

Post Exhibition - Neighbourhood On-Street Parking Policy

File No: X111976

Summary

This report seeks Council approval of the Neighbourhood On-Street Parking Policy ('Policy').

At its meeting on 25 November 2024, Council resolved to exhibit the draft updated Policy. It was exhibited for public comment from 10 December 2024 to 21 February 2025, an extended period to account for the end of year and school holiday period, with extensions granted on request. Final submissions were received 28 February 2025. The City of Sydney ('the City') received a total of 62 responses: 54 survey responses and 8 written submissions.

The Policy was adopted in 2014 and updated in 2018. The Policy applies in all areas of the City of Sydney 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. 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 and updated. The review found that the Policy is generally operating well and is securing appropriate outcomes in a constrained environment. The intent and principles of the Policy remain. The update enabled 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. The update also includes consideration of current trends in kerbside use and management responses including new principles on competing needs for kerb space and fair use of technology, new sections on unrestricted parking, electric vehicle parking for charging and bicycle parking, updating and clarifying exclusions for parking permits, standardising visitor permit entitlements to a maximum of 50 permits annually for all eligible households, clearer material on mobility parking and time limits and controls. Finally, it also updates land use typologies to reflect the Sydney Local Environmental Plan (LEP) 2012.

The Policy is an important tool to enable the City to fulfill its obligations to manage parking demand and change fairly and transparently.

Submissions overall showed support for the City's approach, particularly the provision for on-street bicycle parking. There were comments requesting that the City do more to reduce car parking, that parking restrictions, paid parking and parking charges were increased, that the City implement more pedestrian and cyclist improvements and prioritise resident parking over visitor parking. However, due to the low response rate, the total number of comments for these was not high.

The final Policy was amended to clarify the City's position in several specific areas: updating the text at section 10.4 to reflect forthcoming changes to the Australian Standards standard parking size, and updating the text on community engagement (formally consultation) to include approach to community engagement and approvals in response to the NSW Government Temporary Delegations to Councils. Attachment B tracks changes to the draft Neighbourhood On-Street Parking Policy made since the revised policy was placed on public exhibition.

Recommendation

It is resolved that:

- (A) Council note the submissions and feedback received through the public exhibition period as shown at Attachment A to the subject report;
- (B) Council adopt the Neighbourhood On-Street Parking Policy incorporating amendments following the public exhibition process, as shown at Attachment B to the subject report; and
- (C) authority be delegated to the Chief Executive Officer to make amendments to the Neighbourhood On-Street Parking Policy to correct any minor drafting errors and finalise design, artwork and accessible formats for publication.

Attachments

- Attachment A.** Engagement Report - Neighbourhood On-Street Parking Policy
- Attachment B.** Neighbourhood On-Street Parking Policy (showing changes)

Background

1. The Policy was adopted 12 May 2014. Visitor parking permits and business parking permits were introduced across all parking areas in May 2015. 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.
2. The 2018 Policy has been reviewed and updated, and a draft exhibited for public comment.
3. 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.
4. 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.
5. 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.
6. 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. 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. The review of the Policy determined that it generally secures appropriate outcomes, but it could be improved through some changes. 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. 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.
8. The updated Policy includes:
 - (a) 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

- (b) consideration of new trends in mobility such as parking for electric vehicle charging and on-street parking for share bicycles
 - (c) outlining the City's approach to management of the kerb to support footpath widening, tree planting, outdoor dining and cycleways, in addition to parking
 - (d) consideration of issues determined by implementation of the Policy, including:
 - (i) outlining the approach to incorporating technology into operations without disadvantaging people without easy access to technology
 - (ii) management of unrestricted parking
 - (iii) the rationale and approach for dedicated mobility spaces, timed spaces and more general pick up and drop off, in both residential streets and village high streets
 - (iv) specifying that a resident with multiple addresses must reside at the relevant City of Sydney address for a minimum 6 months a year
 - (v) clarification within the exclusions
 - (e) issues such as the standardisation of Visitor Parking Permit entitlements to a maximum 50 permits annually for all eligible households in both Zone A and B which was identified as part of the Council approval of the current Policy in 2018
 - (f) updating of the land use typologies to align with Sydney LEP 2012.
9. The draft updated Policy has now been exhibited. See the Public Consultation section below.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

10. 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

11. The updated Policy 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.

Risks

12. The review of this Policy has been assessed against the City's risk appetite and been found to pose minimal risk.
13. The updating of this Policy is part of normal business processes to ensure that the City can meet its obligation of providing and balancing kerbside space. The updated Policy better enables the City to manage its responsibilities reducing risk. The updates are minimal to an existing Policy. The only risk identified was not updating the Policy, which carry reputational, people, service delivery, sustainability and compliance risks.
14. The updated Policy is within the City's risk appetite/tolerance posing minimal risk to financial obligations (cautious to open risk appetite), sustainability (open risk appetite), service delivery (open risk appetite), people (minimal risk appetite), reputational (minimal risk appetite) and compliance (minimal risk appetite).

Social / Cultural / Community

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

Economic

16. 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

17. If adopted, 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, any increase is likely to be minor.
18. In accordance with section 610F of the Local Government Act 1993, fees will be exhibited along with the City's draft operational plan as part of the annual review of fees and charges.
19. If adopted, the updated Policy will not materially impact on existing City operations. The on-going management and implementation of the Policy is part of the existing operations of the City.

Relevant Legislation

20. Parking permit schemes are governed by the Road Transport (General) Regulation 2021 and NSW Road Rules 2014.
21. Transport for NSW Parking Permit Guidelines 2021 set out matters which need to be considered when permits schemes are developed and implemented. Transport for NSW is currently consulting on proposed changes to the Guidelines. This includes proposed new sections relating to new development. The City will make a submission on the changes, but it appears that the Guideline as currently drafted will support the City's existing Policy framework to continue. The City received notice of the proposed changes to the Guidelines on 7 March 2025. Submissions are due on 17 April 2025.

Critical Dates / Time Frames

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

Public Consultation

23. At its 25 November 2025 meeting, Council resolved to exhibit the draft Policy. It was exhibited for public comment from 10 December 2024 to 21 February 2025, with extensions granted on request. Final submissions were received 28 February 2025.
24. During the consultation period the 'Sydney Your Say' page was visited 544 times, with 89 people downloading the draft Policy.
25. The City received 54 survey responses and 8 written submissions (3 from organisation, 5 from individuals).
26. Attachment A provides a detailed Engagement Report.
27. Submissions overall showed support for the City's approach, particularly to on-street bicycle parking.
28. Many (27) survey respondents were not eligible for parking permits, 17 respondents were eligible and used the permits and 6 were eligible but did not use them. Also, 17 respondents were eligible for residential permits and 12 for visitor permits (self-identified). No respondents indicated they were eligible for business permits or carers and support person permits.
29. There was an equal split with respondents who used their visitor permits, with half using more than half of their permits and half using less than half of their permits.

30. Forty-two open response comments were received, plus 2 submitted from the Central Sydney On-street Parking Policy survey. In addition, 5 written submissions from individuals were received. The feedback highlighted the following key areas: reducing car parking (7), increasing parking restrictions, timed/paid parking (7), implementing pedestrian and cycling improvements (7) and limiting unrestricted parking (5). Other themes raised include motorcycle parking (3), reducing car use (3), changing the parking area boundaries (3), increasing enforcement and fines (3), providing more on-street electric vehicle charging (2) and drop off and pick up (2), increasing parking (2), planting more trees (2), reducing or removing motorcycle parking (2), providing permits for apartments (2), reducing the number of permits a resident can have (2), prioritising residents over businesses and visitors (2), providing non-car households with permits (2), providing less bicycle lanes (one), not supportive of the reduction of visitor permits (one; noting reduction in visitor permits applies to a limited number of households most households have their visitor permit allocation increased), and supportive of 50 visitor permits (one).
31. The biggest single issue respondents mentioned in the open response part of the survey and in the written submissions was support for on-street bicycle parking.
32. The written organisational submissions were generally supportive of the proposed changes. Key details and our response are provided in the Appendix to the Engagement Report. One submission queried the proposed removal from the Policy of references to the duration of specific permits. This drew attention to the fact that the exhibited Draft removed this text from the Residential Parking Permits section, but the proposed change was not marked as a "tracked change" in the November Council version due to a formatting error.
33. Location-specific comments and suggestions have been passed on to the relevant business units.

Amendments to the Policy following exhibition

34. Based on the nature of feedback provided the final Policy required minor amendments. Attachment B identifies the proposed changes to the exhibited drafts, using tracked changes, with amendments as follows:
 - (a) Minor amendment to text in section 2.1 to further clarify:
 - (i) Current text: The City will use the Policy to manage parking demand in locations with reduced parking supply, due to any City programs that repurpose kerbside space for other uses.
 - (ii) New text (in bold): The City will use the Policy to manage parking demand in locations with reduced parking supply, due to any City programs that **use** kerbside space **for uses other than parking**.
 - (b) Minor amendment to 10.4, providing clearer context on the role of Australian Standard in determining off-street (on-site) parking spaces:
 - (i) Current text: Section 10 Resident Parking Permits 10.4 On-site parking. On-site parking is deemed to be available where it can meet Australian Standard 2890.1. In determining whether an on-site parking space exists, the City will have regard to: a) accessibility by a vehicle b) the presence of a garage door or roller door c) the existence of a vehicular kerb ramp d) the presence of a carport or garage structure e) evidence of use of the space for parking f) any approved or registered plans.

- (ii) New text (in bold): In determining whether an on-site parking space exists, the City will have regard to: **a) Australian Standard 2890.1** b) accessibility by a vehicle c) the presence of a garage door or roller door d) the existence of a vehicular kerb ramp e) the presence of a carport or garage structure f) evidence of use of the space for parking g) any approved or registered plans.
 - (iii) Australian Standard is a private external body. The City chooses whether we apply their standards by putting it into our policies and guidance. They are not mandatory. The updating of AS happens external to the City, and outside of policy revision cycles. AS2890.1 2004 is the current AS version. Australian Standards are in the process of updating this, with a new version to be released in May this year (pending delays). The City does not know what the final updated version of AS2890.1 will contain in terms of a parking space design, as relevant for Clause 10.4, however, the exhibited draft increased the size of a parking space from 5.4 x 2.4m to 5.6 x 2.6m (due to using a larger 'design' vehicle than in prior iterations). The City is not supportive of the use of a larger 'design' vehicle in parking space design. If the size proposed in the draft is carried through to the final Standard, it is possible that some existing parking spaces that meet the current Standard would not meet the new Standard. The mention of it in 10.4 could therefore lead to confusion around what constitutes an on-site parking space. The intention is that existing off-street spaces remain considered as spaces; the City does not support additional on-street parking from residents of multi-unit dwellings, nor is it resourced to respond to large numbers of customer requests seeking re-assessment of their off-street spaces. The updated new wording of 10.4 provides more clarity and better reflects existing practice.
- (c) Community engagement and delegated approvals:
- (i) Response to a change of City's operational processes confirmed during the exhibition period.
 - (ii) Current text: 2.9 Consultation. Given the strong community interest in kerbside parking management, the City will ensure that local residents have an opportunity to comment on proposed changes. [new paragraph] The community will be consulted on proposed changes that modify controls, time limits applying to legal parking spaces or the introduction of parking meters. Where changes to signage are required for safety or regulatory compliance, the City will notify the nearby community of the change. [new paragraph] Proposals for significant parking changes will be assessed for technical compliance by the Pedestrian, Cycling and Traffic Calming Committee, and then reported to Council for a decision.

- (iii) New text: 2.9 Community Engagement. Given the strong community interest in kerbside parking management, consistent with its Community Engagement Strategy, the City will ensure that businesses and residents have an opportunity to comment on proposed changes that are likely to have significant impact on parking. [new paragraph] For other changes, such as changes to signage that are required for safety or regulatory compliance, the City will notify nearby businesses and residents of the change prior to implementation. [new paragraph] In 2023 the NSW Government delegated exclusive authority to local governments to make most parking changes on local and regional roads. Delegated City staff will make a final decision after the appropriate community engagement. [new paragraph] The City will refer to the Local Pedestrian, Cycling and Traffic Calming Committee matters where NSW Government delegations require the Committee's consideration. It will also take matters to the Committee if, after community engagement, it is clear there are a significant number of opposing views in the community. After recommendation by the Committee, delegated City staff will then make a final decision.

35. We will continue to work collaboratively and consult with specific stakeholders, including with state government agencies such as Transport for NSW, and with key community groups.

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