

Public Exhibition - Neighbourhood On-Street Parking Policy

File No: X111976

Summary

The Neighbourhood Parking Policy (the Policy) was adopted in May 2014 and updated in May 2018. It applies in all areas of the City of Sydney (the City) except central Sydney, to which a separate policy applies. The Policy establishes time limits for on-street parking, along with the quantity and eligibility for business, visitor, resident and care worker parking permits. Visitor parking permits and business parking permits were introduced across all parking areas in May 2015. The Policy provides a consistent approach to the management of on-street parking and tries to balance the need for longer-stay (including overnight) parking for residents with the need for parking turn over and shorter stay parking for visitors, carers and tradespeople. Demand for on-street parking generally exceeds supply, and it is unlikely that our communities will be entirely 'satisfied' with the situation. The Policy aims to strike a compromise that most people can support.

The current Policy has been reviewed. A draft incorporating changes is presented in Attachment A with a tracked changes version presented in Attachment B. The review found that the Policy is generally operating well and is securing appropriate outcomes in a constrained environment. There will always be competition and greater demand than supply for on-street parking in a global city. The intent and principles of the Policy remain. The review determined that the Policy required updating to align with Sustainable Sydney 2030–2050 Continuing the Vision, the Community Strategic Plan, the Access Strategy and Action Plan – Continuing the Vision and the Electrification of Transport in the City Strategy and Action Plan, consideration of current trends in kerbside use and management responses and updating of land use typologies to reflect the Sydney Local Environmental Plan (LEP) 2012. The review concluded that the Policy remains an important tool to enable the City to fulfill its obligations to manage parking demand and change fairly and transparently.

Key changes proposed include: updating to align with City strategies and land use definitions in the Sydney LEP 2012; new principles on competing needs for kerb space and fair use of technology; new sections on unrestricted parking, electric vehicle parking for charging; bicycle parking; updating and clarifying exclusions for parking permits; standardising visitor permit entitlements to a maximum of 50 permits annually for all eligible households; and clearer material on mobility parking and time limits and controls.

It is recommended that the draft Neighbourhood On-Street Parking Policy is exhibited for public comment with the final Policy presented to Council for approval once community feedback has been considered. The current Neighbourhood Parking Policy will remain in effect until such time as the updated Policy is adopted by Council.

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;
- (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.

Attachments

Attachment A. Draft Neighbourhood On-Street Parking Policy

Attachment B. Draft Neighbourhood On-Street Parking Policy (tracked changes version)

Background

1. The Neighbourhood Parking Policy (the Policy) was adopted 12 May 2014.
2. Major initiatives of the 2014 Policy were to: outline recommended time limits for on-street parking; establish the type, quantity and eligibility requirements for business, visitor, resident and care worker permits; and consolidate parking permit areas (from 31 to 16).
3. Visitor parking permits and business parking permits were introduced across all parking areas in May 2015.
4. The Policy was reviewed and updated 14 May 2018. The 2018 review made minor changes to time restrictions, cost of permits and increased the amount of visitor permits. It also established a special Visitor's Permit for tradespersons.
5. The Policy provides a consistent approach to the management of on-street parking in the City of Sydney, excluding central Sydney (to which a separate policy applies). The key management approach includes: time limits for on-street parking; and parking permits for businesses, visitors, residents, carers and tradespeople. The Policy tries to balance the need for longer-stay (including overnight) parking for residents with the need for parking turn over and shorter stay parking for visitors, carers and tradespeople.
6. Where necessary, City staff respond to customer and business feedback to make minor changes to kerbside controls to maximise the community benefit from the kerb.
7. Review of the current Policy was delayed, primarily due to the Covid-19 pandemic which resulted in significant changes to working arrangements and access needs in our area. Some localities experienced significant parking pressure, due to many residents working from home, and more employees driving to nearby work locations. Since the conclusion of the pandemic public transport use has increased and extreme parking pressures appear to have abated – however overall parking pressure remains high, as expected (and intended).
8. The Policy has now been reviewed and a draft incorporating changes is presented in Attachment A.
9. The review of the Policy determined that it generally secures appropriate outcomes, but it could be improved through some changes.
10. The review determined that the intent and principles of the current Policy, which is to balance competition for on-street parking space within the constrained environment of the City's neighbourhoods by establishing a range of parking controls and permits to guide the management of parking arrangements, remain.
11. The review concluded that the Policy remains an important tool to enable the City to fulfill its obligations to manage parking demand and change fairly and transparently.

12. The review enabled consideration of the Policy and alignment with Sustainable Sydney 2030–2050 Continuing the Vision, the Community Strategic Plan, the Access Strategy and Action Plan - Continuing the Vision and the Electrification of Transport in the City Strategy and Action Plan. A key element of these strategies is increasing emphasis on uses of kerb space for cycleways, footpath widening, outdoor dining and tree planting, as well as vehicle storage. These issues were also reinforced by the changes undertaken during the Covid-19 pandemic which highlighted the benefits of maximising space for people in village high streets, such as for outdoor dining. The increasing prevalence of hot days also highlights the need for more planting, potentially in roadways on some streets.
13. The review enabled consideration of new trends in mobility such as parking for electric vehicle charging and on-street parking for share bicycles.
14. The review considered issues determined by implementation of the Policy and issues such as Visitor Parking Permit entitlements identified as part of the Council approval of the current Policy in 2018.
15. The review also enabled updating of the land use typologies defined. The Policy excludes most multi-unit forms of housing from eligibility for permits. While this intent is straightforward, and continues, the drafting to achieve this is complex given the many forms of development allowed under the Sydney LEP 2012. The exclusions also relate to the point in time at which the Policy applied geographically, as the City's boundaries changed.
16. The review determined that the permit schemes appear to be working as intended. In 2023-24, 15,414 resident permits were issued, equating to around 76% uptake from most eligible properties. There is modest uptake of Tradespersons' Permits, and the 2018 changes to Visitor Parking permits (booklets of 10, per permit fee) are implemented.
17. There are around 41,329 parking spaces in the City, excluding city centre spaces. There will always be competition and greater demand than supply for on-street parking in a global city.
18. Parking areas are either zoned A (parking areas with more resident permits issued than available parking spaces) or B (parking areas with fewer resident permits issued than available parking spaces) to denote the number of resident and visitor permits available to eligible households in that zone. In terms of the efficacy of residential permits, Area 19 is the only parking area currently "Zone A" under the Policy as the number of permits exceeds the number of spaces. All new permit applicants in this area can access a maximum of one permit. Based on the City's data and known City programs, there is no foreseeable need to rezone any other area from Zone B to Zone A in the immediate future.

19. The City may use on-street paid parking to encourage turnover, improve compliance, and increase the efficiency and sustainability of the transport network. Ticket parking is avoided where possible in residential areas, and where it is installed permit holders are exempt from parking fees. Parking fees are set and exhibited along with the City’s draft operational plan as part of the annual review of fees and charges.
20. Overall, the review determined that the Policy is generally working as intended, but that the Policy needed updating to reflect strategic and land use changes and to improve implementation. Changes proposed to the Policy are shown below (titles and section numbers reflect those in the draft updated Policy in Attachment A).
 - (a) The key changes, and rationale for these, are:

Current policy	Proposed change	Rationale for the change
Purpose, and Background (1.1)	Updates text to align the Policy to Sustainable Sydney 2030-50 and the City Access Strategy and Action Plan	Parking policy should be designed to assist in implementing adopted strategies and action plans.
Definitions, and Sections 10-15	Updated where necessary to align with Sydney LEP 2012.	Improves clarity on which types of existing or new developments remain ineligible for permits. Responds to new types of multi-unit dwelling development, such as co-living.
2.1 Competing needs for kerb space.	New section outlining the City’s approach to management of the kerb to support footpath widening, tree planting, outdoor dining and cycleways, in addition to parking.	Responds to growing number kerb side uses envisaged in Sustainable Sydney 2030-2050. References the City’s commitment to ensure kerb availability is maximised for a variety of uses, at any point in time.
2.10 Fair use of technology	New section outlining the approach to incorporating technology into operations. Includes specific statement that people without ready access to technology will not be disadvantaged.	Encapsulates how the City will approach issues such as ticketless/app-based parking systems.
3.1 Residential areas Unrestricted parking	New text on approach to managing unrestricted parking, including such issues such as boat parking.	Reflects the current restrictions in some areas, and explains how the City may respond, to either allocate to a different use, or to address long-term storage such as boats.
Section 3 Time limits and pricing – all tables	Remove examples.	Examples were often misleading (whole suburb examples), or added no value.

Current policy	Proposed change	Rationale for the change
Section 5 Mobility parking	Outlines more clearly the rationale for dedicated spaces, timed spaces and more general pick up and drop off, in both residential streets and village high streets. Confirms the importance of kerb ramps wherever possible. Removes commitment to audit/remove spaces in residential streets.	Better aligns Policy with the Inclusion (Disability) Action Plan, and the variety of access needs of different groups in different locations. The City can repurpose spaces in residential streets on a case by case basis, where appropriate.
Section 6 Electric vehicle parking – to enable charging	New section on purpose and approach to parking for electric vehicle charging	Aligns Policy with electrification of Transport Strategy and Action Plan, by providing context for the City’s recent and future allocation of limited amounts of kerb for public electric vehicle charging only.
Section 7 Bicycle parking - to reduce footpath clutter	New section on purpose and approach to bicycle parking	Outlines that the City may provide a small amount of on-street bicycle parking to support the growth of bicycle riding and reduce footpath clutter associated with share bike systems.
8.3 Exclusions from parking permits	Replacement text to clarify exclusion, including approach to cover any new form of multi unit housing not defined in the Policy.	Simplify the policy intent of exclusions, and provide information on where the community can investigate restrictions for particular properties.
10.2 Eligibility (resident’s permit)	New text specifying that a resident with multiple addresses must reside at the relevant City of Sydney address for a minimum 6 months a year.	Responds to operational implementation issue arising from pandemic, for people maintaining a City property as well as one outside the City.
11.3 Visitor parking permits – quantity of permits	Standardises permit entitlements to a maximum 50 permits annually for all eligible households in both Zone A and B.	Simplifies the allocation. Responds to issues raised by the community in the 2017-18 review, which the then Council requested be explored. Changes made to permit administration (purchase in increments, standard per permit fee) will mitigate any risk of increased allocations for some residents.

- (b) Other changes are:
- (i) Title: changed to Neighbourhood *On-Street* Parking Policy, consistent with the Central Sydney On-Street Parking Policy.
 - (ii) 1.2 Roads authority: Improving clarity.
 - (iii) 3.2 15-minute free parking: Confirms the retention of existing areas of 15 minute free parking.
 - (iv) 3.3 Community recreational and cultural facilities: Reference to the potential for some permit holders to be excepted (consistent with Support Workers currently being exempted in some spaces at Gunyama Aquatic Centre)9.3 Parking Zones: confirmation that any proposal to rezone an area will be exhibited.
 - (v) 12 Tradespersons' Permit: Aligning exclusions with those for resident permit.
 - (vi) 13.2 Business parking permit eligibility: Moving exclusion for multi-suite premises to this clause (from Section 8.3)
 - (vii) 14 Support Workers Permit: Updating re the expansion of the MOU with other councils.
 - (viii) 18.1 Parking reviews: Clarifying that these would be linked to emerging issues and ensuring that the maximum amount of the kerb is available for productive uses, rather than a systematic review of each parking area on a regular cycle.
 - (ix) Responsibilities and Consultation (on policy development): Updated.
 - (x) Various edits to improve syntax or clarity.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

21. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This policy is aligned with the following strategic directions and objectives:
- (a) Direction 3 - Public places for all - the Policy enables effective and careful management of the kerbside to balance the competing needs of access and public space.
 - (b) Direction 5 - A city for walking, cycling and public transport - the Policy tries to balance and manage the kerbside to facilitate this Direction.
 - (c) Direction 6 - An equitable and inclusive city - the Policy facilitates access to places including for mobility parking.

- (d) Direction 9 - A transformed and innovative economy - the Policy tries to balance the need for longer-stay (including overnight) parking for residents with the need for parking turn over and shorter stay parking for visitors, carers and tradespeople.

Organisational Impact

- 22. The review streamlines and clarifies management processes, formalising feedback from implementation of the Policy. The on-going management and implementation of the current Policy is part of the existing operations of the City.

Social / Cultural / Community

- 23. The Policy responds directly to the City's A City for All Inclusion (Disability) Action Plan.

Economic

- 24. Careful management of the competing needs of the kerb is needed to maintain equitable access to residential and commercial properties for residents, businesses and visitors.

Financial Implications

- 25. If approved, the proposed changes would increase the number of permits people are able to purchase. If all people took up all permits they were eligible for, there would be an increase in revenue collected from fees, however, given current uptake patterns, this is unlikely.
- 26. The proposed changes to the Policy, if approved, will not materially impact on existing City operations. The on-going management and implementation of the current Policy is part of the existing operations of the City.

Relevant Legislation

- 27. Parking permit schemes are governed by the Road Transport (General) Regulation 2021 and NSW Road Rules 2014.
- 28. Transport for NSW Parking Permit Guidelines 2021 set out matters which need to be considered when permits schemes are developed and implemented.

Critical Dates / Time Frames

- 29. The current Neighbourhood Parking Policy will remain in effect until the time the revised Policy is adopted.

Public Consultation

30. Informed by Sustainable Sydney 2030–2050 Continuing the Vision, the Community Strategic Plan, the Access Strategy and Action Plan – Continuing the Vision and the Electrification of Transport in the City Strategy and Action Plan.
31. It is proposed that the draft Policy be exhibited until mid-February 2025 to account for the holiday period.
32. No changes to fees will occur until 1 July 2025. 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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