

## Relevant Information for Council

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**FILE:** X111976 **DATE:** 21 November 2024

**TO:** Lord Mayor and Councillors

**FROM:** Kim Woodbury, Chief Operating Officer

**THROUGH:** Monica Barone PSM, Chief Executive Officer

**SUBJECT:** Information Relevant To Item 11.3 - Public Exhibition – Neighbourhood On-Street Parking Policy

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### Alternative Recommendation

It is resolved that:

- (A) Council approve the draft Neighbourhood On-Street Parking Policy, as shown at Attachment A to the subject report, for public exhibition, ***subject to the inclusion of an additional principle in Section 2:***

#### ***2.4 Accessibility and inclusion***

***The City recognises that parking is a key component of the access system that supports economic, social and environmental outcomes and that in a city for walking, cycling and public transport, motor vehicles continue to play a vital role. Access needs vary from household to household. Not everyone can use public transport, or walk distances, meaning they may need to travel by vehicles and require space for either parking or drop off and pick up. The City will therefore consider accessibility and inclusion in its parking management.***

Additions shown in ***bold italics***.

*(Remaining principles to be renumbered accordingly)*

- (B) Council note that the Neighbourhood On-Street Parking Policy, including any recommended changes, will be reported to Council for adoption following the exhibition period; and
- (C) authority be delegated to the Chief Executive Officer to make minor editorial amendments for clarity or correction of drafting errors prior to the exhibition of the draft Neighbourhood On-Street Parking Policy.

## Purpose

To provide further information and an Alternative Recommendation for the Public Exhibition – Neighbourhood On-Street Parking Policy.

## Background

At the meeting of the Transport Heritage and Planning Committee on 11 November 2024, further information was sought on the following:

### Accessibility as a guiding principle of the Policy

The draft Policy includes considerations of access in the Purpose (the role of parking in the broader access and transport system that supports agreed economic, social and environmental outcomes); Section 3.3 (the importance of pick-up and drop-off at community, recreational and cultural facilities); and Section 5 Mobility Parking (documenting the importance of physical access for all sections of the community).

Staff support including a new principle, addressing "Accessibility and inclusion". The proposed additional principle is as follows:

#### **2.4 Accessibility and inclusion**

***The City recognises that parking is a key component of the access system that supports economic, social and environmental outcomes and that in a city for walking, cycling and public transport, motor vehicles continue to play a vital role. Access needs vary from household to household. Not everyone can use public transport, or walk distances, meaning they may need to travel by vehicles and require space for either parking or drop off and pick up. The City will therefore consider accessibility and inclusion in its parking management.***

### Parking permit clarification

The current Neighbourhood Parking Policy includes a Resident's Parking Permit scheme. The availability of resident parking permits for each household is related to:

- Eligibility, based on building stock and age of building.
- Quantity of permits for eligible properties, related to:
  - The quantity of on-site (off-street) parking spaces within the property boundary.
  - The number of vehicles registered at the property.
- Reduced entitlements for new residents in parking areas classed as Zone A. Parking Areas are classed as Zone A when the total number of resident permits exceeds the total number of parking spaces within the Parking Area.

Section 10.4 of the City's Parking Policy outlines the factors the City considers when determining the number of off-street parking spaces that are in each individual property, including the requirements of Australian Standards, accessibility by a vehicle, the presence of garages or car ports, and the presence of kerb access arrangements such as kerb cuts/lips.

Some properties have a driveway within their property boundary that leads to a covered structure such as a garage. The City determines the number of off-street spaces by assessing the full on-site area able to be accessed and parked on by vehicles.

The portion of driveway that runs across the street verge (normally between the kerbline and the property boundary) does not form part of the City's assessment of parking capacity of a property as vehicles are **not** allowed to park on this part of the driveway.

It is illegal for anyone (including the adjacent driveway owner) to park across the portion of driveway that runs across the street verge or park on the street in front of the driveway. This is enforceable by the City's Rangers and NSW Police.

The draft Policy does not propose any changes to these arrangements.

All parking areas are Zone B other than Area 19, Kings Cross. In the 15 Zone B parking areas, the resident parking permit entitlements for eligible households are:

- *Households with Zero (0) off-street parking spaces*

Maximum two resident parking permits, for vehicles registered at the address (to access two permits, they must prove they have two vehicles).

- *Households with One (1) off-street parking space (i.e. within the property)*

Maximum one resident parking permit, only for a second vehicle registered at the address (i.e. for a vehicle that is not able to park in the off-street space. To access one permit, they must prove they have two vehicles).

- *Households with Two (2) off-street parking spaces (i.e. within the property)*

No residential parking permits.

As a result, households with one off-street space and only one vehicle do not receive a parking permit for that vehicle. The household can park that vehicle on the street but will need to comply with time limits, fees etc.

When a household chooses to use their on-site driveway and/or parking space informally for other uses, the City still considers it an off-street parking space for purposes of determining resident parking permit allocation.

When the City considers Development Applications that convert off-street parking space into some other approved use, the City is able to impose a condition that the property owner restore the kerb, guttering and path, at their cost.

### **Transition arrangements**

The draft Policy retains Section 17, which details the transitional ("grandfathering") arrangements currently in place for residents holding permits when an area is classified Zone A. The City introduced Zone A and B classifications in the 2013-14 Policy review, when there was a major consolidation of parking areas. A parking area is classified Zone A when the number of resident parking permits exceeds the number of on-street parking spaces.

The draft Policy retains Section 9.3 relating to classing parking areas Zone A (*total resident parking permits issued exceed on-street parking spaces in a Parking Area*) and Zone B (*total on street parking spaces exceed resident parking permits issued in a Parking Area*). In areas classed Zone A, permit allocations for new residents are reduced compared to those in Zone B.

In Zone A (currently only Area 19, Kings Cross area) eligible properties can have a maximum of one on-street parking permit, provided they don't have off street parking. Before May 2014, residents without off street parking were eligible for a maximum of two. Section 17 "grandfathers" the pre-2014 higher permit allocations, for residents that held permits at May 2014 and have renewed them since.

Currently, there are just over 16,000 resident parking permits, this equates to 39% of the approximately 41,000 on-street parking spaces.

The City is not proposing any changes to resident parking permit allocation in this policy review, as the current allocations appear to balance the needs of residents while also supporting economic, social and environmental outcomes. The allocations are maximum only, and many eligible households *take up* none or only some of their allocation.

The City reviewed the number of resident parking permits and parking spaces in each area and found that all areas currently classified as Zone B have more parking spaces than resident parking permits, meaning there is no current need to reclassify any of them to Zone A. The City will continue to monitor this issue.

### **Permits for specific groups**

There are a large variety of permits under the Neighbourhood Parking Policy. Each permit type is tightly scoped to address particular needs of residents and businesses.

The City is not proposing any changes in this review i.e. no new permit types, no permit types to be discontinued.

No new permit types are considered necessary or desirable at this stage. The City acknowledges the attractiveness of driving, for some professions, for some trip purposes such as transporting family members, or to some locations such as recreational facilities.

It is not considered feasible or desirable to grant permits to additional groups of drivers or for additional trip purposes as this would have to apply to all members of that group or profession or all people making that type of trip, to create equity, and thus significantly increase parking pressure and traffic congestion. It would also create demands for permits for additional professions or groups e.g. creating a permit for teachers is likely to create expectations that there would be a permit for childcare workers, or hospital staff.

The City considers the diverse driving and parking needs of the broader community, including specific groups, when setting parking restrictions in each location and issuing permits.

For information, the draft Policy retains all existing permit types:

- *Resident Parking permits*

These annual permits are provided to eligible households for their vehicles registered at the address

- *Visitor Parking Permits*

These daily permits are provided to eligible households to distribute to visitors to their household

- *Visitor Parking Permits - Tradespersons*

These weekly permits are provided to eligible households to distribute to tradespersons undertaking work at the address

- *Business Parking Permits*

These yearly permits are provided to eligible businesses who need to use a motor vehicle for routine transport of goods or equipment to support their daily business operation

- *Support Worker Parking Permits*

These yearly permits are provided to service providers for their staff to use when providing support to residents at different locations across the City of Sydney, and neighbouring local government areas that are signatory to a Memorandum of Understanding.

- *Carers' Parking Permits*

These yearly permits are provided to eligible households, for use by carers visiting their premises to provide care.

In addition, there are other existing parking restrictions that support access by different groups

- Authorised vehicle parking areas for emergency services and Australia Post.
- Loading zones, which the NSW Road Rules now also allow use of by musicians unloading equipment at a venue in any vehicle.
- Some schools have unrestricted parking **nearby** that provides an option for some staff to drive to the school.

The proposed new Principle 2.4 'Accessibility and inclusion' underwrites this approach.

## **Memo from Kim Woodbury, Chief Operating Officer**

Prepared by: Peter Warrington, Manager, Transport Policy

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Approved

P. M. Barone

**MONICA BARONE PSM**

Chief Executive Officer