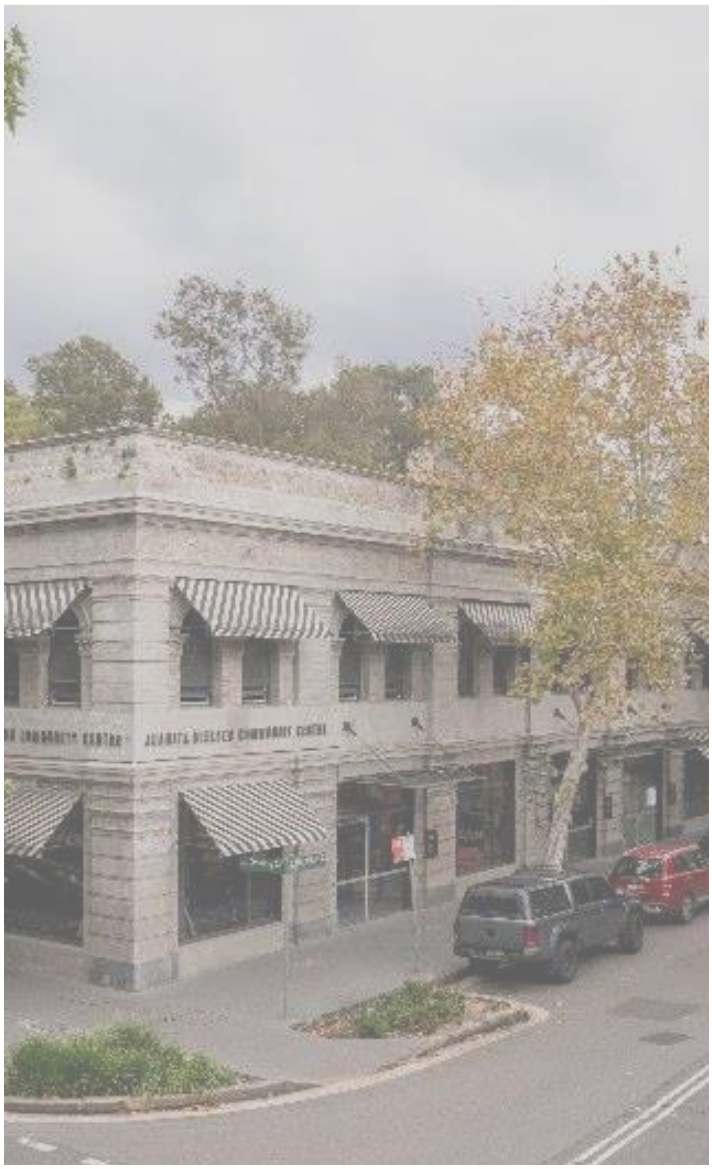
Attachment A

Engagement Report - Neighbourhood On-Street Parking Policy

CITY OF SYDNEY

Engagement Report – Neighbourhood On-street Parking Policy



Engagement report
March 2025

The City of Sydney acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of our local area.

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1. Introduction

This engagement report summarises feedback from community consultation for the proposed updates to the City of Sydney's (the 'City') Neighbourhood On-Street Parking Policy to make it clearer, improve how it's managed, align it with our current plans and strategies and make sure it reflects the needs of our communities.

We are updating this policy to make sure it meets the needs of our growing, vibrant city.

The policy applies across our local government area, except in central Sydney, where a separate policy is in place.

The policy aims to manage parking in a way that works for most people as we plan for more residents, workers, and visitors. It aims to support a green and connected city by managing parking effectively while encouraging sustainable transport options.

In our area, around 37% of households don't own a vehicle and 44% own one vehicle.

Many people need to drive for a range of purposes. Demand for parking will always exceed supply. Expanding access to walking, cycling, public transport, and car sharing helps free up parking spaces for those who need to drive.

The policy was introduced in 2014 and updated in 2018. This 2025 review ensures it remains clear, effective, and aligned with our long-term strategies and plans.

2. Context

A growing city

Our Neighbourhood On-street Parking Policy was adopted in May 2014 and updated in May 2018.

A planned review was delayed by Sustainable Sydney 2030–2050 and the Covid-19 pandemic.

This review has found that the policy is generally operating well, securing appropriate outcomes in a constrained environment.

The Policy balances the need for longer-stay parking with the need for turnover through time limits for on-street parking and a permit system for residents, visitors, businesses, carers, and support workers.

Aligning with city strategies

We are aligning the policy with Sustainable Sydney 2030–2050, our Access Strategy and Action Plan, and our Electrification of Transport in the City Strategy and Action Plan.

Updates to the Policy

The proposed updates the Neighbourhood On-Street Parking Policy include:

- 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
- clarifying exclusions
- standardising visitor permits to a maximum of 50 annually for all eligible households
- clearer material on mobility parking, time limits, and controls
- updating land use typologies to reflect Sydney LEP 2012

3. Engagement summary

3.1. We asked the community for feedback on the updates to our car sharing policy

Consultation activities included:

- **Sydney Your Say webpage** The page included an electronic copy of the draft policy document, link to the survey and provided a summary of the policy
- **Online feedback** through survey responses.
- **Stakeholder email**: A Sydney Your Say monthly newsletter email was sent to **5112** subscribers during consultation

3.2. Purpose of the engagement

The purpose of the engagement was to gather feedback from stakeholders and the community about the proposed updates to the policy.

3.3. Summary of engagement outcomes

Below is a break-down of the engagement outcomes during the consultation period:

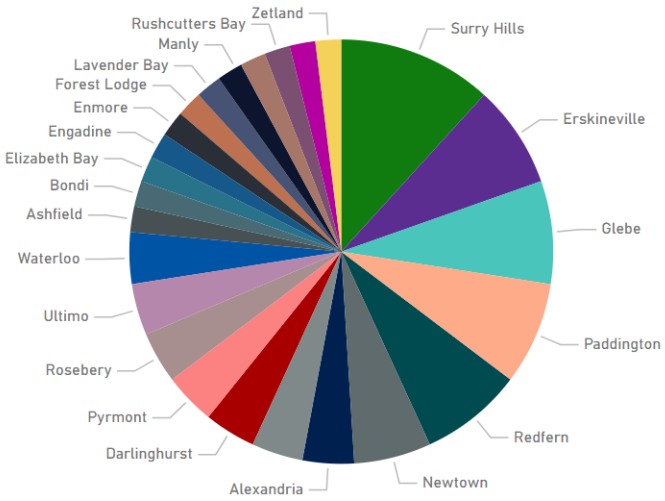
- There were **544** visits to the 'Sydney Your Say' page during the consultation period.
- **89** people downloaded the draft policy document.
- **54** people responded to the online survey.
- **8** email submissions were received.
    - **5** from individuals
    - **4** from organisations including Millers Point Community Hub, Bicycle NSW, Paddington-Darlinghurst Community Group

4. Survey response summary

We asked the community to have their say through an online survey. Respondents did not have to answer each question. For some questions respondents could select multiple responses.

About our respondents

*Note not all respondents provided this information

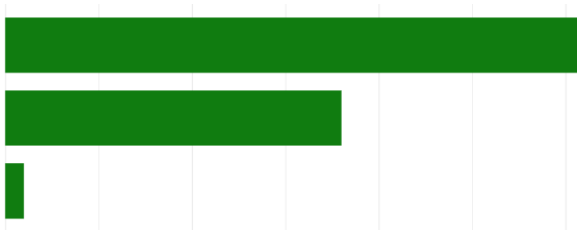


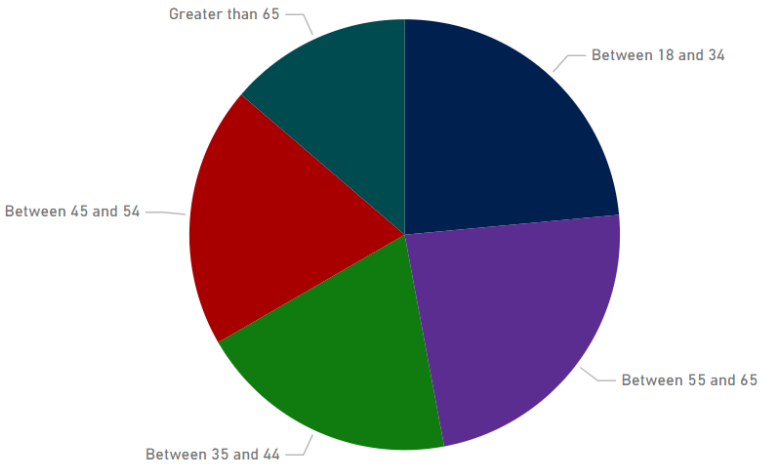
We had **54 respondents** from **22** different locations

32 respondents identify as male.

18 respondents identify as female.

2 respondents preferred not to say.





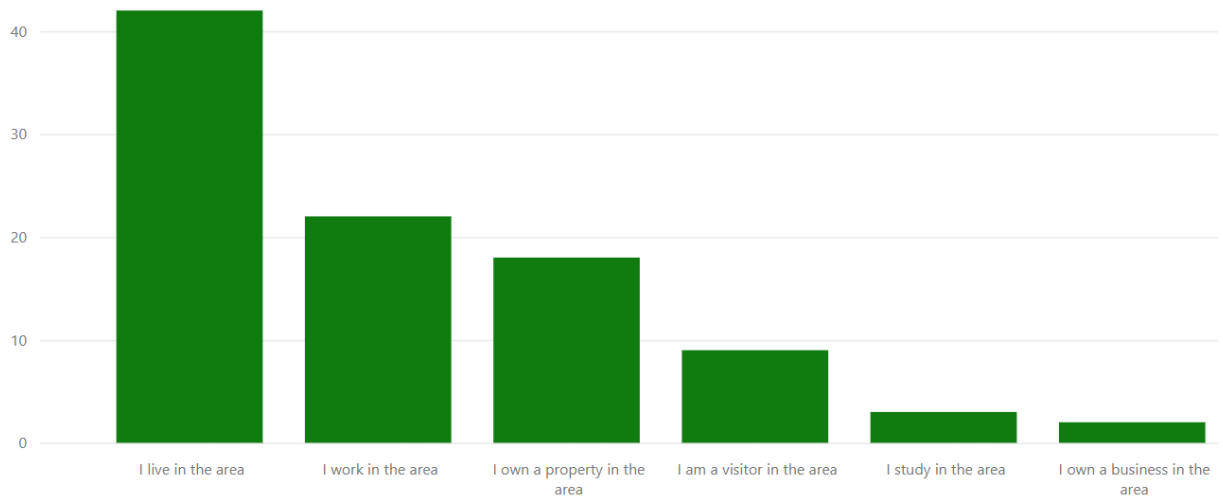
12 respondents were between the ages of 18 and 34.

10 respondents were between the ages of 35 and 44.

12 respondents were between the ages of 55 and 65.

10 respondents were between the ages of 45 and 55.

7 respondents were 65 or greater.

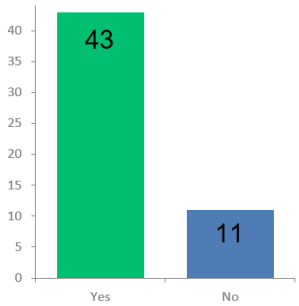


The majority of respondents **(42)** are local residents, with a smaller group working **(22)** or owning property **(18)** in the area. Respondents could select one or more of these options.

Do you own a vehicle?

43 respondents said they do own a vehicle

11 respondents do not own a vehicle



How often do you park on-street in the City of Sydney area?

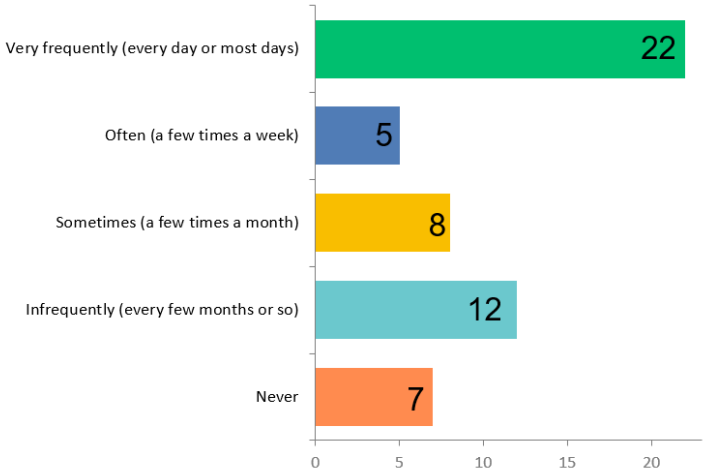
22 respondents park on-street every day or most days in our area.

5 respondents park on-street a few times a week in our area.

8 respondents park on-street a few times a month in our area.

12 respondents park on-street every few months or so in our area.

7 respondents never park on-street in our area.

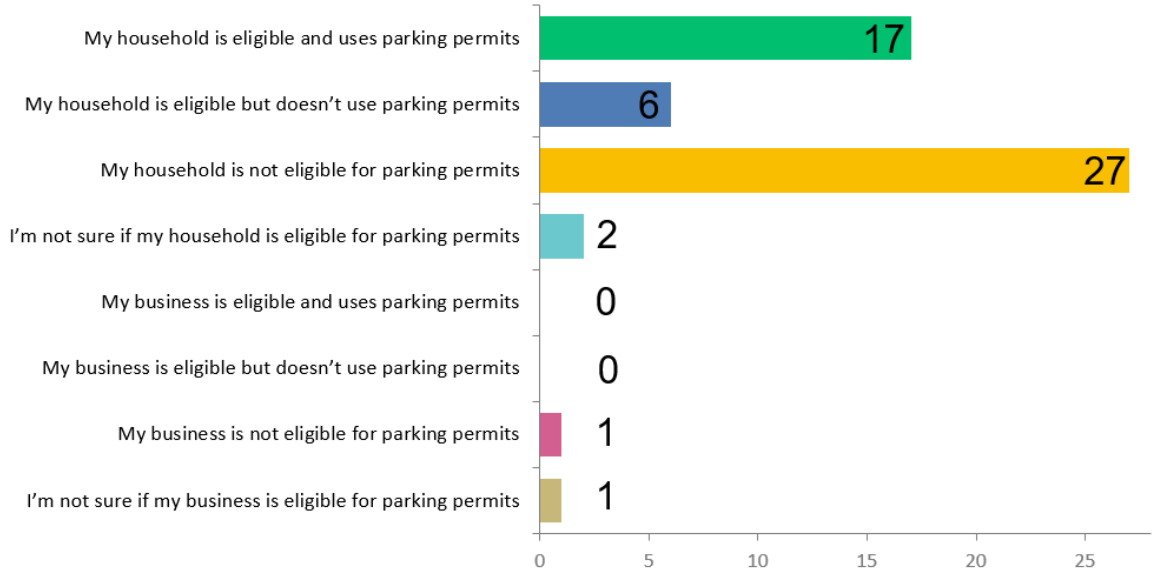


Do you currently use a parking permit in the City of Sydney area?

27 respondents had households that were not eligible for parking permits.

17 respondents' households are eligible and use parking permits.

6 respondents have eligible households for parking permits but do not use them.

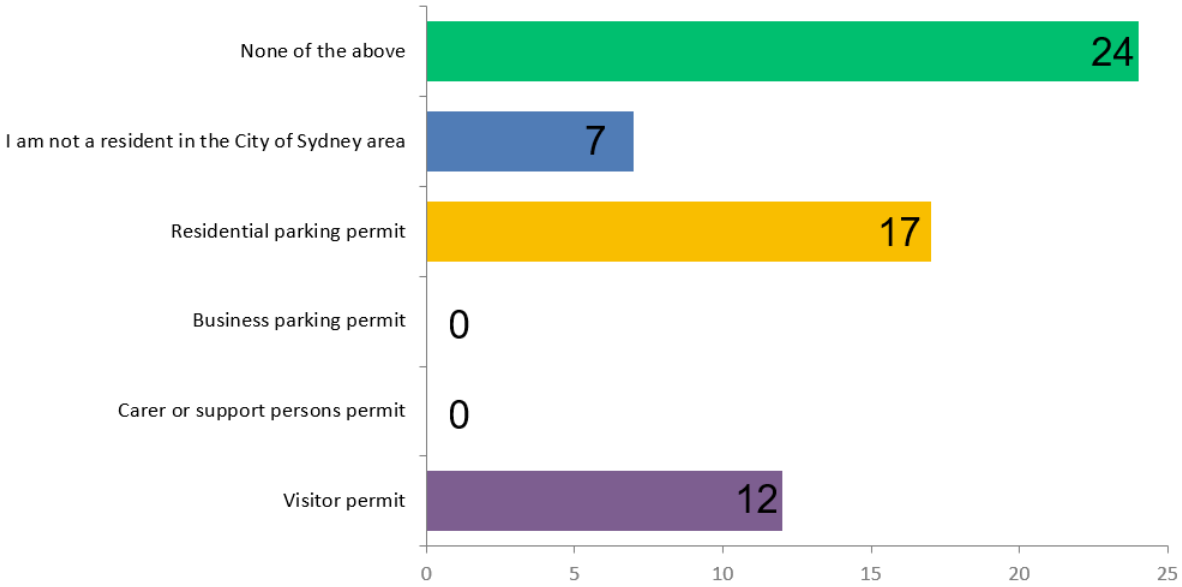


Which permits does your household currently use? (Select all that apply - for residents only)

24 respondents who are residents in our area do not use permits.

17 respondents currently use residential parking permits.

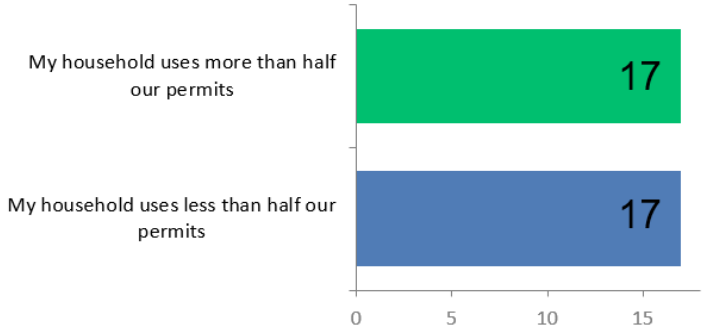
12 respondents use visitor parking permits.



How many visitor parking permits do you use each year? (For residents only)

Half of respondents used more than half of their allocated permits.

The other **half** of respondents used less than half of their allocated permits.

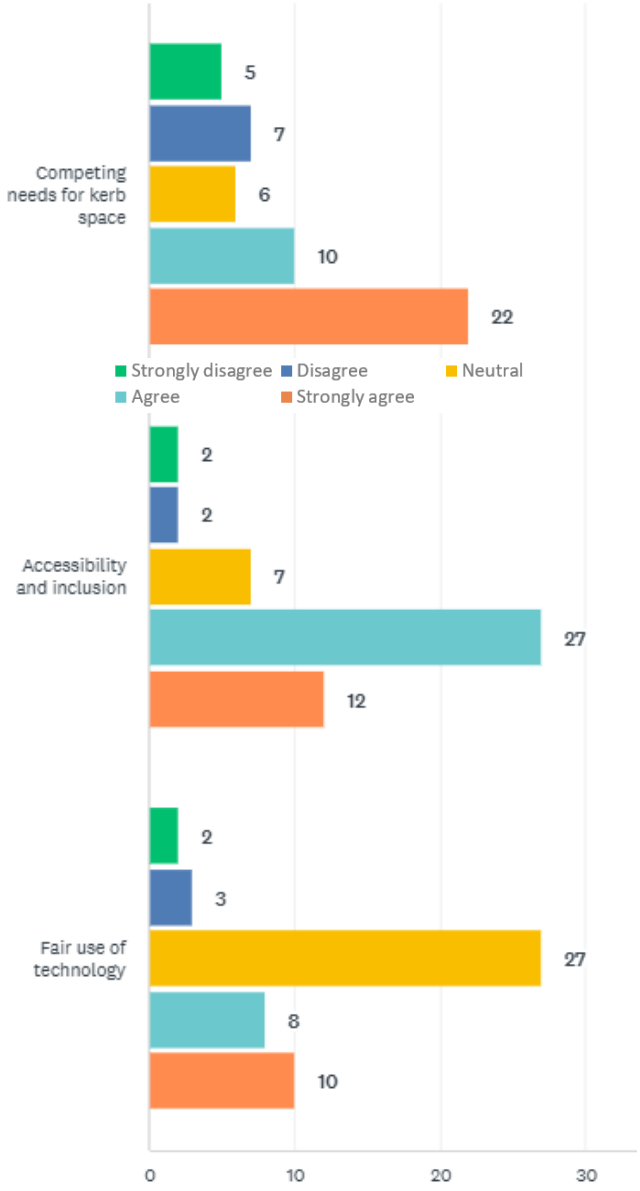


Do you support the addition of these principles?

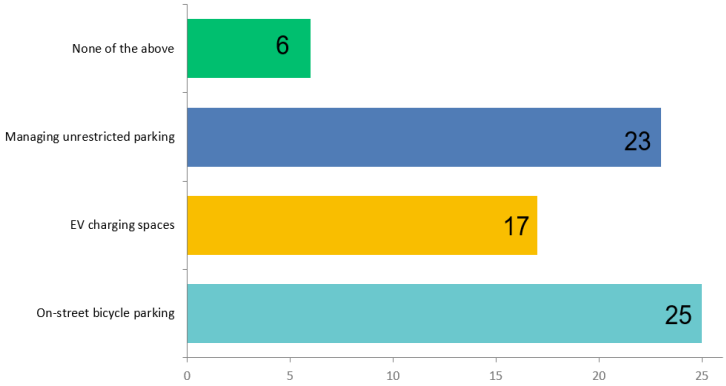
Overall, there was **general support** for the addition of the three new principles added to the policy**.**

Most respondents prioritised 'competing needs for kerb space' as a principle.

*Note not all respondents provided a response to this question.



Which of these policy changes do you feel are most important?



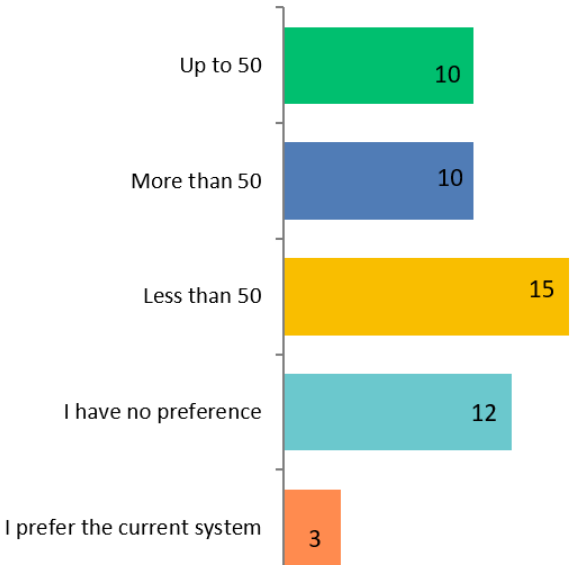
Most respondents see value in at least one of the proposed policy changes.

On-street bicycle parking is the highest priority for respondents, followed closely by **managing unrestricted parking**. There is also **significant support for EV charging spaces**, though fewer respondents prioritised this.

How many visitor parking permits do you think each eligible household should be able to purchase?

Responses show that most people are open to a simpler system. Some want fewer than 50 permits, but just as many are happy with 50 or more.

Very few respondents prefer the current system, which suggests most respondents support having the same permit allocation for everyone.



Open feedback

Question 9 in the online survey was a free-text question, asking respondents if they had any other comments on the proposed changes. The following table summarises the 42 responses. Two of these include comments submitted via the Central Sydney On-street Parking Policy survey which was open at the same time. Five written submissions from individuals were received through emails and have been included in the summary below.

Note that some responses included comments on multiple categories so the total count of comments is more than 42.

Summary of Open Feedback

Topic	Comments	# of comments	City of Sydney response
Cycling	Support for on-street bike parking. • Replace car parking and 'no stopping' with bike parking for share bike and personal bikes. • More bike parking in key locations (i.e. near public transport, entertainment, shopping). • Include bike lockers / hangers / cages. Support for allocating more kerb space for shared-docked bikes, e-scooters, bike racks, tree planting, and wider footpaths. One comment shared concern about people riding using footpaths and not paying for road use, especially when bike paths are available.	17	Noted. This aligns with section 2.10. On-street bicycle parking – to reduce footpath clutter in the draft Policy. We're committed to making bicycle transport easier and safer so it's an attractive option for more people through our Cycling Strategy and Action Plan. We have installed our first share bike parking in a 'No stopping' area on Ultimo Road and have more planned.
Increase parking restrictions / paid parking / parking charges for non-residents	• Increase permit costs, parking costs (and use) and increase enforcement; reduce time limits, • Charge specific vehicles including motorbikes. • Parking fees for non-residents.	9	Noted. The draft Policy provides for the use of these levers (time restrictions, permits, enforcement, paid parking, for example). Fees and charges are set through our Revenue Policy. These are exhibited and determined by Council yearly.

Pedestrian / cycling improvements	Allocate more kerb space to people walking and cycling, including: • Wider footpaths • More trees • Bike lanes (and reducing people riding using footpaths) • On-road dining One comment requested less bike lanes.	9	Noted. This parking Policy is an important tool to manage how our kerbside is used to be a city for walking. Our Walking Strategy and Action Plan and our Cycling Strategy and Action Plan responds specifically to these issues.
Reduce car parking	Reduce car parking, including: • Set a goal to reduce parking over time / reduce car parking gradually. • Allocate kerb to people walking, riding and trees. One comment requested less paid parking.	8	Noted. The Policy enables the City to manage kerbside use and is an important tool to facilitate a city for walking, cycling and public transport with less reliance on the use of private vehicles.
Kerb space allocation	Requests for more parking for private vehicles, including EV charging, should be limited and paid, drop off and pick up (including ride share) with some spaces repurposed for loading zones and disability parking.	8	Noted. This parking Policy is an important tool to manage how our kerbside is used in central Sydney to be a city for walking
Limit unrestricted parking	All parking should be timed and/or permit parking	5	Noted. The Policy provides the framework to manage unrestricted parking.

Location specific feedback	Concerns about unrestricted parking on Boronia Street, Redfern, being abused for long-term parking. Concerns about Darling Island Road not being part of the City permit system. Concerns about parking issues near King Street, contributing to external traffic and inefficiency in public transport. Concerns about street parking on Yaralla street because of uneven ground and large tree branches. Suggestion for special consideration of parking near the stadium district due to parking issues during events.	5	Noted. Location specific comments have been forwarded to the relevant City team. Issues on Darling Island Road are the responsibility of Place Management NSW.
Comments on current parking policy approach	Request for the parking permits and restrictions to apply consistently across all streets and suburbs.	3	Parking permits, eligibility and allocations are set by the Policy and apply to each parking area depending on the classified Zone A or Zone B. Restrictions are set in response to guidance in the Policy (Section 3) to reflect local circumstances, with opportunities for community feedback.
	Request to increase eligibility for apartments to receive parking permits. .	2	Not supported. The City's policy framework manages the kerbside impact of new development by restricting entry to the permit scheme for multi-unit developments completed after specific dates (Section 8.3).
	One comment not supportive of the change in visitor permits, one comment supportive of the change in visitor permits.	2	Noted.

Summary of input from Submissions from Organisations

Organisation	Topic raised	City of Sydney response
Paddington-Darlinghurst Community Group	Visitor parking permits • Supportive	Noted
	Unrestricted parking • Supportive of changes in section 3.1	Noted
	On-street bike parking • Bike parking be restricted to areas where shared paths operate	Noted. We do not support riding on footpaths other than for those legally allowed to do so. We will consider the points raised in the development of further on-street bicycle parking.
	Time limits and pricing section should include reference to areas adjacent to large sporting and entertainment venues.	We believe that patrons to large sporting events and large entertainment events should catch public transport. These types of large venues are responsible for providing for their parking requirements on-site. It is not our intention through the on-street parking policy to provide parking for these facilities. The existing Policy includes multiple levers (time restrictions, permits, enforcement, paid parking, for example) the City can enact to address any issues arising from motor vehicle use associated with such developments.
	A register of exceptions made to the Policy be publicly available	The Policy does not provide a framework for exceptions.
	Permit validity • Clarity around permit validity as deleted section 13.5 and 15.4	The proposed change removes this operational detail from the Policy, with the duration of relevant permits addressed in permit Terms and Conditions, and fees set annually in the Revenue Policy: Fees and Charges. This change would apply to Residential, Business and Carers Parking permits. Other permits are shorter by design – daily Visitor Parking Permits and Weekly Tradesperson's Parking Permits, and

Organisation	Topic raised	City of Sydney response
		organisational Support Workers Parking Permits which can apply across multiple local government areas. (The proposed removal of the duration for Residential Parking Permits was included in the exhibited draft, but due to a clerical error was not included in the track changes version supplied to Council in November 2024).
Millers Point Community Hub Coop Ltd	Electric vehicle on-street charging • Electric Vehicle Charging Bays should be expanded where usage exceeds 50% • Allow EV charging bays outside of residences. • More EV charging is needed in Millers Point	Noted. The draft Policy provides the framework for the small amount of on-street public charging spaces outlined in the adopted *Electrification of Transport in the City Strategy and Action Plan.* The City is continuing its trial of pole-based chargers and will consider the points raised in the implementation of the trial.
	On-street bike parking • Supportive. • Suggested some locations for on-street bike parking.	Noted. We will investigate the supplied locations.
	Motorcycle parking • Motorcycle parking should be charged. • Demand in area exceeds supply.	Noted. We have no current plans for changing the existing arrangements for motorcycle parking due to the issues in displaying a valid ticket (however riders must comply with time limits). Submission forwarded to relevant City unit.
	Parking around public transport hubs • There should be no free parking within 800m Metro, Train, Light Rail and Ferry services.	Noted. Not supported. Many residential streets are within 800m of public transport stops and stations. The existing Policy framework for time limits, restrictions and pay parking provide the guidance to manage on-street parking in specific locations.
	Unrestricted parking • There should be no unrestricted parking in City of Sydney	Noted. The draft Policy includes new material to explain the City's approach to existing unrestricted parking, and notes that over time "there is likely to be less unrestricted parking".

Organisation	Topic raised	City of Sydney response
	Parking specific comments • The City should adopt a policy to assist the NSW Police in providing a reasonable amount of on-street parking within 800m of inner city police stations for officers' private vehicles. • Reserve parking for Community Centre Tenants in Millers Point and "Harry Jensen Authorised Vehicles Only" • More loading zones, including 2 loading bays on Watsons Road Millers Point. • More short stay / 10 min parking • More short stay parking near public toilets	Noted. The City does not support general commuter parking on-street, even for essential workers. The emphasis is on providing appropriate space for operational where required. Specific location comments have been forwarded to the relevant City unit.
	Disability parking permits • Disability parking permits are misused. City needs to look at time restrictions to mobility spaces to combat issue.	Noted. The draft Policy outlines the City's approach to placing time limits on mobility spaces. Changes to restrictions in particular streets to address any potential Mobility Parking Scheme misuse would be considered on a case-by-case basis, considering all of the needs for kerb space access in those streets. The Submission has been forwarded to the appropriate team.
	Pedestrian improvement • The expansion of footpaths, blister planting and pedestrian crossings should be prioritised over the provision of street parking. The city should recognise that pedestrians are the largest group of road users on our streets, their safety, amenity and enjoyment should be prioritised over the convenience of drivers to find parking spaces.	Noted. This is in line with the City's vision to be a 'city for walking, cycling and public transport', outlined at Section 1.1

Organisation	Topic raised	City of Sydney response
	Major event parking • The city should formalise a policy for major events that learns from VAP system used during Vivid and NYE.	Noted. Submission forwarded to relevant operational units.
Bicycle NSW	Supports the intent and future outcomes of the Policy. • Although Bicycle NSW would always support more reallocation of public space away from private vehicles to accelerate the roll out of cycling and walking infrastructure, the existing settings are clearly providing a workable framework for managing the kerb.	Noted. The Policy enables the City to manage kerbside use and is an important tool to facilitate a city for walking, cycling and public transport with less reliance on the use of private motor vehicles.
	Section 7. Bicycle parking – to reduce footpath clutter. • Strongly support this section • Aligns with recommendation 14 from the Parliamentary Inquiry into the use of e-scooters, e-bike and related mobility options. • Delete text: ‘a small number’	Noted.