

Attachment B

Summary of Public Submissions

RESPONSE TO PUBLIC SUBMISSIONS TO THE NEIGHBOURHOOD PARKING POLICY

PRINCIPLES FOR PARKING MANAGEMENT (NB: will number issues once they've been approved.)

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy two submissions mentioned principles and six submissions mentioned motorcycles.

Issue No.	Stakeholder	Issue summarised	Issue	Response
Principles				
	Resident(s)	Amending for local conditions	The declaration that “at times the City may adopt different parking restrictions to respond to local conditions” could lead to inconsistency of policy application. Recommend that policy be amended to note City will ensure decisions are evidence-based and consistent with the Council’s Principles for Parking Management. Consistency should be a principle.	Consistency has been included as a principle in the draft policy.
	RMS Transport for NSW	Transport hierarchy	Give consideration to including a transport hierarchy as one of the principles for parking management. This hierarchy should prioritise public and active transport over other modes, which may have some impact on the location of residential, car share and other on-street parking spaces.	The draft policy has been amended at Section 3 to include other kerb space uses that should be prioritised in commercial and retail streets, to create viable and efficient operation of local business and encourage the use of active travel and public transport, including loading zones, bus zones, car sharing spaces, drop-off and pick up spaces, mobility parking spaces and bike parking.
Liveability				
	Resident(s)	More parking for resident's motorcycles	Increase dedicated spaces for residents' motorcycles. They use space and fuel more efficiently.	While motorcycles and scooters are required to abide by air quality and noise regulations, concentrating a number of vehicles in one parking space increases arrivals and departures from that space. The draft policy has been amended to "the City will consider the impact of dedicated motorcycle parking zones on the liveability of residential areas" to better articulate this.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s)	More parking for commuting motorcyclists	Council should increase dedicated bays for commuters using motorcycles and scooters.	The draft policy discourages commuter parking to encourage use of public transport, walking or cycling and off-street parking.
	Motorcycle Council of NSW	Noise and air quality impacts on liveability	All motorcycles and scooters must comply with the Australian Design Rules and in-service regulations which restrict noise and emissions levels. Consideration of impact on liveability should be applied equally to all vehicles parking, especially those with excessively loud sound systems.	While motorcycles and scooters are required to abide by air quality and noise regulations, concentrating a number of vehicles in one parking space increases arrivals and departures from that space. The draft policy has been amended to "the City will consider the impact of dedicated motorcycle parking zones on the liveability of residential areas" to better articulate this.
	Motorcycle Council of NSW	Displaying resident parking permits	It is impractical to leave a parking permit on a motorcycle or scooter.	Residents with motorcycles are able to purchase a holder which they attach to their motorcycle or their windscreen.

TIME LIMITS AND PRICING

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy 32 submissions mentioned time limits. Eight were from employees of one organisation seeking commuter parking. Eight submissions mentioned pricing (pay parking), seven of them expressing opposition to pay parking. Two submissions mentioned parklets.

Issue No.	Stakeholder	Issue summarised	Issue	Response
Land uses and parking catchments				
	Resident(s)	Provide on-site parking	Commercial operations should be required to provide on-site parking to leave streets free for residential parking.	Requiring mandatory minimum on-site parking is inappropriate in the inner-city where high frequency public transport is available.
	Resident(s)	Time limits need to be set locally, especially for special events	Concern that in some circumstances, such as special events, recommended time limits may not be appropriate because tighter restrictions are required.	Proximity to trip generators is taken into account when time limits are set. Changes to time limits need Local Pedestrian, Cycling and Traffic Calming Committee approval. The preferred response is increased ranger patrols during major events including sporting events and festivals
	Resident(s)	Parking congestion at schools	Parents and carers driving children to school clog local streets. The policy does not address this.	The City works closely with schools to ensure that local parking restrictions facilitate safe vehicle drop off and pick up near schools and that this does not jeopardise the safety of the walking and cycling environments for students. These issues are best dealt with in relation to specific local circumstances.
	Resident(s)	Support parklets	Review legislation to enable vehicular parklets There is currently no permit type that can exempt a vehicular type of parklet from parking restrictions. Council should provide evidence as to why vehicular parklets are excluded. Parklets enhance 'streets as public spaces', increased liveability, increased walkability, and the need to consult local communities and businesses, this should be noted	Vehicular parklets are regulated under the Road Rules must abide by parking regulations and the City must operate within the regulatory framework set by RMS road transport legislation, and road safety audit processes The draft policy is clear that parklets allow different functions to occur in kerbside parking spaces.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s)	Remove car sharing	Dedicated car sharing spaces don't work. The City should not subsidise commercial car sharing businesses. It should investigate how many vehicles there are, proximity to each other, daily uses of vehicles, amount of time they are parked unused (from observation sometimes all day).	These issues relate to the City's Car Sharing Policy. The City most recently reviewed its Car Sharing Policy in 2016. The next review is 2019.
	Resident(s)	Car share spaces used by others	GoGet car spots are being used as others can't find parking.	Only authorised car sharing vehicles with valid permits can use car share bays. Council Rangers issue infringement notices to unauthorised vehicles occupying dedicated car share bays.
	Resident(s)	Front to kerb parking is dangerous	Mandatory front-to-kerb 90 degree parking restrictions (in Kendall Street, Surry Hills, for example) represent a dangerous and unnecessary safety risk and should be removed.	The angle of on-street parking is outside the scope of the policy. Front to kerb parking is used mainly where exhaust fumes from parked vehicles could enter a nearby property, where rear to kerb is considered unsafe or where the rear of parked cars would extend into the footpath.
40	Disability Inclusion Panel	Pick up and drop off spaces	Consider opportunities for taxis to be able to stop for in "no parking" and "no stopping" areas to pick-up people with disability or older people who may be less mobile or unable to access taxi ranks	This is outside the scope of matters the City can control. NSW Government is responsible for the NSW Road Rules. Road rules already allow a taxi to drop-off in a no parking zone. The draft policy affirms the importance of drop-off and pick up spaces, and mobility parking spaces in village and town centres.
	Disability Inclusion Panel	Definition	Include a definition of "Parklet" in the Definitions section of the Policy.	The draft policy has been amended.
	Disability Inclusion Panel	Car sharing, mobility and carers	Investigate whether car share companies such as Go Get have considered mobility parking and carer parking opportunities within their own plans and policies and if so how this impacts on the Neighbourhood Parking Policy, if at all.	The draft policy supports the Social Inclusion Policy by explicitly acknowledging the role of car sharing in enabling access to a variety of vehicles to households who could not otherwise afford them. On-street car sharing is governed by the Car Sharing Policy 2016.
	Office of the Small Business Commissioner	Support for car sharing	Supports the provision of dedicated on-street parking spaces for authorised car share vehicles and supports an increase in spaces dedicated to	Noted.

Issue No.	Stakeholder	Issue summarised	Issue	Response
			them. They encourage more foot traffic and are also available for local businesses' use.	
	Pymont Action	Provide bus parking	Extend the number of bus only parking spaces in Bank Street, Pymont	City staff regularly liaise with TfNSW and RMS to identify appropriate strategies to ensure that bus and coach parking is adequate.
	Office of the Small Business Commissioner	Signage	Encourage the use of better and less congested signage, which may assist with compliance.	Noted.
15 minute free parking				
	Resident(s)	Extend time frame	Consider 30 minute free parking	15 minute free ticket parking makes it easier for people to run quick errands at local businesses. Fifteen minutes is considered a sufficient length of time for this purpose. People are able to park for longer than 15 minutes, provided they buy a ticket.
49	Glebe Society	Support	We support the continuation of the 15 minute free parking trial on Glebe Point Road.	Noted.
	Restaurant and Catering Association	Adopt permanently	15 minute free parking enables passing motorists to park and order takeaway food without a price disincentive. This should be adopted permanently	The City is awaiting advice from RMS regarding an amendment to the NSW Road Rules to require the display of a free 15 minute ticket. Given that the trial is strongly supported the draft policy recommends continuing the trial.
	Office of Small Business Commissioner	Extend zones	Support extension of the free 15-minute zones to more spaces.	The City is awaiting advice from RMS regarding an amendment to the NSW Road Rules to require the display of a free 15 minute ticket. Given that the trial is strongly supported the draft policy recommends continuing the trial.
	Office of Small Business Commissioner	Express bays	Create express bays to facilitate passenger drop-off and pick-up	The draft policy has been amended to include other kerb space uses that are prioritised in commercial and retail streets, to create viable and efficient operation of local business and encourage the use of active travel and public transport, including loading zones, bus zones, car sharing spaces, drop-off and pick up spaces, mobility parking spaces and bike parking.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Office of Small Business Commissioner	Off-street carparks	Extend 15-minute free zones to Council owned off-street carparks to reduce cruising for parking.	The Neighbourhood Parking Policy does not apply to the City's car parks.
1 hour parking				
	Resident(s)	Remove 1 hour parking	1 hour parking is unnecessarily restrictive, especially in the evenings and at weekends, and prevents visitors from visiting.	The policy does not recommend 1 hour parking in residential areas. Two hour parking controls are the preferred parking control in residential and mixed-use streets, because they allow reasonable access for short visits, without the need for permits.
	Resident(s)	Install 1 hour parking	In areas with much new development would like 2P parking limit Monday-Friday changed to a 1P 7 days a week to discourage commuters.	The draft policy does not recommend 1 hour parking in residential areas. Two hour parking controls are the preferred parking control in residential and mixed-use streets, because they allow reasonable access for short visits, without the need for permits.
	Office of the Small Business Commissioner	Oppose	1P parking restrictions are too restrictive for café and restaurant owners as most customers prefer 2P parking.	The draft policy supports the installation of 2P parking adjacent to cafes and restaurants.
2 hour parking				
	Resident(s)	2 hour parking limits	Want to see at least the 2P parking limit increased to 7 days or for longer hours.	The draft policy outlines the circumstances in which 2P parking could be installed 7 days a week. Extending hours of parking limits in areas where there is not significant parking pressure reduces opportunities for residents' visitors to visit for extended periods without using a permit.
	Office of the Small Business Commissioner	Support	Support installation of 2P ticket parking where average parking occupancy is greater than 85% and significant non-compliance persists despite increased enforcement.	Noted.
3 hour parking				
	Resident(s)	3 hour time limits	3 hours is better for visitors	Two hour parking controls are the preferred parking control in residential and mixed-use streets, because they allow

Issue No.	Stakeholder	Issue summarised	Issue	Response
4 hour parking				
		4 hour parking limits	Two types of reasons were put forward seeking more spaces with 4 hour time limits: supporting longer visits, especially for lunches, dinners and parties; and to enable commuter parking.	The City prioritises use of parking space for residents, businesses and their respective visitors and customers. Maintaining this priority requires that commuter parking on - street in residential neighbourhoods and commercial precincts is actively discouraged. The City manages parking and road space to encourage increased use of public transport, walking and cycling.
Unrestricted parking				
	Resident(s) Coalition of Glebe Groups, Glebe Society	Remove unrestricted parking spaces	Unrestricted parking spaces are used for storage of private property on public space, such as boat trailers, commuting, long term parking and backpacking. It should be replaced by 2 hour time limits between 8.00am-6pm.	The Neighbourhood Parking Policy does not recommend widespread unrestricted parking. The Draft policy recommends 2P parking for residential areas.
	Resident(s)	Install unrestricted parking	There are only a minute selection of parking spots that can be parked in all day - during the week, and not many more over the weekends and they are well away from any central locations, thus causing more inconvenience.	The Neighbourhood Parking Policy does not recommend widespread unrestricted parking.
Pricing				
	Resident(s)	Pay parking pushes people to residential streets	Meters on main streets push more people to the residential streets.	Time limits on nearby residential streets, coupled with permit exemptions, address this concern.
	Resident(s)	Pay parking damage cafes	Paid parking increases the price of travel and acts as a disincentive to dining out.	Pay parking increases compliance and turnover, meaning that more people can park in a space in a day. Many City cafes and restaurants are well serviced by active travel and public transport options. Patrons are able to park in un-metered areas if they are able to find a space, and comply with time restrictions.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s)	Pay parking impacts visitors	Remove pay parking near residences - too hard for visitors	The City must balance the need to make parking spaces available by ensuring turnover. Prices act as a signal that certain kerb space is in very high demand and encourage drivers to consider using free parking spaces further away or other travel options.
	Resident(s)	Pay parking only used to raise revenue	Replacement of 2P and 4P free parking appears entirely related to increasing revenue.	2P ticket parking is recommended in residential areas where there is more than 85% occupancy and there is significant non-compliance despite increased enforcement. Ticket parking increases compliance, so turnover increases. It is recommended all parking in commercial areas be ticketed to encourage turnover, support compliance and send a price signal that puts a value on kerb space and encourages consideration of other travel options.
	Resident(s)	Request consultation on fees	Ask that these be specified, with opportunities for public comment, before finalizing the new policy.	Council's Fees and Charges process has a community consultation process. All comments on fees and charges 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.
	Office of the Small Business Commissioner	Support pay parking in commercial areas.	Retail and commercial locations have high demand for parking. Parking spaces in surrounding fringe areas should be time limited and metered to encourage turnover and improve customer access to small and local businesses.	Noted.
	Coalition of Glebe Groups and Glebe Society	Limit pay parking on Glebe Point Road	The Policy suggests all of Glebe Point Road should be pay parking. It should be limited to kerb space adjacent to commercial and retail premises.	The draft policy has been amended to make clear that pay parking be limited to those streets (or sections of streets) adjoining commercial and mixed use areas (including adjacent streets where appropriate)
	Office of the Small Business Commissioner	Revenue	Revenue from parking meters should be directed to improve community assets and surrounding areas.	The City uses revenue from parking meters to improve community assets.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Office of the Small Business Commissioner	Sensors	Sensor based, variable parking rates are another option to address the demands of changing parking needs.	The City continues to explore options for new technologies to aid detection of non-compliant parking. Parking fees already vary by time of day and week.
	Office of Small Business	Technology	The OSBC encourages the increased use of technology. Pay by phone technology (including meter expiry messages and remote top-ups) would increase the customer experience and encourage compliance. Tap-and-go payment technology should be included in all metered areas	The City has mobile payments available. All ticket machines include tap and go payment technology. The City has written to Transport for NSW requesting a review of regulations to allow local authorities to further advance parking technology.
	Restaurant and Catering Association	Remove pay parking during popular times	Pay parking should be in place during the week but not during the most popular times when people frequent cafes, restaurants and boutique retail businesses.	Evidence suggests people may stay for shorter periods if they have to pay for parking, which increases turnover and business revenue.

MANAGING COMPLIANCE

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy 16 submissions mentioned compliance.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s)	Support	Welcome the inclusion of compliance, it has particular relevance to Area 15 in relation to COFA and Stadium.	Noted.
	Resident(s)	Monitoring	Compliance monitoring is essential to ensure the permit parking controls are operating effectively. Currently monitoring is not frequent enough to deter non-compliance.	The City's Rangers undertake regular and rostered patrols of all parts of the local government area and focus on areas where patrols and community advice indicate high levels of non-compliance.
	Resident(s)	Increase penalties	Penalties at the current rate are clearly of little disincentive.	This is a matter outside of the City's control. Penalties are set by the NSW Government.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s)	Publish information	Publish information on compliance and enforcement quarterly in a form that enables comparative analysis over time and areas.	Given the considerable variation in the parking areas' landuse, visitor patterns and size, it is not considered that compiling information on compliance and enforcement would enable meaningful analysis.
	Resident(s)	Hours of rangers work	Suggestion that rangers' standard working hours be aligned with parking restriction hours. Concern that non-residents park with confidence two hours before the Rangers shift ends, up to six hours before the parking restrictions end knowing the risk of enforcement is low. This will get worse due to Open and Creative City (night-time economy) initiative.	Rangers have a 24 hour service with proactive patrols rostered from 7am - 10pm, reactive from 10pm - 6am. Based on community feedback targeted patrols are also undertaken after hours as needed. Service levels are constantly assessed and operations are adjusted accordingly.
	Resident(s)	Location of enforcement	Compliance should be enforced on an area-wide basis.	The City's Rangers undertake regular and rostered patrols of all parts of the local government area and focus on areas with high levels of non-compliance.
	Resident(s), Paddington-Darlinghurst Community Working Group, Office of the Small Business Commissioner	Technology	Chalking tyres is anachronistic. Rangers should be equipped with a mobile number plate recognition technology, similar to that used by NSW Police. This would increase efficiency. It would also provide council with a database of historical vehicle positions that would be of value in enforcing compliance, trend analysis and policy improvement. Encourage leveraging technology to improve parking management, compliance and to make it easier for customers to find parking spaces	Police use plate recognition for driving offences. The City have considered the option of license plate recognition for parking offences however significant data integration across various state and local government business units would be required to obtain meaningful analysis and the cost of this is likely to outweigh the benefits. Rangers have the alternative option of valve stemming which eliminates the need to chalk. Other options e.g. sensor technology are being considered.
	Resident(s), Coalition of Glebe Groups	Manage bus parking	More rigorous policing of the many buses, which park randomly and often without paying in residential streets, is needed. Private buses parking on Derwent Street while tourists visit the University of Sydney need effective policing	Patrols of City streets are undertaken on a regular basis and any illegally parked vehicles (including buses) are infringed.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Pymont Action	Manage bus parking	Requirement that tour buses apply for special parking permits, limiting their ability to park to designated "bus only" spaces.	Provided buses park legally and observe signposted restrictions, they are entitled to park on-street. The City liaises with RMS and Transport for NSW to create Authorised Vehicle Zones bus, coach and mini-bus drop-off and pick-up near to major destinations or accommodation.
	Paddington-Darlinghurst Community Working Group	Performance standards for compliance	Council should set performance standards to address high levels of non-compliance.	Overall compliance with parking restrictions across the City is 86 per cent. The City's Rangers undertake regular and rostered patrols of all parts of the local government area and focus on areas with high levels of non-compliance

MOBILITY PARKING

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy six submissions mentioned mobility.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s)	Reduce misuse of mobility permits	Concern that mobility permits are abused to avoid pay parking. Policy should note this to pressure Government to modify the policy.	The City has corresponded with Transport for NSW about the need to improve turnover of parking spaces being used by holders of mobility parking permits. Mobility permits are outside the scope of the policy.
	Resident(s)	Community consultation	Changes proposed to install mobility parking spaces should be the subject of consultation as per 2.6 of the policy.	Council consults the community when considering changes to kerbside parking, including the installation of mobility parking.
	Resident(s)	Mobility parking permits should pay for resident parking permit	There is an increase in people with Mobility Parking Permits in the area. Change time limits so people with Mobility Parking Permits have to pay to park.	The City has recommended that Transport for NSW align the time extensions for permit holders to align with the Australian Road Rules and has indicated willingness to participate in trials of time designated mobility parking spaces.
	Pyrmont Action	Mobility parking fraud	There are many disabled parking stickers being used, some of which may not be legitimate. Council should work with Sydney City Local Area Command to conduct a survey to determine which permits are being used legitimately, and which are rorting the system	Rangers work with RMS who provide the City with a list of valid permits to enable us to conduct targeted operations. During these operations Rangers inspect vehicles displaying MPS permits and are able to confiscate permits that are being misused and issue infringements.

PARKING AREAS AND PARKING ZONES

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy two submissions mentioned parking areas and parking spaces and ten submissions mentioned parking spaces.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s)	Numbers of permits issued	Visitor vehicles represent on average 1 in 3 parked vehicles. Recommend 3 resident permits be issued for every 4 spaces. This ratio should be periodically reviewed.	The City allocates permits to eligible residents rather than to spaces.
	Resident(s)	Parking zone size	Parking zones should be smaller to enable residents better access to on-street parking.	Large precincts make more parking spaces accessible for a resident if they can't find a space close to their home.
	Resident(s)	Set parking zones more finely	Each parking area should contain multiple A/B resident parking zones, similar to the way parking restrictions are set according to local circumstances. Properties in busy streets should be zoned A using an appropriate demand/supply ratio threshold whereas less busy streets should be zoned B.	Parking areas enable residents to seek parking in a broader area than just outside their house.
	Resident(s)	Make the parking areas bigger	Expand the areas to have city east, city west, city south and city north – this would make it easier for residents.	Analysis has found that larger parking precincts may enable residents to use their parking permit to park close to their work. The City discourages commuter parking to encourage use of public transport, walking or cycling and off-street parking.
	Resident(s)	New developments should have parking permits	Change Chippendale to Zone A so residents in new apartments are eligible for permits. Reduce the number of permits issued to other residents to reduce parking pressure.	This restriction is in place to manage the impacts on parking and traffic brought about by newer multi-unit properties, and applies to new buildings in either Zone A or Zone B. Chippendale does not meet the criteria for Zone A.
	Resident(s)	Bike lanes, pedestrianisation and gardens take parking spaces	It seems bike lanes and street gardens are more important than providing the growing number of residents with opportunities for themselves or family & friends to park.	While 13 per cent of households have a Resident Parking Permit, 34.5 per cent of City households don't have a car (remaining residents park off-street or don't have permits). The City committed to supporting walking, cycling, car sharing and public transport. On-street landscaping is generally introduced adjacent to intersections where No Stopping

Issue No.	Stakeholder	Issue summarised	Issue	Response
				restrictions apply and is considered by the Local Pedestrian Cycling and Traffic Calming Committee prior to installation.

RESIDENT PARKING PERMITS

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy 11 submissions mentioned resident parking permits. Eight submissions mentioned the price of permits with submissions equally for and against price increases to improve cost recovery.

Issue No.	Stakeholder	Issue summarised	Issue	Response
Number of permits				
70	Resident(s)	Provide more parking permits	Give large households more parking permits based on household size and numbers of cars. Otherwise you are discriminating against large families.	The draft policy offers up to two permits per household except in parking areas where demand for resident permits parking exceeds on-street parking supply. Given the high competition for street space, it is not possible to meet all demand for free on-street parking.
Use of permits				
	Resident(s)	Prevent permit use in unrestricted spaces	Prevent those who have residential parking permits from using unrestricted parking as it takes away parking spaces for those without permits.	Residents with resident parking permits are eligible to park in unrestricted spaces. The Neighbourhood Parking Policy does not recommend widespread unrestricted parking.
	Resident(s)	Time restrict parking permits	Introducing parking permits with time restrictions, so parking is available for non-residents during the peak times of the day but available for residents in the evening.	Only 13 per cent of households hold resident parking permits. Resident parking needs are diverse and span all times of the day. Some residents will drive to work and remove their vehicles from the street.
Price of permits				
	Resident(s), Ultimo Village Voice	Price is too high	Increasing the cost of the first Resident Parking Permit by 50% is not justified in the current economic climate. It is significantly higher than the CPI. Parking should be free or increase should be capped at 25%.	Council's Fees and Charges process has a community consultation process. All comments on fees and charges 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.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s) Resident(s)	Price is too low	Parking permits should reflect the high value of public space in the inner city. Streets are used as 'cheap storage' rather than sending a signal to households for reducing car ownership. Couldn't the first permit be expensive and the second permit be really, really expensive?	Council's Fees and Charges process has a community consultation process. All comments on fees and charges 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.
	Resident(s), Ultimo Village Voice	Increase price of second permit	The increase in cost for a second permit should be higher than the increase for the first, to act as a disincentive.	Council's Fees and Charges process has a community consultation process. All comments on fees and charges 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.
	Resident(s)	Prevent permit fraud	Websites like parkhound.com.au let people sell permits. Council should cross check the AEC electoral roll, NSW Fair Trading rental tenant bond and NSW RMS databases.	Council routinely scans websites to check permit sales. Privacy laws prevent the City's access to information held by other government agencies. The City requires applicants to provide the necessary documentation at the time of applying for permits.
On-site parking				
	Resident(s)	On-site parking register	Council should maintain a record of resident on-site parking that is publicly available.	Records of on-site parking are subject to privacy provisions.
	Resident(s)	Must use on-site parking	Residents who choose to use existing garages and on-site parking spaces for other purposes should not be eligible for any residential parking permits.	Where an on-site space exists it is deducted from the number of permits to which the resident is entitled. The household may still be entitled to one permit.
	Resident(s)	On-site parking register	Concern re arbitrary application of property being determined to have on-site parking, need to be able to request review of decision.	The City enables review of a determination of on-site parking.
	Resident(s)	On-site parking	Residents in terraces with on-site parking in small yards should be able to have resident parking permits to enable them to use the yards as outdoor garden spaces.	Demand for parking in the inner city far exceeds the available kerbside space. Where an onsite space is available it should be used to free up kerbside space.

Issue No.	Stakeholder	Issue summarised	Issue	Response
New developments				
	Resident(s)	Permits for motorcycles	Residents in new developments that are excluded from access to resident parking permits should be permitted to have a parking permit for their motorcycles.	New residential flat buildings are excluded from the Resident Parking Permit Scheme to limit impacts on the local road network, and prevent intensification of parking competition, including by motorcycles in existing areas.
	Resident(s)	Permits for new developments	Council lets developers to build new apartments without parking and gives some resident parking permits	Residents of new buildings are not entitled to resident parking permits. The City's planning controls establish a maximum parking provision for new buildings to discourage car ownership and encourage use of public transport, walking, cycling and car share.

VISITOR PARKING PERMITS

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy 23 submissions mentioned visitor parking permits.

Issue No.	Stakeholder	Issue summarised	Issue	Response
Number of permits issued				
	Resident(s)	Request more visitor parking permits	Have many friends and family visit.	It is recommended to moderately increase the number of visitor parking permits available to eligible residents. Council needs to balance the needs of all road users including residents, businesses and visitors.
	Resident(s)	Need more permits in areas with tight parking limits	Tickets expire at 8am causing anxiety with overnight guests who must legally move their vehicle or use another scratchie if staying on.	Tickets are only valid on the day marked. Most signposted parking restrictions enable residents to continue parking in the same space until parking restrictions recommence the next day (such as 8am).
	Resident(s)	Return to annual visitor parking permits	Limiting permits number reduces visits.	Daily visitor permits have reduced misuse of the annual visitor permits as well as the impact on parking availability for residents. Permit numbers in Glebe and Pyrmont declined significantly, validating the concern that some annual visitor permits were being used for residents' vehicles.
	Resident(s), Glebe Society, Pyrmont Action	Support recommended allocations	Support eligible households who do not usually occupy on-street parking being entitled to a higher number of permits as they use less on-street parking annually.	Noted
	Paddington-Darlinghurst Community Working Group, Ultimo Village Voice	All households should receive the same amount of permits	The most equitable method to allocate visitor parking permits is to treat all eligible households in each Zone the same. All eligible households in Zone B should be eligible for 45 visitor parking permits per annum.	Kerb space is a valuable community asset and the City attempts to share this resource equitably. Households with a resident parking permit use kerb space 365 days a year whereas households without a resident parking permit, for whatever reason, do not use as much kerb space. If all households were eligible for the same number of permits (e.g. 45) this would increase the number of permits issued.
	Paddington-Darlinghurst	Oppose more visitor parking permits	Likely to lead increased demand for parking in areas where there is already high demand.	The current take up of visitor parking permits (5.7% of households) does not currently pose a significant impact on parking availability. This will be monitored.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Community Working Group			
	Resident(s)	Permits are wasted	Scratchie permits are not used. Permits are wasteful and aren't used, they end up in resident's bins.	It is recommended to offer residents the opportunity to purchase smaller amounts of their allocation.
	Resident(s)	Change format	Make scratchie permits extend over a few consecutive days to enable visitors who stay over a few nights to be able to park without having to walk to the vehicle, which may be some distance away, to change permits daily. Having to place multiple permits on a dashboard attracts thieves. They could also be used for tradespeople, saving the need for a new permit type	Offering visitor permits that extend over a varying number of consecutive days is not justified by the small number of households who would use such a permit.
	Paddington-Darlinghurst Community Working Group	Short term rentals	The draft policy is silent on the issue of short term rental vehicles and parking permits.	Each eligible household is entitled to use their allocation as they choose. Residents must prove eligibility.
	Resident(s)	Half day permits	Would like shorter time visitor parking permits.	2P parking limits are intended to provide an option for shorter visits.
Price of permits				
	Paddington-Darlinghurst Community Working Group	Sliding price scale	Visitor parking permits price should increase as the number utilised increases. eg. The 40th permit should be more expensive than the 1st.	A flat rate is seen to be a fair method of charging for permits.
	Paddington-Darlinghurst Community Working Group	Refund permits	Households that do not use all their permits in a year should be able to exchange them for new ones at no cost.	The price of permits partially covers the cost of administering the scheme, including issuing permits.
	Ultimo Village Voice	Prices need adjusting	Flat price of \$2 is reasonable, except for households who are eligible for 60 permits and	Noted. This will be forwarded to the Fees and Charges consultation process.

Issue No.	Stakeholder	Issue summarised	Issue	Response
			face price shift from \$53 to \$120. Price for 60 permits should be reduced to \$1.50 each.	
Reducing fraud				
	Resident(s)	One-day permits reduce fraud	Scratchie' visitor permits have improved parking space availability as abuse of annual visitor permits has dramatically reduced (selling of permits to local workers, renting out apartment parking spaces whilst parking on the street with visitor permits etc).	Noted.
	Resident(s)	Avoiding fraud	Less abuse would be occur if the visitors parking permit included the name and address of the resident and visitors parking was only allowed in the vicinity of their address.	There is no evidence that abuse of the permits is occurring. Parking areas are established to enable residents and visitors to find a place to park if there is not parking in their immediate vicinity.
	Resident(s)	Avoiding fraud	There is no evidence that visitor permits are being traded. The usage pattern should be monitored across the City of Sydney and over time so as to identify any locations where the system is being abused.	There is no evidence that abuse of the permits is occurring. Council routinely scans websites to check sales of permits.
	Paddington-Darlinghurst Community Working Group	Fraud	Council needs to monitor misuse of permits. Concern about visitor parking permit trading scheme operating on SCG precinct event days.	The price of permits covers the cost of administering the scheme, including issuing permits. The City is proposing to offer residents the opportunity to purchase smaller amounts of their allocation to encourage residents to consider their actual needs.
	Ultimo Village Voice	Choice of purchase options	Agree with the proposal to offer the choice of purchasing the permits either in packets of 10 or the full entitlement.	Noted.

VISITOR PARKING PERMITS – TRADESPERSONS

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy 12 submissions mentioned tradespersons parking permits.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s)	Encourages productive use of public space	Supportive initiative - allows productive/higher turnover use of public space.	Noted.
	Resident(s), Glebe Society, Pyrmont Action	Support	This is long overdue. The pricing seems fair, but should be subject to careful monitoring to ensure there's no abuse.	Noted. The uptake of permits will be monitored.
	Resident(s)	Need more flexibility in parking	Tradespeople often do not work on consecutive days over the period of a week. Work is weather dependent, deliveries are held up, and tradespeople cancel at the last minute. It is impractical and wasteful to have an inflexible, one-week permit.	One-day visitor parking permits can also be used for tradespeople. Should the draft policy be adopted, many households will be eligible for 40 or 60 visitor parking permits.
	Resident(s)	Weekend use	Permits purchased for tradespeople are unable to be used on a weekend.	The permits enable tradespersons to park their vehicle on weekends. They do not regulate the work the tradesperson carries out.
	Resident(s)	Extended parking times	Tradespeople should be able to park for at least 2 hours in one hour park zones.	This is a matter outside of the City's control. RMS establishes the regulations regarding time limits.
	Resident(s), Coalition of Glebe Groups	Need more permits	More permits are needed.	One-day visitor parking permits can also be used for tradespeople. Should the draft policy be adopted, many households will be eligible for 40 or 60 visitor parking permits.
	Resident(s), Ultimo Village Voice	Minor repairs	A week's parking is great for renovations but a call out for a minor repair isn't covered adequately.	Visitor parking permits, timed parking or pay parking can be used for these purposes.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s), Ultimo Village Voice	Price is excessive	The difference between the Tradesperson's weekly permit (\$10.60/day) and Visitor Permits (\$2/day) is great.	The proposed price is set at a level that avoids the potential for the permits to be used for other parking purposes, and encourages the use of paid parking, timed parking, off-street parking or regular visitor parking permits first. This is a matter for the Fees and Charges process.
	Resident(s)	Will increase parking pressure	Increasing renovations mean increased tradespersons on local streets. Parking permits for tradespersons will increase this.	Tradespersons are already parking on-street and moving their vehicles frequently or staying beyond time restrictions. The permit is likely to slightly reduce traffic movements, as vehicles no longer need to move from space to space throughout the day, and tradespersons are able to finish their jobs more quickly.
	Paddington-Darlinghurst Community Working Group	Skip bins	The policy is silent on the issue of skip bins occupying on-street parking places.	Bins are not vehicles and are not eligible for parking permits The Waste Management – Local Approvals Policy, currently in draft, covers this matter.

BUSINESS PARKING PERMITS

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy eight submissions mentioned business parking permits.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s)	Businesses need parking passes	Businesses should have a transferrable short term parking pass for delivery drivers.	Service deliveries and visits can be accommodated by on-site parking, timed parking spaces and loading zones.
	Resident(s)	Permits for customers	Provide special parking permits, valid for 1-2 hours, to retail businesses such as restaurants to give to patrons to encourage visits. Public transport is not always an option.	This matter is outside the City's control. RMS determine the types of parking permits that may be used and this type of permit is not allowable.
	Coalition of Glebe Groups	Available for general travel	Businesses should have a permit for general business trips, not just carrying goods and equipment.	Business parking permits are not provided for vehicles primarily used for staff travel, attendance at business appointments, or commuting to a place of employment or business. The City encourages the use of active travel, public transport, taxis and car sharing for these travel tasks.
	Glebe Society, Office of Small Business Commissioner, Pymont Action	Eligible Vehicles	Support broadening the criteria	Noted.
64	Sydney Business Chamber	Eligible vehicles	Confusion around eligible vehicles has resulted in low uptake of business parking permit. Eligibility criteria should be principle based to achieve an efficient outcome rather than prescribe a type of vehicle. It could be evidence of commercial vehicle insurance. It should be made clear how or how 'used to carry goods in the course of daily trade' will be assessed.	Noted.

SUPPORT WORKERS PARKING PERMITS

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy three submissions mentioned support workers.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s)	Definition	Definition of care worker should include the words 'accredited aged care or health care organisation'.	Noted. The definition has been updated to service provider. It is considered that the inclusion of the term 'insurance agency' is not required as the agency will not be providing an in-home support service.
65	Disability Inclusion Panel	Terminology	Suggestion that the term "Care Worker Permit" be replaced with "Support Worker Permit" and the term 'care' replaced with 'support'. The term "care" reflects a medical/health model of disability and not the social model of disability.	Noted. The draft policy has been amended to reflect this.
	Disability Inclusion Panel	Definitions	Review and update the definition and use of the term "accredited health care organisation". Suggested that the definition include "insurance agency" in light of the National Disability Insurance Scheme (NDIS).	Noted. The definition has been updated to service provider. It is considered that the inclusion of the term 'insurance agency' is not required as the agency will not be providing an in-home support service.
	Disability Inclusion Panel	City policies.	Include a list of City of Sydney strategies and policies that relate and refer to the Neighbourhood Parking Policy.	Noted. The draft policy has been amended to reflect this.
	Disability Inclusion Panel	Accessible documents	Review the formatting of the Policy document to ensure that it is digitally accessible.	Noted. The draft policy has been amended accordingly.
	Glebe Society	Overnight stays	Support permits being available for overnight stays and permanent parking	The permit has been amended to acknowledge that most spaces in the City do not have time limits overnight. They are not available for permanent parking.

CARERS PARKING PERMITS

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy three submissions mentioned carers permits.

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Resident(s)	Excluded developments	Concern about excluding households on land with secondary dwellings where one household holding a resident parking permit excludes the other property from access to a Carers Permit.	The draft policy enables households on land with secondary dwellings access to a Carers Permit.
	Disability Inclusion Panel	Eligibility requirements	Review the eligibility requirements for Carer Permits: suggest "a care plan prepared by a doctor" be replaced by "a letter from an appropriate health body"	Noted. The draft policy has been amended to reflect this.
	Disability Inclusion Panel	Terminology	Consider the use of the word "carer" as defined within the <i>Carers (Recognition) Act 2010</i> , throughout the Policy. Panel members suggested that this definition does not necessarily include all carers, for example; workers and family/friends that may visit for short periods and that "support worker" may be more appropriate.	Support workers who meet the eligibility criteria of the draft policy are eligible for a support worker parking permit. Regular visitors who are not carers according to the definition of the Carers (Recognition) Act 2010 are treated in the same way as other resident's visitors.
	Paddington-Darlinghurst Community Working Group		Residents who require carers parking should not denied this vital service just because their household is not eligible for a Resident Parking permit.	New residential flat buildings are excluded from the Resident Parking Permit Scheme to limit impacts on the local road network, and prevent intensification of parking competition in existing areas. Parking including visitor parking is generally available within developments.

IMPLEMENTATION AND ADMINISTRATION

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy three submissions mentioned matters regarding implementation and administration.

Issue No.	Stakeholder	Issue summarised	Issue	Response
Hardship				
	Resident(s)	Data	<p>Council develop a comprehensive data base of major variables impacting the Neighbourhood Parking Policy:</p> <ul style="list-style-type: none"> • by parking area to enable comparisons between areas • to detect trends that might warrant a change in policy <p>It will assist ensure decisions are evidence-based and could enable existing controls to be eased and provide the community with greater flexibility. This information needs to be made publically accessible in summary form periodically.</p>	Council routinely monitors parking trends and commissions parking studies for specific areas
	Coalition of Glebe Groups, Paddington-Darlinghurst Community Working Group	Exemptions to policy	The parking policy should include a mechanism to enable individuals to request an exemption from the policy requirements, such as the need for extra visitor parking permits.	<p>The draft policy limits the waiving of policy elements on hardship grounds to be consistent with the provisions of the Schedule of Fees and Charges and the requirements of the Local Government Act.</p> <p>It is considered that the underlying policy framework is delivering the intended outcomes. Residents will further benefit from proposed changes, such as additional visitor permits, ability to buy visitor permits in smaller numbers, the provisions for Carers and Care Workers, and the creation of permits for visits by tradespeople.</p>

BUSINESS PARKING PERMITS – TRADESPERSONS

Of the 86 submissions received in response to the exhibition of the draft Neighbourhood Parking Policy three submissions mentioned parking permits for tradespersons parking permits for businesses

Issue No.	Stakeholder	Issue summarised	Issue	Response
	Glebe Society	Support.	Support in principle but await community consultation.	Noted.
	Paddington-Darlinghurst Community Working Group	Vehicle criteria	Council needs to specify what constitutes a trade vehicle.	It is anticipated that the requirement for resident to provide proof of work required will assist in reducing the potential for fraud. This will be monitored
	Paddington-Darlinghurst Community Working Group	Price of permit	The cost of \$53 for 7 days of parking is very low and open to abuse.	It is anticipated that the requirement for resident to provide proof of work required will assist in reducing the potential for fraud. This will be monitored.
	Sydney Business Chamber	Loading zones	Council needs to support access for delivery vehicles given CBD construction is high. Interim loading zones and last mile freight should be considered. Small scale freight depots could be used.	These matters are covered in the Central Sydney On-street Parking Policy. The City routinely liaises with the Sydney Coordination Office to ensure the city is open for business and has co-operated in the establishment of the Courier Hub at Goulburn Street Parking Station.