Item 9.3
At Council
7 April 2025

Relevant Information for Council

FILE:	**X111976**	**DATE:**	4 April 2025
TO:	Lord Mayor and Councillors		
FROM:	Kim Woodbury, Chief Operating Officer		
THROUGH:	Monica Barone PSM, Chief Executive Officer		
SUBJECT:	Information Relevant To Item 9.3 – Post Exhibition – Neighbourhood On-Street Parking Policy		

For Noting

This memo is for the information of the Lord Mayor and Councillors.

Purpose

To provide further information in relation to the Neighbourhood On-Street Parking Policy and parking permits.

Background

At the meeting of the Transport, Heritage and Planning Committee on 31 March 2024, further information was sought on:

Consideration of policy updates to respond to the changing needs of the community

The City does not foresee widespread growth in car ownership or increase in demand for residential parking permits *solely* due to the availability of a second permit for some households.

Factors informing this position include: the overall cost of owning and operating a second vehicle and the City's achievement of a city for walking, cycling and public transport supplemented by car sharing.

The Policy already contains a mechanism to address permit oversupply if it occurs in a parking area. Areas can be rezoned to 'Zone A' if the number of residential permits issued exceeds the number of on-street spaces, which will remove any entitlement to a second permit for all new applicants. This applies already in Kings Cross but is not considered likely in other parking areas based on current trends. The Policy can already address this issue if it occurs.

If the City did consider that a broader review of residential parking permit entitlements was appropriate, the factors it could consider could include:

- Identifying specific problem(s) changes to the residential parking permit entitlements would address.
- How to respond to access, equity and inclusion.
- Impact on housing affordability, and housing values .
- Impact on rental market for households requiring multiple vehicles.
- Other methods for achieving an outcome, noting that some households could still have 2 or more cars even if the maximum number of residential permits was reduced to one. Examples include households with 2+ onsite parking spaces, or households where one or more cars can park on-street without a permit due to the signposted restrictions.

Approaches the City might consider in a review could include:

- Introducing a "needs" test for second permits, as with Business Parking Permits. This would be administratively complex and burdensome, likely difficult to frame and likely to risk inconsistency in applying the Policy.
- Increasing the fee for second permits which is already higher than the first permit. These are set as part of the Annual Fees and Charges adopted by Council. The City would ensure that the appropriate concessions were in place to limit the equity impacts of any proposed increase.

Any review of this nature would be a substantial change from the Policy which was publicly exhibited and would require a new and comprehensive public consultation process.

Residential parking permit entitlements

The City of Sydney has around 211,633 residents, 97,743 properties and around 70,000 registered vehicles. Of these 97,743 properties, around 20,000 properties are eligible for a residential parking permit under the Neighbourhood Parking Policy.

For eligible properties, the maximum residential parking permit entitlement is then determined by the presence of off-street (on-site) parking. Generally, properties are eligible for two residential parking permits, with this amount reducing for each off-street (on-site) parking space. The entitlement is as follows:

- A property is entitled to 2 permits if it has 0 off-street parking spaces
- A property is entitled to 1 permit if it has 1 off-street parking space

- A property is entitled to no (0) permits if it has 2 (or more) off-street parking spaces.
    - Note that, while properties with 2 (or more) off-street parking spaces are not entitled to a residential parking permit, eligible properties with 2 (or more) off-street spaces remain entitled to other parking permits such as Visitor Parking Permits and Tradespersons Parking Permits.

Under existing provisions in the Policy, Kings Cross Parking Area has lower residential permit entitlements for new applicants because the number of permits exceeds the number of on-street spaces in the Parking Area. The permit allocation is 1 less than the general allocation for each category (listed above), compared to the rest of the City of Sydney, i.e.

- A property is entitled to 1 permit if it has 0 off-street parking spaces
- A property is entitled to 0 permits if it has 1 (or more) off-street parking space

Residential parking permits issued by the City

As of 1 July 2024, the City issued 16,541 residential parking permits to the approximately 20,000 properties eligible under the Neighbourhood Parking Policy.

Of this, around 3,000 permits are from households with 2 permits issued. i.e. the City issues around 1,500 second resident parking permits.

Relationship between 2 residential permit *entitlements* and 2 residential permits *issued*

Around 11,000 properties are eligible for 2 residential parking permits. These are eligible households with no off-street parking. Examples of these include terraces in suburbs such as Newtown, Surry Hills and East Sydney.

The City estimates* that at any point of time:

- Around 1,500 of these properties are issued 2 parking permits
- Around 7,000 of these properties are issued 1 permit
- The remainder of the properties do not apply for a permit.

    *Based on 2024 data, and noting permits are generally annual and do not expire on the same date.

The review of the Policy did not propose to alter the 2 permit entitlement as most properties eligible for 2 parking permits do not apply for them.

The City's view was that eligibility for 2 permits did not result in detrimental uptake in parking permits or contribute in isolation to the general competition for kerbside in the City of Sydney. Rather, the entitlement to a second permit appears to allow some households to access a second permit when they require access to a second vehicle that they cannot park off-street at their property.

There is occasional demand for additional permits above the Policy limits e.g. from larger rental share houses where multiple residents require access to their own vehicles for work or other activities. The City declines these requests.

Therefore, the exhibited draft Policy, considered by Council in late 2024, did not propose any amendments to any residential parking permit entitlements.

*Based on Census data, the City estimates that around 13% of our households have 2 or more vehicles. Not all of these households need or are eligible for a parking permit for either or both vehicles, due to off-street parking or to the parking restrictions in their area.

Trends in residential parking permits issued over time

The number of residential parking permits issued has been relatively stable over the past three years:

- 2022: 16,138 residential permits issued.
- 2023: 16,152 residential permits issued.
- 2024: 16,541 residential permits issued.

Transport for NSW delegation updates

Councillors were advised by CEO Update on 7 March 2025 of Transport for NSW changes to arrangements in approving some works on streets. Approval for those works is now delegated to the City and does not require consideration by the Local Pedestrian, Cycling, and Traffic Calming Committee. This information is repeated below. The City's changes are in response to detailed consideration of the NSW Government's changes to Delegations in the light of the City's Community Engagement Strategy.

The approach was not finalised before the draft Policy was exhibited in late 2024.The post exhibition Neighbourhood On-Street Parking Policy, Car Sharing Policy and Central Sydney On-Street Parking Policy are updated to accurately reflect these operational changes which are being implemented.

Changes to Traffic Delegations and the Local Pedestrian, Cycling, and Traffic Calming Committee (from CEO Update of 7 March 2025)

Key changes

There are two key changes:

1. *Traffic works that require approval under Section 116 of the Roads Act 1993 no longer require approval by resolution of Council after the Local Pedestrian, Cycling, and Traffic Calming Committee endorses them. Instead, the approval is now sub-delegated to staff if the Local Pedestrian, Cycling, and Traffic Calming Committee unanimously endorses the proposal. This includes approval of treatments to close roads to traffic, making traffic one-way, turn bans or load limits.*

2. *Certain traffic works no longer require the endorsement of the Local Pedestrian, Cycling, and Traffic Calming Committee to proceed ("Temporary Delegation"). Instead, the Local Pedestrian, Cycling, and Traffic Calming Committee will be notified. This change is temporary and in place until 30 June 2026, unless the Minister for Roads amends or revokes it earlier. Most of the following items can be approved by delegation from the Chief Executive Officer to staff:*

    - *Parking Changes: e.g. timed restrictions, paid parking, no parking, no stopping, mobility parking spaces*
    - *Work Zones: temporary loading zones to support construction.*

- *Pedestrian facilities: including new pedestrian crossings and pedestrian refuges and upgrades of existing pedestrian crossings to raised pedestrian crossings*
- *Continuous Footpath Treatments*
- *works to enable On-street dining*
- *traffic calming treatments including road humps, raised intersections, kerb buildouts, chicanes and slow points*
- *Greening in new kerb extensions / in-road trees*
- *New Cycling facilities (but not removal) including bicycle parking, separated cycleways, bicycle paths, shared paths and contra flow access for bicycle riders.*

There are limitations on the use of the Temporary Delegation for the above works and specific criteria regarding:

- *Compliance with established Transport for NSW and Australian standards and guidelines*
- *Road classification and speed limit*
- *Impacts on operation of bus routes, clearways, bus lanes, transit lanes*
- *Proximity to traffic signals*
- *Any reduction in the number of travel lanes*
- *Reporting and accountability*

Works approved using the Temporary Delegation will be listed in a report in the agenda of the next available Local Pedestrian, Cycling, and Traffic Calming Committee meeting for information only.

Local Pedestrian, Cycling, and Traffic Calming Committee agendas are published on the City's website, emailed to all Councillors and published in the CEO Update.

The Temporary Delegation is an optional alternative for Councils to use. There is still a requirement for the Local Pedestrian, Cycling, and Traffic Calming Committee to operate to consider matters not covered by the Temporary Delegation and where Councils decide not to use the Temporary Delegation.

In extenuating cases, delegated staff will consider scope and scale of works, reputational risks and strategic alignment in considering whether a proposal would best be referred through the Local Pedestrian, Cycling, and Traffic Calming Committee for a decision or where instructed by Executive.

Community engagement

The community will be consulted or notified on all traffic proposals, as they are now, regardless of whether they are approved by staff delegation, endorsed by Local Pedestrian, Cycling, and Traffic Calming Committee or approved by Council. Information on how and when feedback will be considered will be explained in engagement material.

Where 5 or more respondents or 2% of the community consulted object to a proposal then the matter will be referred to the Local Pedestrian, Cycling, and Traffic Calming Committee for consideration.

Next steps

City staff are developing internal procedures, checklists and templates to ensure that the necessary criteria, reporting requirements and staff delegations are followed for works approved under the Temporary Delegations. Staff will also update the Local Pedestrian, Cycling, and Traffic Calming Committee webpages and relevant application forms to inform stakeholders of the changes.

Policy review period

A further review of the revised policy has found an administrative error in the policy review period. The revised policy indicates that it will be reviewed every 3 years (rather than the standard 4 years). The policy will be updated to indicate that it will be reviewed every 4 years. Note that the policy review can be brought forward if required.

Memo from Kim Woodbury, Chief Operating Officer

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Approved

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