Story Street
- Signage: participants requested clearer signage, including the installation of a correct directional sign on Wimble Street, accessed from Park Drive
- Abandoned, rarely moved and seemingly inoperable vehicles: participants expressed concern about vehicles that are rarely moved and requested Council action to address the issue
- Parking bay dimensions and sustainability initiatives: concerns were raised about the size of some parking bays, with participants noting that certain spaces may be undersized
- Road safety: participants highlighted concerns about rat-running and the need for traffic calming measures to discourage through traffic and improve safety

Activity 2: Mapping issues and opportunities

Over 40 opportunities were collected during the second activity, in which participants used a map to point out issues and opportunities in specific locations of Parkville including:

Further issues

- Community concerns include pollution caused by buses on Story Street parking on (Friday mornings) at the University High School, sports grounds, and the University of Melbourne
- The community suggests removing the first three spaces in Gatehouse Street due to the queue generated in the intersection with Flemington Road

Opportunities

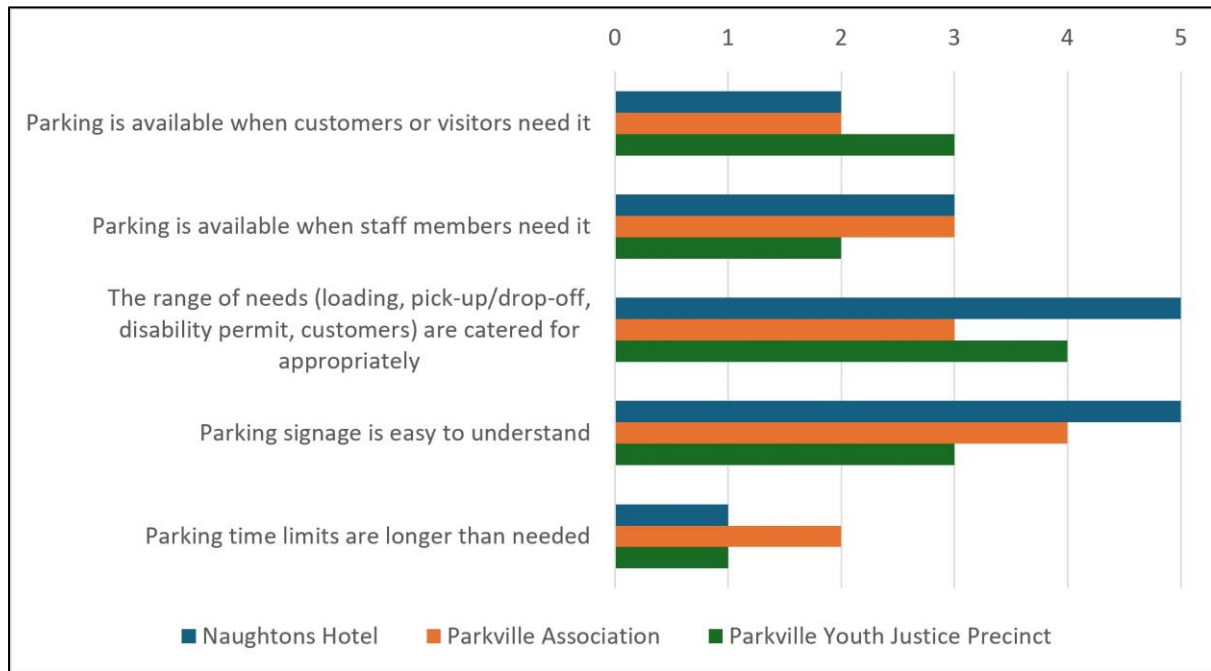
- Event management: participants highlighted the need for better on-street parking management during events, holidays and weekends
- Permit regulation: participants suggested reforms such as limiting permits per household, linking permits to registered vehicles, improving visitor and trade parking access, and introducing controlled or single-use visitor permit systems
- Zero-emission zone: participants also suggested the introduction of zero-emission zones across the neighbourhood
- Electric Vehicles (EVs): participants suggested the introduction of charging for EVs
- Participants suggested more carshare bays
- More bicycle parking around Royal Melbourne Hospital

4.2 Key stakeholders' interviews

M&PC hosted interviews with Naughtons Hotel, Parkville Association, and Parkville Youth Justice Precinct. Several attempts over the course of the project were made to arrange an interview with University High School. However, no response was received, and an interview did not take place.

During the interviews that were held, stakeholders were asked to rate statements on how well on-street parking currently meets their needs (1 = strongly disagree, 5 = strongly agree). Figure 2 shows mixed opinions among stakeholders.

Figure 2. How well do the current parking restrictions serve key stakeholders?



Source: M&PC analysis (2026). Note 1 = strongly disagree, 5 = strongly agree

Overall feedback from the key stakeholders is summarised in Table 3 (section 4.4).

4.3 On-street parking enforcement officers interview

Parking enforcement officers help manage on-street parking compliance and support safe and accessible streets by monitoring parking regulations across the municipality. Overall feedback from enforcement officers is summarised in Table 3 (section 4.4).

4.4 Summary of all feedback

Feedback from the community workshop, key stakeholder interviews, and parking enforcement officers has been summarised under the three main restriction categories (user-based, time-based, and fee-based), aligned with the PKMP as shown in Table 3 below.

Table 3. Feedback summary

Source	User-based restrictions	Time-based restrictions	Fee-Based restriction
Community Workshop	- Participants raised concerns about oversupply and potential misuse of parking permits (including permit trading) and the need for permits to be for genuine residents and not for commercial uses - Participants' concerns included illegal parking and a lack of enforcement, particularly at weekends - Participants mentioned the lack of enforcement in "No Stopping" zones - Concerns also include food delivery vehicles blocking access along Cade Way	- Participants highlight issues with commuter parking by workers occupying the bay for the full day - Participants highlighted issues with some vehicles rarely moving and seeming to be unattended, being stored on the street, rather than parked	- Participants highlighted that the permit prices varied between \$20 and \$200, and permits were regularly available on the black market for a much higher value - Residents noted they get at least two junk mail offers from private companies wanting to purchase resident parking permits each year - Concerns were raised about visitors to the Royal Melbourne Hospital avoiding the hospital car park due to high cost; visitors parking on the street increases pressure for parking
Stakeholder interview - Naughtons Hotel	- Comments were made regarding the lack of line marking on Morrah Street - There is nearby a GoGet parking bay considered to be functioning well - While parking availability in the area is limited, the hotel acknowledged that the area is well served by public transport and highlighted that additional parking would increase traffic congestion - Short-stay bays for loading, pick-up/drop-off and disability parking work well	- The hotel also acknowledged that there is very limited all-day parking available in the surrounding area - The hotel noted that it benefits from parking restrictions being lifted at 18:00 on weekdays and 20:00 on weekends; however, it suggested that easing restrictions from 17:00 could attract more customers - The hotel also acknowledged that unrestricted parking in all bays may not provide sufficient turnover for businesses in the area. However, they believed a three-hour limit would be more convenient for businesses compared to a two-hour limit	No comments were made regarding parking prices
Stakeholder - Parkville Youth Justice Precinct	- Off-street parking is available for staff only; but insufficient to accommodate all employees - Approximately 15 staff members commute to work by bicycle - No off-street parking is provided for visitors - There are no dedicated ramps or accessible pathways for people with disabilities, other than driveway access	Time restrictions on Park Street are inadequate for the number of employees nearby, including those at Parkville College and Royal Melbourne Hospital	No comments were made regarding parking prices

Source	User-based restrictions	Time-based restrictions	Fee-Based restriction
Stakeholder interview - Parkville Association	- Concerns were raised regarding congestion in the pick-up and drop-off zones, particularly around the University of Melbourne - Highlighted illegal parking and a perceived lack of enforcement - Overall, parking signage was considered clear and easy to understand - Some participants noted that a lack of awareness or parking courtesy results in vehicles occupying more than one parking bay - Concerns about insufficient line marking in some areas	- Highlighted concerns about a lack of enforcement - Anecdotes of vehicles blocking traffic lanes and - Reports (with photographic evidence) of vehicles stored in parking spaces on a full-time basis, reducing parking availability for others - The five-hour parking restriction on Gatehouse Street is considered by residents to be inadequate for their needs	Concerns were raised that some construction workers park their vehicles for extended periods throughout the day and may choose to accept parking fines rather than move their vehicles, reducing parking availability for others
Parking enforcement officers	- Most parking issues were reported to occur on Thursdays and Fridays, when construction workers are perceived to occupy a significant proportion of available parking spaces - There are known issues about short-stay pick up and drop off bays at peak times particularly around University High School and the Hospitals	- Parking restrictions in Royal Parade on Sundays were considered effective in accommodating visitors attending major events - Officers reported being aware of instances where some regular users do not pay for parking - Known issues about storage of vehicles in one space for years, but there are currently no powers to force them to be moved	- Officers believe that the availability of free on-street parking on weekends encourages increased car use rather than the use of public transport - Officers noted awareness of vehicles that seem abandoned: for vehicles with a value of more than \$8,000, Council may be able to proceed with a towing action

Source: M&PC analysis (2026)

5 Issues and opportunities

Based on the analysis and feedback in sections 2 and 4 above, M&PC identified a series of parking-related issues and opportunities. These have been summarised into three main restriction categories (user-based, time-based, and fee-based), aligned with the PKMP, and are presented in Table 4 below.

Table 4. Parking-related issues and opportunities

Issue / opportunity	Source	Location
User-based restrictions		
Lack of disability bays and short-term parking	- Knowledge Bank Report - Neighbourhood Parking Survey	Across Parkville
Investigate parking permit eligibility and restrictions	- Neighbourhood Parking Survey - Community workshop	- Benjamin Street - Flemington Road - Fitzgibbon Street - Galada Avenue - Gatehouse Street - Manningham Street - Old Poplar Road
Investigate pick-up/drop-off areas on specific streets	- Neighbourhood Parking Survey - Stakeholder interview – Parkville Association - Community workshop	- Grattan Street - Story Street
Evaluate loading zones' use, particularly near Poplar Oval and Royal Park Golf Course	- Neighbourhood Parking Survey - Community workshop	Old Poplar Road
Improve enforcement outcomes through more consistent and regular patrols within the neighbourhood	- Knowledge Bank Report - Neighbourhood Parking Survey - Stakeholder interview – Parkville Association - Community workshop - Parking enforcement officers	- Cade Way - Flemington Road - Grattan Street - Gatehouse Street - Manninham Street - Royal Parade - Story Street
Restrict the maximum time a car can be parked in a single space (with focus on the storage of seemingly abandoned cars)	Community workshop	Park Drive
Investigate charging infrastructure for EVs	Community workshop	Across Parkville
Time-based restrictions		
Consider increasing or removing restrictions on the length of stay in some locations to improve flexibility for users – use pricing to manage demand in these locations	- Knowledge Bank Report - Stakeholder interview - Naughtons Hotel - Stakeholder interview – Prkville Association - Stakeholder interview – Youth Justice Precinct - Community workshop	- Bouverie Street - Cade Way - Flemington Road - Gatehouse Street - Morrah Street - Parkville Gardens - Pelham Street - Park Street - Poplar Road - The Avenue
Investigate illegal parking and people parking for longer times than allowed (commuters)	Community workshop	Across Parkville

Issue / opportunity	Source	Location
Fee-based restrictions		
Provide various price points and options based on location	Knowledge Bank Report	- Around the University of Melbourne - Bouverie Street - Cade Way - Flemington Road - Pelham St - Poplar Grove - Royal Parade - Gatehouse Street
Span and kerbside space use		
Increase green areas	Neighbourhood Parking Survey	- Benjamin Street - Fitzgibbon Street - Flemington Bridge - Redpath Rise
Others	- Neighbourhood parking survey - Stakeholder interview - Naughtons Hotel - Stakeholder interview - Parkville Association - Community workshop	- Across Parkville - Bayles Street - Brens Drive - Fitzgibbon Street - Gatehouse Street - Morrah Street - Old Poplar Road - Park Drive - Redpath Rise - Royal Parade - The Avenue - Wimble Street

Source: M&PC analysis (2026)

6 Potential limitations of the community engagement

While this report provides an overview of engagement outcomes, some limitations should be considered when interpreting the findings.

Qualitative feedback

The qualitative feedback should not be considered statistically representative of the whole community. There are a range of reasons for the community engagement to be limited in scale. A number of steps have been taken to reduce the chance of the first round of community engagement inappropriately biasing the study outcomes, including:

- Findings have been triangulated with survey results and other data sources where possible
- Key groups or institutions that have not been heard from in the first round of engagement (such as people with disabilities) will be prioritised in future rounds of engagement
- Evidence and data from surveys of the car parking in each precinct of Parkville will be used to guide decisions

Community workshop

- Community participation: the views expressed by participants may not fully represent those of the broader Parkville community
- Attendance levels: workshop attendance was limited to those available at the scheduled time and location. As a result, some community members, including some people with a disability, were unable to participate on the specific evening of the workshop
- Group discussion dynamics: workshop discussions can be influenced by some participants contributing more than others, affecting the extent to which all viewpoints are represented

7 Next steps

An assessment of parking data (collected through the Parkville Neighbourhood Parking Review) will be used to assess whether the opportunities identified in Table 4 are supported by empirical evidence. This approach will support an effective evaluation of existing parking and kerbside use, enabling improved prioritisation and management of parking resources.