

# **Attachment C**

**Report to the Transport, Heritage and  
Planning Committee on 9 April 2018**

## Item 2.

### Policy - Neighbourhood Parking Policy

File No: X003620

#### Summary

In 2017, the Neighbourhood Parking Policy (first adopted in 12 May 2014) was reviewed as part of the normal review process and an updated draft was endorsed for public exhibition and consultation. The Draft Neighbourhood Parking Policy was exhibited for 79 days. A total of 86 submissions were received.

There was strong support for the key proposals of the revised policy – introducing visitor parking permits for tradespersons, increasing the number of one-day visitor parking permits and offering a choice of minimum purchase levels.

The majority of concerns raised related more to the implementation of the policy rather than the policy proposals. The majority of submissions on a single issue were residents requesting greater levels of ranger activity to increase parking compliance. The next issue of concern was from residents concerned about time limits in specific local areas. Submissions that raised the issue of the cost of permits generally expressed opposition to permit price increases, though a small number of submissions recommended a greater price increase to reflect the scarcity and value of kerb space.

The proposal to amend time restrictions to achieve greater turnover of parked non-resident vehicles was the subject of diverse views, with both support for, and opposition to, the proposed changes. Given the policy acts as a guideline and permits amendment to suit local community needs, it is not proposed to alter the recommended restrictions.

Given the nature of the issues raised, it is not proposed to make significant changes to the draft policy. Changes proposed largely act to clarify the intent of the policy.

#### Recommendation

It is resolved that the draft Neighbourhood Parking Policy 2018, as shown at Attachment A to the subject report, be adopted.

#### Attachments

**Attachment A.** Draft Neighbourhood Parking Policy 2018

**Attachment B.** Summary of public submissions

## Background

1. The Neighbourhood Parking Policy was adopted on 12 May 2014. Major initiatives of the 2014 policy were to outline recommended time limits for similar areas across the city for on-street parking, establish the type, quantity and eligibility requirements for business, visitor, resident and care worker permits, and determine the boundaries of consolidated parking permit areas. These initiatives have now been implemented and are largely successful.
2. In 2016-2017 approximately 16,334 residents' permits were issued to 13,067 households (13.3% of all households). One-day visitor parking permits were taken up by 5,578 households. One hundred and twenty five business permits were issued.
3. Compliance with parking restrictions across the City averages around 85%, suggesting that current approaches to enforcement are having the desired effect.
4. In 2017, the policy was reviewed as part of the normal review process. The Draft Neighbourhood Parking Policy was exhibited for 79 days. A total of 86 submissions were received.
5. The significant proportion of matters raised related to the implementation of the policy rather than taking issue with the policy itself. These matters included the need for resident protection from new developments through changes to time limits and a request for greater levels of ranger activity.

## Key implications

### Managing Street Parking

6. The issue that received the most submissions (18) was that of the need for greater ranger activity to achieve compliance. Service levels are constantly assessed and operations are adjusted accordingly. Based on community feedback, targeted patrols are also undertaken after hours as needed.
7. The most significant request for changes to time limits was from residents facing significant development pressures. Various requests for changes were made. The policy makes provision for operational changes such as these.
8. The draft revised policy recommended 4P parking not be the preferred parking control in non-ticketed areas. Opposition to this proposal largely came from commuters who drove to work. The City does not support long term commuter parking on-street which is reflected in this Policy. A small number of submissions commented that 4 hour parking was preferred to enable longer family visits. Due to the need to balance demand for parking for residents, businesses and visitors, no change is proposed to the draft policy. Any changes to parking controls in a local area would occur in accordance with Council's existing processes, which are set out at 2.8 in the policy.
9. There were a number of submissions requesting the installation of more unrestricted parking spaces to facilitate parking by residents who were not eligible for parking permits, however these were outnumbered by requests to remove unrestricted parking as it facilitates commuting, long stay parking and camping. The policy does not recommend widespread unrestricted parking.

10. The Restaurant and Catering Association recommended that pay parking in café and boutique retail areas be in place only on weekdays, with free parking on weekends, the busiest periods for these businesses. Free parking reduces vehicle turnover and business revenue and it is not recommended that this request be adopted.
11. Transport for New South Wales and Roads and Maritime Services (RMS) recommend that the policy adopt a hierarchy which should prioritise public and active transport over other modes and that this may have some impact on the location of residential, car share and other on-street parking spaces. The policy was amended to articulate that, in commercial and mixed-use areas, the City will ensure the adequate provision of loading zones, bus zones, drop-off and pick up spaces, mobility parking spaces and bike parking to encourage active travel and public transport.

### **15 minute free parking**

12. A number of submissions, including the Restaurant and Catering Association and Office of Small Business Commissioner, recommended that the trial of 15-minute parking, in place until June 2018, be permanently adopted.
13. Since the City commenced developing its approach to 15 minute free parking in 2013 it has been liaising with RMS regarding the impact of the existing Road Rules on its enforcement. In 2016 following representations, RMS were asked to provide advice to the Minister for Roads, Maritime and Freight about amendments to the Road Rules to address this matter. The City has not yet been advised of the outcomes of that request.
14. Given that the trial is strongly supported, the draft policy recommends continuing the trial. Any proposals to extend 15 minute free parking should occur in the context of extending pay parking to an area.

### **Resident parking permits**

15. The exhibited policy did not propose to alter the number of permits offered to households.
16. The policy has been amended to clarify that each room of an eligible and approved boarding house will be treated as a separate dwelling eligible for one resident parking permit in both Zone A and Zone B. This is in line with the current policy.
17. The policy has been amended to clarify that households in Zone B with a single on-site parking space are eligible for one parking permit only in circumstances where they have a second vehicle.
18. The report accompanying the exhibited policy recommended to raise the fee applicable to the first household permit by 50% and the second permit by 15% (see Table 1). Given the second permit price is already double the first permit price, a smaller increase to this permit is recommended to avoid prohibitive costs. A small number of submissions suggested that the price difference should be greater. Given the most expensive permit is \$265, it is considered that a significantly greater increase would be prohibitive, while a more moderate increase still retains the price differential. This is a matter for the Fees and Charges process.

Emissions (tailpipe CO <sub>2</sub> g/km combined)		111.9 or less	112–186.5	186.6–261.1	261.2 or more
1st permit	Current	\$27	\$40	\$53	\$106
	Recommended	\$41	\$60	\$80	\$159
2nd permit	Current	\$53	\$80	\$106	\$212
	Recommended	\$61	\$92	\$122	\$244

Table 1. Annual permit prices – current and recommended.

19. The most common (56% of permits) permit issued is for vehicles in the 112-186.5 tailpipe CO<sub>2</sub> g/km combined category. The price of this permit will increase roughly 38 cents a week.
20. Submissions that raised the issue of the cost of permits generally expressed opposition to permit price increases, though a small number of submissions recommended a greater price increase to reflect the scarcity and value of kerb space. It is proposed to retain the existing price for permits for pensioners on full benefits, given pensions are not increasing to the increasing cost of living. This is a matter for the Fees and Charges process.
21. It is recommended that the requirement that a household vehicle be registered at a resident's address be amended to formally recognise the City already allows residents with company cars and long term leased vehicles to obtain an annual resident parking permit. This definition is in line with RMS Permit Parking Guidelines 2016.
22. Temporary parking permits were separated into two classes to provide greater clarity regarding different types of temporary permits. It is recommended that the restriction of permit to one temporary construction work parking permit only in 24 months be removed to acknowledge that works will sometimes go over time. This is considered to have minimal impact.

### Visitor parking permits

23. The draft revised policy proposed to increase the number of one-day visitor permits on offer. Submissions largely supported this, with some requests for a greater allocation. Residents in areas with strict time restrictions, particularly Pymont/Ultimo, were prominent. These requests may be better addressed by fine tuning local time restrictions rather than increasing numbers of permits on offer across the board and it is not recommended to increase the number of visitor permits further at present. The introduction of Visitor Parking Permits – Tradespersons will also reduce the pressure on the need for one-day parking permits.

24. A small number of submissions expressed the view that all households should receive the same number of permits, or that allocation of permits should be more nuanced according to local situations. Kerb space is a valuable community asset and the City attempts to share this resource equitably. Households with a resident parking permit potentially use kerb space 365 days a year, whereas households without a resident parking permit do not use as much kerb space. A small number of submissions expressed concern that an increase in visitor permits would increase pressure on resident parking. Current uptake of visitor permits is low (5% of households) so this is not considered to currently present a risk.
25. Some residents expressed concern that permits cost \$2 each. Given the scarcity of this valuable community asset, and the cost of administering the permit scheme, this modest charge is not unreasonable and it is not proposed to reduce this fee beyond offering a pensioner discount of 50%. Some residents are currently paying more than \$2 per permit, due to the current flat fee structure of \$53 for a full permit allocation.
26. There was general support for enabling the purchase of smaller amounts of a household's entitlement in one transaction.

#### **Visitor Parking Permit - Tradespersons**

27. There was overwhelming support for the adoption of Visitor Parking Permits – Tradespersons. Views on the recommended fee of \$53 per week were varied, some submitting that the proposed fee was too high compared to one-day visitor parking permits. Others submitted that it was too low in view of the high value of City kerb space. It is recommended that the fee of \$53 per week be advertised as part of the Fees and Charges process.
28. A number of concerns were raised that the amount of permits (total of six weeks per household) is not enough for some major works, or that a one-week permit does not match tradespersons working patterns. One-day Visitor Parking Permits can also be used for tradespeople and, with most households now eligible for either 40 or 60 visitor parking permits (should the policy be adopted), many households can obtain between 12–14 weeks parking for tradespersons, along with paid parking, timed parking and off-street parking. It is not proposed to alter the number of weekly permits offered.
29. The proposed amendments include an additional requirement that the resident's address be shown on the parking permit, in line with RMS Permit Parking Guidelines 2016.

#### **Business Parking Permits**

30. There was support for broadening the criteria of vehicles that are eligible for a business parking permit to give businesses greater flexibility in managing their businesses and allow smaller, more fuel efficient vehicles to be used for business purposes.
31. The Sydney Business Chamber requested that there be greater clarity provided about the type of vehicles that would be eligible and how 'used to carry goods in the course of daily trade' will be assessed. The key issue is the need to carry goods. The City will prepare a checklist to set out this assessment process. Should the City determine that a need is proven, the vehicle choice will be a decision for the business. It is considered that the requirement for the vehicle to be registered and insured for a business use will assist in reducing the potential for fraud.

**Business Parking Permits - Tradepersons**

32. The City wrote to RMS providing a copy of the draft policy and requested changes to the Road Transport (General) Regulation 2013 to create a new class of permit. RMS have responded that they agree that the provision of this type of short-term parking is likely to be beneficial and have indicated that they will review both the Road Transport (General) Regulation 2013 and the Permit Parking Guidelines to allow short-term parking for tradespeople visiting businesses. The timeframe for this is to be determined.
33. Annexure A to the policy, as exhibited, has been removed from the policy until such time as RMS advises the City of the proposed new permit class. When the Guidelines allow the City to offer the proposed permit, Annexure A will be presented to Council for its incorporation into the Neighbourhood Parking Policy.

**Support Worker Permits**

34. The introduction of the National Disability Insurance Scheme is bringing about substantial change within the ageing and disability services sector. There was some modification of wording to better respond to the new funding framework.
35. It is recommended that the name of the permit be changed from Care Worker Permit to Support Worker Permit and the term 'care' be replaced by 'support' to move away from medicalising disability.
36. It is recommended that the definition "an accredited health care organisation means an organisation that has accreditation or written support from one of the following: Department of Family & Community Services; NSW Department of Health; any other Commonwealth, state or non-government health body approved by the Director of City Culture and Community" be changed to "service provider means an organisation or health professional approved by a relevant professional or government body to provide in-home support to residents".

**Carers' parking permits**

37. There was support for reinstating the Carers' Permit for eligible residents to complement the Care Workers' permit. Some minor changes were made to the wording of the policy to clarify eligibility and respond to the changing funding framework under the National Disability Insurance Scheme. Given that the definition of 'Carer' is enshrined in legislation, the 'care' is used throughout this section of the policy for consistency and to distinguish the Carers' Parking Permit from the Support Worker Parking Permit.
38. There were some requests to extend Carers' Permits to all households, including those built with a condition of consent excluding building residents from access to the Resident Parking Scheme. This is not supported, as it is likely to increase parking pressure.

**Motorcycle parking**

39. The NSW Motorcycle Council expressed concern that the policy singled out motorcycles for noise and air quality impacts. The policy was amended to more clearly explain that the purpose of considering impact is due to collective impact of multiple vehicles parking in a single parking space.

**Parklets**

40. Two submissions requested that the City devote more effort to supporting vehicular parklets (vehicle trailers modified to provide seating). Vehicular parklets do not comply with road transport legislation and the City must abide by the legislation.

**Hardship**

41. The draft revised policy limits the waiving of policy elements on hardship grounds to be consistent with the provisions of the Schedule of Fees and Charges. There were some concerns that this could reduce flexibility of the City to respond to particular cases. It is considered that the reintroduced Carers' Permit, and amendments to the resident parking permit eligibility criteria to enable residents to obtain a permit for a vehicle not registered in their name (Section 8.2), will address these concerns.

**Budget Implications**

42. Numerous factors impact on the uptake of the various parking permits, and detailed modelling is not available to predict the elasticity of demand, nor revenue foregone from parking meters. Overall, it is estimated that the overall impact of the proposed changes will be budget positive.
43. All comments relating to the price of parking permits and parking meter fees received as part of the community consultation for the Neighbourhood Parking Policy will be passed on to the Fees and Charges consultation process and treated as submissions to that consultation.

**Policy review**

44. The exhibited policy recommended a four year review. This is supported.
45. There may be a need to bring the review forward to respond to changes to vehicle sharing, electric vehicles and "mobility as a service". Council will be advised if this is required.

**Relevant Legislation**

46. Parking permit schemes are governed by the Road Transport (General) Regulation 2013.
47. RMS Parking Permit Guidelines 2016 set out matters which need to be considered when permits schemes are developed and implemented.

**Critical Dates / Time Frames**

48. It is proposed that changes to permits be introduced from 1 July 2018.

**Public Consultation**

49. The draft revised policy was exhibited for 79 days. Notice of the exhibition was published in local press and on the City's website. A total of 86 submissions were received. Of these, 65 were from residents, seven were from community organisations, two were from business groups, four were from government agencies and eight were from employees of a single workplace.
  
50. No changes to fees will occur until 1 July 2018. In accordance with section 610F of the Local Government Act, the proposed changes to the fees will be exhibited along with the City's draft operational plan as part of the annual review of fees and charges.

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