Attachment B

Neighbourhood On-Street Parking Policy (showing changes)

Neighbourhood On-Street Parking Policy

Purpose

The City of Sydney's Neighbourhood On-Street Parking Policy ("The Policy") establishes a range of parking controls and permits to guide the management of on-street parking across our diverse neighbourhoods. Parking is a key component of the access system that supports the City's transport, economic, social and environmental outcomes, which are outlined in Sustainable Sydney 2030-2050 – Continuing the Vision and the Community Strategic Plan.

Private vehicles are an important part of the City of Sydney's ("the City's") transport mix, catering for many journeys that cannot be easily or economically made by other, more space efficient and sustainable modes. Where these trips take place in the constrained environment of the City's neighbourhoods, there is inevitable competition for on-street parking space. In some locations, there will also be demand for spaces for loading, mobility parking, car share and taxis.

The City, alongside other roads authorities, recognises its obligation to manage parking demand and change fairly and transparently, to meet agreed outcomes.

Scope

The Policy applies to all on-street parking areas within the authority of the City, except central Sydney (Figure 1 in Section 9 shows the area this policy applies to). Central Sydney is governed by the Central Sydney On-Street Parking Policy.

Definitions

Term	Meaning
Attached Dwelling	means a building containing 3 or more dwellings, where: (a) each dwelling is attached to another dwelling by a common wall, and (b) each of the dwellings is on its own lot of land, and (c) none of the dwellings is located above any part of another dwelling.
Boarding House	means a building or place: (a) that provides residents with a principal place of residence for at least 3 months; and (b) That contains shared facilities, such as communal living room, bathroom, kitchen or laundry; and (c) That contains rooms, some or all of which may have private kitchen and bathroom facilities; and (d) Used to provide affordable housing; and

Term	Meaning
	(e) If not carried out by or on behalf of the Land and Housing Corporation – managed by a registered community housing provider but does not include backpackers' accommodation, co-living, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.
Business Premises	means a building or place at or on which: (a) an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or (b) a service is provided directly to members of the public on a regular basis, And includes a funeral home, goods repair and reuse premises, and, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, travel agencies, betting agencies and the like, but does not include an entertainment facility, home business, home occupation, home occupation (sex services), medical centre, restricted premises, sex services premises or veterinary hospital.
Carer	As defined by the Carers (Recognition) Act 2010: A carer is an individual who provides on-going personal care, support and assistance to another individual who needs it because that other individual has a disability, or has a medical condition (including a terminal or chronic illness), or has a mental illness, or is frail and aged. An individual is not a carer if they provide care, support and assistance under a contract of service, or through the course of voluntary work for a charitable, welfare or community organisation, or as part of a course of education or training. To avoid doubt, an individual is not a carer merely because they live with an individual that requires care or they are a spouse, de facto partner, parent, child, guardian or other relative.
Co-living Housing	Means a building or place that: (a) Has at least 6 private rooms, some or all of which may have private kitchen and bathroom facilities; and (b) Provides occupants with a principal place of residence for at least 3 months, and (c) Has shared facilities, such as communal living room, bathroom, kitchen or laundry, maintained by a managing agent, who provides management services 24 hours a day, But does not include backpackers' accommodation, a boarding house, a group home, hotel or motel accommodation, seniors housing or a serviced apartment
Commercial Premises	means any of the following: (a) Business premises (b) Office premises

Term	Meaning
	(c) Retail premises
Community Facility	means a building or place: (a) owned or controlled by a public authority or non-profit community organisation; and (b) used for the physical, social, cultural or intellectual development or welfare of the community, but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation
Converted Residential Flat Building	means a residential flat building created by the alteration or reconstruction of a formerly commercial, industrial or otherwise non-residential building
Dual Occupancy	means a dual occupancy (attached) or a dual occupancy (detached)
Dual Occupancy (attached)	means 2 dwellings on one lot of land that are attached to each other, but does not include a secondary dwelling
Dual Occupancy (detached)	means 2 detached dwellings on one lot of land, but does not include a secondary dwelling
Dwelling	means a room or suite of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate domicile
Dwelling House	means a building containing only one dwelling
Full Private use	means vehicle not registered to a resident but for which the resident can provide sufficient documentary evidence to support that they are exclusively entitled to use the vehicle
Health Professional	means any person registered under an Act for the purpose of providing health care, including doctors, nurses, chiropractors, occupational therapists, optometrists, osteopaths, pharmacists, physiotherapists, podiatrists and psychologists who assist manage physical or mental health through services that include diagnosis, treatment or rehabilitation
In-home Support	means support provided in the home by a support worker or health professional
Major Refurbishment	means alterations to a residential flat building such that it cannot be occupied for a period of at least six months
Modification	Means includes extension of a dwelling, construction of a secondary dwelling or permanent conversion of a parking space to outdoor uses
Multi Dwelling Housing	means 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building

Term	Meaning
Multi-suite Commercial Premise	a commercial building that is strata-subdivided, or which can be divided into five or more separate business, office or retail premises
Parklet	a structure (not including a vehicle) that can be placed in a parking space to create additional public space for use by businesses, residents and passers-by
Place of Public Worship	means a building or place used for the purpose of religious worship by a congregation or religious group, whether or not the building or place is also used for counselling, social events, instruction or religious training
Residential Flat Building	means a building containing 3 or more dwellings, but does not include an Attached Dwelling, Co-living Housing or Multi Dwelling Housing
Secondary Dwelling	means a self-contained dwelling that: (a) is established in conjunction with another dwelling (the principal dwelling), and (b) is on the same lot of land as the principal dwelling, and (c) is located within, or is attached to, or is separate from, the principal dwelling
Semi-Detached Dwelling	means a dwelling that is on its own lot of land and is attached to only one other dwelling
Service Provider	means an organisation or health professional approved by a relevant professional or government body to provide in-home support to residents
Support Worker	means an employee of a service provider who provides in-home support to a resident
Serviced Apartment	means a building (or part of a building) providing self-contained accommodation to tourists or visitors on a commercial basis and that is regularly serviced or cleaned by the owner or manager of the building or part of the building or the owner's or manager's agents
Shop Top Dwelling	means dwellings located above ground floor retail premises or business premises, where the number of dwellings does not exceed three

Policy Statement

Background

1.1. Meeting the City's objectives

The Sustainable Sydney 2030–2050 strategy consists of two primary documents – Sustainable Sydney 2030–2050 Continuing the Vision ('Sustainable Sydney 2030–2050') and the Community Strategic Plan Delivering Sustainable Sydney 2030–2050 (the 'Community Strategic Plan'). A key Direction is to create a City for walking, cycling and public transport, and the Access Strategy and Action Plan – Continuing the Vision provide more detail on the key approaches to achieving this. The City's plans recognise the other demands for kerbside space on our streets.

The City recognises that there is a strong nexus between parking provision and traffic generation. The City's planning instruments and policies contain parking controls and sustainability incentives for new developments, including measures to limit vehicle congestion associated with the significant population and employment increases arising from NSW Government and city planning and housing strategies.

The Neighbourhood On-Street Parking Policy is intended to balance the City's economic, social and environmental objectives with the fair and consistent management of kerbside parking.

1.2. Regulatory framework

The City of Sydney is the roads authority for all public roads within the area, other than any freeway or Crown road, and any public road for which some other public authority is declared to be the roads authority (under section 7 of the Roads Act 1993). The management of parking controls and enforcement is governed by NSW legislation, regulations and guidelines. This policy applies that regulatory framework.

The administration of parking permits by the City of Sydney is guided by the Permit Parking Guidelines issued by the NSW Government. The Guidelines provide advice on permit types, eligibility criteria and some mandatory features of a permit parking system.

2. PRINCIPLES FOR PARKING MANAGEMENT

The City has four main mechanisms it can employ to manage street parking:

1. the duration of time people can park their vehicles
2. setting the hours of operation and days that time limits apply
3. setting kerbside parking fees at a price that reflects the amount parking spaces available and the demand for them
4. issuing permits to certain people to enable them to avoid time limits and parking prices.

When applying these mechanisms the City will uphold the principles set out below in order to maintain a fair and credible parking system.

2.1. Competing needs for kerbside space

There are increasing demands and community support for allocating kerbside lanes for uses other than parking. These uses include footpath widening and pedestrian crossings, tree planting, outdoor dining and cycleways.

To help limit the impact of these programs, the City will always seek to maximise the amount of kerb that can be used productively, including for parking.

The City will use the Policy to manage parking demand in locations with reduced parking supply, due to any City programs that use~~repurpose~~ kerbside space for ~~other~~ uses other than parking.

2.2. Public access

Use of parking controls that recognise that streets are public spaces, open to all people, and are to be managed in the public interest.

2.3. Liveability

In order to protect and improve the liveability of neighbourhoods for a diverse population and encourage increased use of public transport, walking and cycling, the City will prioritise use of parking space for residents, businesses and their visitors and customers. Maintaining this priority requires that commuter parking on-street in residential neighbourhoods and commercial areas be actively discouraged.

As dedicated motorcycle parking zones increase the number of arrivals and departures from a space due to a higher concentration of vehicles the City will seek to locate these zones in such a way as to minimise noise impacts on residents.

2.4. Fair use of pricing

The City of Sydney may use on-street pay parking to encourage turnover, improve compliance, and increase the efficiency and sustainability of the transport network. Parking permits do not guarantee access to a parking space. All permit fees and charges will be reviewed annually, and exhibited in the draft Corporate Plan, as required by the Local Government Act 1993. Section 3 discusses pricing in more detail.

2.5. Compliance

The City will perform routine ranger patrols to provide a background level of deterrence to maximise compliance with time restrictions. It will use a proportionate response when targeting enforcement at areas with significant non-compliance, and specific places and activities, including school zones, Mobility Parking Schemes, events and construction works.

2.6. Clarity

Parking controls and parking areas will be clearly signposted, and where possible, parking controls will be simple and locally consistent in order to minimise the risk of unintentional breaches. The City will notify the community of any impending changes to reduce the risk of inadvertent non-compliance.

2.7. Non-discrimination

The City of Sydney will manage parking and parking permit schemes in the interests of all residents and businesses, regardless of their form of land title, or tenure as owners or renters.

2.8. Consistency

The City will endeavour to apply the policy consistently across all parking areas. Where necessary, the City may adopt variations from the usually adopted parking restrictions in order to respond to local conditions.

2.9. ~~Consultation~~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.

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.

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.

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.

~~Given the strong community interest in kerbside parking management, the City will ensure that local residents have an opportunity to comment on proposed changes.~~

~~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.~~

~~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.~~

2.10 Fair use of technology

The City incorporates technology into its operations where this brings value for money and efficiencies, and where it aligns with legislative obligations and best practice administration. The City will design its systems to implement this Policy. It will ensure that people without ready access to technology are not disadvantaged.

3. TIME LIMITS AND PRICING

The City will apply duration of parking, hours and days of operation and parking fees at the scale that best reflects the parking catchments of different land uses. While this scale will usually be smaller than individual suburbs or parking areas, the City will avoid street by street parking changes that move, rather than resolve, parking problems.

3.1. Residential areas

Duration of parking and hours and days of operation

In recognition of the limited off-street private parking in most of the city, on-street parking space in residential streets is prioritised for residents and their visitors.

The City also provides dedicated on-street spaces for authorised car share vehicles to enable households to share vehicles, reduce household expenditure on transport, and use on-street parking spaces more efficiently. The management of car share spaces is governed by the City's Car Sharing Policy.

Parking controls in residential areas aim to balance the long-stay parking needs of permit-holding households with the need of all households to use kerbside space for accommodating visitors including family, general practitioners, carers and tradespeople. Two-hour parking controls are best placed to achieve this balance because they allow reasonable access for short visits without the need for permits and are able to be effectively monitored by rangers.

Unrestricted parking

The City of Sydney area has lengths of kerb where there are no current restrictions. This “unrestricted parking” has not yet been restricted for some other purpose. Individuals who legally park vehicles there (or store boats and trailers) can do so for up to 28 days under NSW legislation. This means that individual benefits can be high, as no permits or fees are required. Consequentially, the community benefit from turnover of spaces is usually very low.

Over time, as the City of Sydney area grows with more homes and jobs, demand for parking and other kerbside uses will increase further. There is likely to be less unrestricted parking, as the City assigns it to other higher value purposes. This could be by introducing limits with or without permit exceptions, car sharing, electric vehicle charging, or non-parking uses such as cycleways or tree planting.

Where it is clear that the absence of restrictions is contributing to issues such as long term boat storage or long-stay vehicle storage for airport passengers, the City will consider introducing targeted restrictions that make streets less desirable for these purposes. This approach will often introduce a short period of restrictions across a week.

Pay parking

Pay or ticket parking is avoided where possible in residential areas, and where it is installed resident permit holders are exempt from parking fees by including “permit holders excepted” on the signage. However, in situations where the occupancy of parking spaces is high, and non-compliance with time limits is high, ticket parking significantly increases the amount of spaces

available for residents by increasing the efficiency and effectiveness of enforcement. This is because a ranger can determine with a single visit if a vehicle has exceeded the time limit.

It is recommended that 2P ticket parking be installed where average parking occupancy is greater than 85% and significant non-compliance persists despite increased enforcement. Prices in residential areas will be set at a level sufficient only to ensure that compliance with time limits can be efficiently monitored.

Section 4 provides more detail about where pay parking may be used.

Recommended controls are contained in Table 1. Where necessary, the City may adopt different parking restrictions to respond to local conditions, such as land use intensity or closeness to major facilities.

Neighbourhood Characteristics	Duration and ticket parking	Operating hours and days
Areas with average 75% parking occupancy during weekdays	2P	8am-8pm Mon-Fri
Areas with average 75% parking occupancy on weekdays and weeknights	2P	8am-10pm Mon-Fri
Areas with average 75% parking occupancy on weekdays, weeknights and weekends	2P	8am-10pm 7 days
Areas with average 85% parking occupancy and significant non- compliance on weekdays, weeknights and weekends	2P ticket	8am-10pm 7 days

Table 1 – Recommended parking controls in residential areas

3.2 Commercial and mixed-use areas

In commercial and retail streets, the City will prioritise parking controls that are consistent with the viability and efficient operation of local business and encourage the use of walking, cycling and public transport. This will include consideration of provision for loading zones, bus zones, drop-off and pick up spaces, mobility parking spaces, short stay (such as 15 minute) parking, taxi zones and bike parking. The City will also provide dedicated on-street spaces for authorised car share vehicles to use on-street parking spaces more efficiently and reduce business costs by enabling businesses access to a variety of shared vehicles.

Parklets can allow a different use of road and kerb space, to encourage economic development in centres. The City will continue to monitor developments in this sector, also considering other frameworks such as those for high pedestrian activity areas, public domain and the City's Outdoor Dining Guidelines. Under current arrangements, all proposals for parklets will need to comply with existing road transport legislation, and road safety audit processes. Fixed structure parklets (such as modified containers) can potentially be placed on roads as "structures", subject to approval by the City under existing processes. There is currently no permit type that can exempt a vehicle from parking restrictions, so any vehicles operating as a parklet of this type would need to be placed in areas where there are no restrictions, or comply with parking restrictions.

Duration of parking and hours and days of operation

Parking controls in and around mixed use or retail facilities will encourage turnover that is consistent with the local business mix and expected duration of stay by customers, typically ticketed 2P. Where cafes and restaurants form a significant local land use, the City will install minimum daytime controls of 2P (from 8am), and evening (after 6pm) controls of 4P. Daytime 1P controls and evening 2P controls may be used in exceptional cases where local businesses rely on rapid turnover of parking.

Pay parking

Given the increasingly strong competition for parking in the City's commercial and mixed-use areas, and the high value of kerb space, it is recommended that pay parking be installed on streets adjoining commercial and mixed use premises (including adjacent streets where appropriate).

Prices will be set at a level consistent with adequate turnover for local business.

In order to accommodate short stays, the City has implemented an appropriate amount of 15 minute free parking in ticketed areas on key retail streets.

Recommended controls are contained in Table 2.

Predominant use	Duration and ticket parking	Operating hours and days
Cafés, restaurants, boutique retail	2P Ticket 4P Ticket	8am-6pm 7 days 6pm-10pm 7 days
Mixed business, grocery, newsagent, other retail	1P Ticket or 2P Ticket 2P Ticket or 4P Ticket	8am-6pm 7 days 6pm-10pm 7 days
Showrooms, warehouses, offices	2P Ticket 4P Ticket	8am-6pm 7 days 6pm-10pm 7 days

Table 2 – Guidelines for parking controls in commercial and mixed-use areas

3.3 Community, recreational and cultural facilities

Duration of parking and hours and days of operation

Parking controls adjacent to community, recreational, social and cultural facilities, including parkland, should allow for turnover that is consistent with their desired use. The City will increase the number of mobility parking spaces and provide dedicated on-street car share spaces adjacent to community, recreational, social and cultural facilities to increase social inclusion.

Regional parks and sporting facilities should have a minimum parking restriction of 2P on weekdays and 4P on weekends and holidays and an appropriate level of mobility parking spaces. This allows for access for those enjoying organised sports, picnics and casual recreation.

Parking controls adjacent to community, sporting and cultural facilities should generally not exempt permit holders during operating hours. This ensures all-day parking does not obstruct short-term access by a broad cross-section of the community. However, the City can consider providing targeted permit exemptions where necessary, such as exemptions for Support Workers so they can access a pool where regular sessions there are part of supporting a client.

Some community or recreational facilities, including parks, have small street frontages. In these circumstances, if period parking controls are used, they should be consistent with surrounding streets to minimise the potential for inadvertent non-compliance.

Time limits near cultural facilities will be reviewed on an as-needs basis to balance the needs of patrons and the local community.

The City will aim to provide some space for pick up and drop off at facilities where possible. The kerbside treatment will depend on the type of activity in the centre, e.g. short stay parking for childcare; no parking for more general facilities.

Pay parking

It is recommended that ticket parking be installed where average parking occupancy is greater than 85% and average compliance is less than 80%. Recommended controls are contained in Table 3.

Type of Facility	Duration and ticket parking	Operating hours and days	Permit Holder Exemption s
Specialised sports	2P or 2P Ticket Locally consistent	Daytime Evening	No Yes
Hospital frontage	2P or 2P Ticket 4P Ticket	Daytime Evening	No No
Small Parks	Locally consistent Locally consistent	Daytime Evening	Yes Yes
Regional Park	2P or 2P Ticket 4P Ticket	Daytime Evening	No Yes
Place of public worship	Case by case Locally consistent	Daytime Evening	No Yes
Cultural Facilities	2P or 2P Ticket 4P Ticket	Daytime Evening	Site specific

Table 3 – Guidelines for parking controls adjacent to community, recreational and cultural facilities

4. MANAGING COMPLIANCE

4.1 Monitoring and enforcement

Deterrence of non-compliant behaviour is a key element of any successful policy framework.

The City will perform routine ranger patrols to deter non-compliance with time restrictions. There will also be a particular focus on school zones, Mobility Parking Schemes, events and construction works and areas that are found to have high levels of non-compliance.

The City may also allocate enforcement resources in response to community feedback and requests.

Information on compliance and enforcement will be made available consistent with the City's obligations under the Government Information (Public Access) Act.

4.2 Responses to non-compliance

Where persistent non-compliance with parking controls undermines reasonable access to parking for residents, visitors and business, the City may increase enforcement, and if the non-compliance persists, consider introducing ticket parking.

The City will consider enforcement in the context of the full suite of interventions available, including changes to time restrictions and pricing, to implement a proportionate, cost effective response.

5 MOBILITY PARKING

5.1 Purpose

The purpose of Mobility Parking is to prioritise on-street parking for persons with a mobility disability, including temporary disability, who are dependent on car travel by a private vehicle to maintain their mobility and independence.

5.2 Mobility parking entitlements

Under the Mobility Parking Scheme administered by the NSW Government, a vehicle transporting a mobility permit scheme card holder is exempt from parking fees and time limits in any period parking space of more than 30 minutes. For parking spaces with time limits of 30 minutes a permit holder can park for 2 hours, and where parking is limited to less than 30 minutes, the vehicle can park for a maximum of 30 minutes.

5.3 On-street mobility parking spaces

Mobility parking spaces are clearly signposted. They are provided for the exclusive use of vehicles displaying a Mobility Parking Scheme permit.

Where possible, the City will locate and install dedicated mobility spaces or pickup and drop off zones so they are physically accessible for people with disabilities, e.g. with a kerb ramp.

Centres and facilities

Areas of kerbside to which a 'No Parking' sign applies can provide useful opportunities for pick up and drop off in busy areas. The Road Rules 2014 permit a driver of a vehicle to stop in a 'No Parking' zone for up to the time indicated on the sign or up to 2 minutes (and for up to 5 minutes for vehicles displaying a Mobility Permit), for the purpose of picking up or dropping off passengers or goods, as long as the driver does not leave the vehicle unattended.

Given that vehicles displaying a mobility permit are exempt from time limits in most spaces of more than 30 minutes, mobility parking spaces are appropriate only in limited locations. In considering requests for a mobility parking space, the City will consider:

a) likely intensity of use by one or more mobility permit holders;
b) availability of nearby on-street period parking; and
c) availability of convenient and reasonable on-site alternatives.

The City's Inclusion (Disability) Action Plan provides the context for increasing the supply of dedicated Mobility Parking Spaces. Where possible the City will install spaces so they are accessible to users, for instance with a kerb ramp or adjacent to a driveway.

The City will consider time restrictions on mobility parking spaces in locations where it is important to maintain turnover, such as near medical centres.

Residential streets

The City of Sydney will consider establishing a mobility parking space outside an individual's home only where the resident holds an individual mobility permit issued to persons with a

permanent disability. The space is lawfully available to any vehicle correctly displaying and using a mobility permit and cannot be dedicated for the exclusive use of any particular vehicle.

6. ELECTRIC VEHICLE PARKING – TO ENABLE CHARGING

6.1 Purpose

The City supports the electrification of transport fleets to meet its Net Zero Emissions by 2035 goal as outlined in the City's Electrification of Transport in the City Strategy and Action Plan.

The City can allocate a limited number of kerbside spaces to accommodate public on-street charging that has minimal impact on the public domain. The City will not allocate parking for electric vehicles (EV) for any purpose other than charging.

6.2 Approach

The City will aim to provide any EV parking for public charging in areas with fewer public off-street charging opportunities, and/or where there are many residences without off-street parking

The City will consult with nearby residents and businesses on proposals for any on-street EV charging.

The City will include relevant fees and charges for installation and any ongoing use by charging operators of spaces in its annual Schedule of Fees and Charges established in accordance with the Local Government Act 1993.

7. BICYCLE PARKING – TO REDUCE FOOTPATH CLUTTER

7.1 Purpose

The City supports increased bicycle riding. Share bike schemes reduce private vehicle use, however they can result in footpath clutter due to share bikes parked on footpaths.

To reduce this clutter, the City may provide on-street space where necessary. The City will aim to provide any bicycle storage/parking in on-street locations that minimise the impact on other road users, including safety, movement or competition for kerbside use. One option is to allow share bikes to be stored in the departure side of intersections, areas typically signposted 'No Stopping' as part of standard intersection design. In many of these locations bicycles can be safely stored due to their smaller dimensions / limited impact on sightlines.

Where required, the City may supplement these storage areas with a small number of dedicated on-street bicycle parking spaces.

8 PARKING PERMITS

8.1 Purpose

Parking permits exempt holders from time limits and parking fees in spaces signposted 'permit holders exempt'.

The need for parking permits arises directly from the imposition of kerbside parking controls. Where vehicles are only permitted to park for a short length of time, such as one hour, permits are needed for a larger proportion of everyday activities, such as visits by friends, tradespeople, carers or customers. Conversely, where vehicles may park for a longer amount of time, many everyday activities can be completed without permits. For this reason, permits and parking restrictions will be coordinated.

8.2 Display and use of permits

A permit must be displayed on the left-hand side of the front windscreen or on the inside of a window on the left-hand side of the vehicle. It must be clearly visible to an authorised officer.

A permit is valid only where kerbside signposting includes the words ‘Permit Holders Excepted’. The area identification number must correspond to the number on the permit.

8.3 Exclusion of some new developments and residential areas from permits

The intensification of urban land use within the City of Sydney, particularly Green Square urban renewal area, has significant implications for the road and public transport network. Traffic generation from new multi-unit commercial and residential developments can reduce the efficiency of the road network, affect the reliability of bus and light rail, and reduce the liveability of existing neighbourhoods.

In order to mitigate the congestion impact of major new developments and support the viability of public transport services, the City of Sydney limits both on-site parking supply and access to street parking. Access to street parking is limited by excluding some residential areas and residents of some new developments from participation in the City's permit parking scheme. This prevents parking demand associated with major new residential and commercial developments from spilling into existing neighbourhoods.

The City excludes from parking permit eligibility most types of multi-unit residential and commercial developments. The specific exclusions vary based on the time of development, recognising the changing boundaries and relevant planning controls in the City of Sydney since 1996, or specific conditions imposed prior to the adoption of this Policy. Information about the eligibility of individual existing properties is publicly available on the City’s website.

Sections 10 to 15 of the Policy outline the specific eligibility exclusions by permit type.

New residential and commercial development forms are likely to arise as a result of NSW Government changes to planning to encourage more housing. Building types and/or definitions not mentioned in the Policy but that operate or are similar to the building types specifically excluded will be excluded. This will be confirmed as part of the planning approval process for any new development. The City will update this Policy as required to reflect any new development forms during policy reviews.

If a landowner believes that conditions have been incorrectly applied to development consents issued for a dwelling house, attached dwelling, multi-dwelling housing or shop-top dwelling an application can be made to amend those conditions.

8.4 Restricted properties

Premises which are restricted from participating in the permit parking scheme at the date of adoption of this policy will remain restricted.

A small number of properties in Ultimo and Pyrmont are classified as 'Restricted Properties', and are eligible for a maximum of one resident parking permit if they do not have on-site parking. Given the high density of dwellings in this location and the limited on-street parking, the City will maintain the one-permit restriction on these properties by classifying them as Zone A, as per Section 9.3

9 PARKING AREAS AND PARKING ZONES

The policy divides the City into a number of parking areas to ensure that permits are used to park near the household or business to which they were issued. These are shown at Figure 1. In order to accommodate variations in population density and parking pressures, parking areas are zoned as A or B.

9.1 Principles for parking areas

Parking area boundaries will be clear and easy to understand, generally following major built or natural features, such as arterial roads, railways and natural boundaries.

In order to reduce the proportion of residents inconvenienced by their proximity to an arbitrary boundary, the City will reduce the number of parking areas to the minimum necessary to maintain the integrity of the permit system. This will also assist those using visitor parking permits, who may not be familiar with a parking area's complex boundaries.

Detailed permit boundaries for all areas will be published on the City of Sydney's website.

9.2 Parking area boundary modifications

The Chief Executive Officer is authorised to make minor amendments to area boundaries.

9.3 Parking zones - Zone A and Zone B

The policy zones parking areas as either Zone A or Zone B (see Figure 2). Zone A applies to parking areas where the number of resident parking permits issued exceed the number of parking spaces in that parking area. All other areas are Zone B. (Section 8.4 documents the application of Zone A conditions to some restricted properties in Ultimo and Pyrmont.)

The City will monitor permit numbers issued relative to available parking spaces in each parking area. Where the number of resident parking permits exceeds the number of parking spaces, the City will assess the need to rezone an area from B to A.

Recommendations to rezone an area, from A to B or B to A, will be reported to Council, after public exhibition.

Figure 1. Parking areas

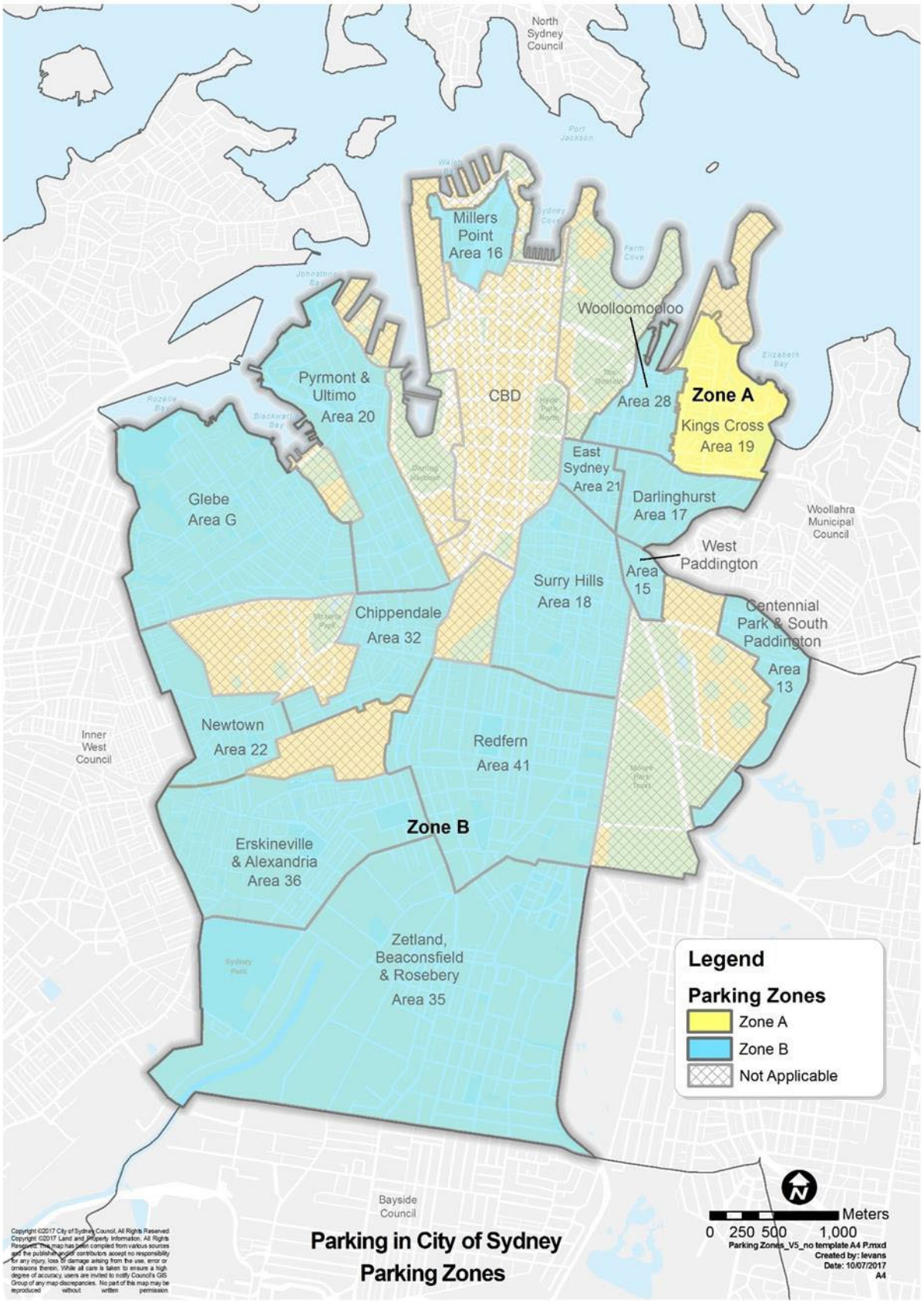

Figure 2. Parking zones

10. RESIDENT PARKING PERMITS

10.1. Purpose

Resident parking permits enable residents who do not have sufficient on-site parking to park on-street and avoid time limits and parking fees.

10.2. Eligibility

Residents in most households in the City of Sydney are eligible for resident parking permits. However, the following households or land use types are not eligible:

a) A household which occupies a new or Converted Residential Flat Building or Boarding House approved since 8 May 1996 (former South Sydney) or 1 May 2000 (former Sydney City Council) or 12 May 2014 (all remaining areas of the City of Sydney).

b) A household which occupies a Dwelling approved with the condition that no parking permits are to be issued.

c) A household occupying a Secondary Dwelling on a lot for which parking permits are already issued.

d) A household which occupies premises not approved for residential use.

e) Hotels, backpacker hostels, guesthouses, Co-living Housing and Serviced Apartments.

f) A household occupying any other non-residential premises.

The resident's vehicle must:

a) be registered in the resident's name, or have the applicant listed on insurance as a driver if registered in another name. For residents with multiple properties the applicant must show proof that they reside for a minimum of six months a year at the eligible property address. If the applicant has access to a vehicle through an agreement with an employer the applicant must have full private use of the vehicle.

b) not be a truck, bus, tram, trailer, tractor or any vehicle which exceeds 4.5 tonnes Gross Vehicle Mass or be longer than 7.5 metres

10.3 Quantity of permits

Parking permits are issued for vehicles registered to the address of an eligible household provided that the household does not have on-site parking available for that vehicle.

The number of permits a household is eligible for in each Zone is as follows:

<u>Zone A</u>

a) A household in Zone A without any on-site parking spaces is eligible for up to one parking permit.

b) Each room of an eligible and approved Boarding House will be treated as a separate Dwelling eligible for one resident parking permit.

c) No permits will be issued to households with one or more on-site parking spaces.

<u>Zone B</u>

a) A household in Zone B without any on-site parking spaces is eligible for two parking permits.

b) Each room of an eligible and approved Boarding House will be treated as a separate Dwelling eligible for one resident parking permit.

c) A household in Zone B with one on-site parking space is eligible for one parking permit for a second vehicle.

d) No permits will be issued to households with two or more on-site parking spaces.

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) Australian Standard 2890.1
~~a)~~b) accessibility by a vehicle
~~b)~~c) the presence of a garage door or roller door
~~c)~~d) the existence of a vehicular kerb ramp
~~d)~~e) the presence of a carport or garage structure
~~e)~~f) evidence of use of the space for parking
~~f)~~g) any approved or registered plans.

10.5. Temporary resident parking permits

In the circumstances described below, the City may issue a temporary resident parking permit.

Interim resident parking permit

The City may issue an interim resident parking permit if:

- an eligible applicant has moved to the City and their vehicle is registered interstate. The permit will be valid for 3 months. It is compulsory to change the vehicle registration details to a NSW address within 3 months of a move. Once the applicant's vehicle is registered to a City address, applicants will be eligible for a resident parking permit.

If an eligible applicant's vehicle has been damaged or stolen, the City will issue an interim resident parking permit for up to 3 months. Applicants will be required to provide documentary evidence in support of their claim and will be required to sign a statutory declaration in the presence of a Justice of the Peace.

Temporary construction work resident parking permit

If lawful construction work (including work under a development consent, complying development certificate or exempt development) renders the parking space at an eligible applicant's address temporarily inaccessible the City may issue a temporary construction work parking permit. A permit must not be used in order to enable the storage of materials in the on-site car space.

Temporary permits will be issued to a single nominated vehicle registered at the applicant's address, and may not be used by any other vehicle. The maximum duration of such permits is three months. Residents must provide proof of works being undertaken.

11 VISITOR PARKING PERMITS

11.1 Purpose

Visitor parking permits enable residents' visitors, including family members, friends, carers, General Practitioners and tradespersons to park on-street and avoid time limits and parking fees.

11.2 Eligibility

Residents in most households in the City of Sydney are eligible for visitor parking permits. The following households or dwelling types are not eligible:

a) A household which occupies a residential flat building or boarding house, approved since 8 May 1996 (former South Sydney) 1 May 2000 (former Sydney City Council) or 12 May 2014 (City of Sydney).
b) A household which occupies a dwelling approved with the condition that no parking permits are to be issued.
c) A household with an on-site visitor parking space, including shared visitor parking spaces in multi-unit dwellings.
d) A household occupying a secondary dwelling on a lot for which visitor parking permits are already issued.
e) A household which occupies premises not approved for residential use.
f) Hotels, backpacker hostels, guesthouses, tourist accommodation Co-living Housing and serviced apartments.
g) Any other non-residential premises.

11.3 Quantity of permits

Visitor permits are one day scratch cards.

Each eligible household has an annual allocation of 50 visitor permits.

11.4 Validity

A permit is not valid for use on a caravan, bus, truck, trailer, or any vehicle which exceeds 4.5 tonnes Gross Vehicle Mass, except if a visitor permit is being used for removals to or from the address of the permit holder.

Visitor permits are single-use permits and are valid on the indicated date of use. The permit is valid only when the date of use has been clearly and correctly indicated. Visitor permits will be issued with a minimum of 12 months validity.

12 VISITOR PARKING PERMITS - TRADESPERSONS

12.1 Purpose

Tradespersons Parking Permits enable tradespersons to carry out maintenance and improvement work for City residents to park on-street and avoid time limits. This reduces job costs and local traffic movements. They may be used in addition to, or instead of, one-day Visitor Parking Permits.

12.2 Eligibility

Tradespersons Parking Permits may be issued to residents who:

a) require alterations, additions, minor maintenance and improvement work to be undertaken at their place of residence
b) provide proof of residency
c) provide a quote or contract which sets out the address of the place where the work will be carried out, the nature of the works, and the duration of works.

Most households are eligible for Tradespersons Parking Permits.

The following households or dwelling types are not eligible:

a) A household which occupies a new or Converted Residential Flat Building or Boarding House approved since 8 May 1996 (former South Sydney) or 1 May 2000 (former Sydney City Council) or 12 May 2014 (all remaining areas of the City of Sydney).
b) A household which occupies a Dwelling approved with the condition that no parking permits are to be issued.
c) A household occupying a Secondary Dwelling on a lot for which parking permits are already issued.
d) A household which occupies premises not approved for residential use.
e) Hotels, backpacker hostels, guesthouses, Co-living Housing and Serviced Apartments.
f) A household occupying any other non-residential premises.

12.3 Quantity of permits

Eligible households may obtain up to six one-week permits each calendar year.

12.4 Validity

A permit is not valid for use on a caravan, bus, truck, trailer, or any vehicle which exceeds 4.5 tonnes Gross Vehicle Mass. Permits are valid for one week. The date of validity and the resident's address will be displayed on the permit.

13 BUSINESS PARKING PERMITS

13.1 Purpose

A business parking permit may be issued to a business located within the City of Sydney LGA that requires a vehicle for the carriage of goods or equipment. The purpose of this permit is to exempt a business vehicle from time limits and parking fees in spaces signposted 'permit holders exempt'.

Given the very high competition for on-street parking and the need to maintain parking turnover for retail customers, visitors and residents, business permits are issued only for vehicles registered in the name of the business as being for business use, and used in its routine daily operation to carry goods and equipment.

13.2 Eligibility

Occupants of new multi-suite commercial premises approved on or after 12 May 2014 are excluded from participation in the permit parking scheme. A business parking permit may be issued to an applicant who:

a) has a business located within the City of Sydney Local Government Area
b) requires an eligible vehicle for routine transport of goods or equipment in the day to day operation of a registered business
c) is an employee or principal of a registered business operating from premises which have development consent for business use and which have not been excluded from participation in the permit parking scheme by a condition of development consent
d) has no on-site parking dedicated to the business; and
e) cannot reasonably modify the premises to provide on-site parking.

To be eligible for a business parking permit, the vehicle must:

a) be registered in the name of the business, or a principal of the business
b) be registered for business use
c) be used for the purposes of carrying goods and equipment
d) not be a truck, bus, tram, caravan trailer or tractor or any vehicle which exceeds 4.5 tonnes Gross Vehicle Mass or longer than 7.5 metres.

13.3 Quantity of permits

A business is eligible for one parking permit. Where more than one business occupies a single business premises, no more than one permit will be issued to each registered lot on a first-in first-served basis.

13.4 Conditions of use

Permits are only to be used for the carriage of goods and equipment. They are not to be used on vehicles primarily used for staff travel, attendance at business appointments, or commuting to a place of employment or business.

14 SUPPORT WORKER PARKING PERMITS

14.1 Purpose

A support worker parking permit exempts a support worker's or service provider's vehicle from time limits and parking fees while the support worker or service provider is providing in-home support.

The permit is issued to the service provider rather than the recipient of the in-home support. This facilitates more efficient access for the service provider and avoids placing application requirements on residents.

14.2 Eligibility

A permit may be issued to a service provider who:

a) provides in-home support services
b) conducts, or expects to conduct, more than 60 home visits per year to residents in the City of Sydney and partnering Council areas.[1]

To be eligible for a permit the vehicle must:

a) be registered in the name of the service provider. If the vehicle is in a private name, the service provider must supply a letter explaining that the permit will be used for the purpose of providing in-home support only.
b) be under 4.5 tonnes and less than 7.5 metres, unless such vehicle is necessary for the support service provided.

14.3 Quantity of permits

There is no limit to the number of Support Worker Parking Permits that may be issued to service providers who employ support workers. Individuals that operate as a service provider will be issued with one permit.

14.4 Conditions of use

The permit may only be used by a support worker or service provider for the purposes of providing in-home support.

If the permit is no longer in use by the service provider or is not expected to be used for a period of three (3) months or more, the permit must be returned to Council.

14.5 Validity

Permits will be valid for one year from date of issue.

14.6 Plan of management

Service providers who purchase multiple permits for support workers are required to provide a Plan of Management at the time of application to prevent the misuse of the permits. This

[1] In 2015 the City signed a Memorandum of Understanding with then Marrickville and Leichhardt Councils whereby the three Councils agreed to issue a Support Worker permit that would be accepted in all three council areas. The City undertook to administer the scheme. This expanded scheme now includes all of the Inner West Council area, and Randwick City Council.

requires the support provider to demonstrate potential risks for misuse and control measures if appropriate.

15 CARERS' PARKING PERMITS

15.1 Purpose

A carers' parking permit exempts a vehicle used by a carer visiting a resident from time limits and parking meter fees where while the carer is providing in-home care.

The permit is issued to the resident rather than the carer. This enables residents to receive care visits from multiple carers who are not eligible for the support workers parking permit.

15.2 Eligibility

A carers' parking permit may be issued to a resident who:

a) has a letter from a service provider or health professional setting out the resident's need for in-home care.

The following households or dwelling types are not eligible:

a) A household which occupies a residential flat building, approved since 8 May 1996 (former South Sydney), 1 May 2000 (former Sydney City Council) or 12 May 2014 (all remaining areas of the City of Sydney).
b) A household which occupies a dwelling approved with the condition that no parking permits are to be issued.
c) A household with an on-site visitor parking space, including shared visitor parking spaces in multi-unit dwellings.
d) A household which occupies premises not approved for residential use.
e) Hotels, backpacker hostels, guesthouses, tourist accommodation, Co-Living Housing and serviced apartments.
f) Any other non-residential premises.

15.3 Conditions of Use

Eligible residents are entitled to one (1) transferable permit per household. The permit may only be used for the purposes of providing in-home care. The permit must be returned to the resident once the visit has ended.

The permits may only be used by Carers providing care who meet the definition of Carers as set out in the Carers (Recognition) Act 2010.

16 PREVENTION OF FRAUD AND MISUSE

16.1 Background

As a result of the high value of parking space, permit schemes are vulnerable to the misuse, theft and forgery of permits. This creates a risk of long-stay parking in residential areas, which occupies parking space otherwise intended for genuine customers, visitors and business users.

16.2 Action

The City will take action against misuse of permits. In the case of demonstrated fraud, improper resale or misuse of permits by a resident, business, visitors or care workers, the City may revoke eligibility for the offending individual, business, address or organisation, for a period of up to two years.

In instances where misuse of permits is reasonably suspected, the City will give permit-holders the opportunity to show cause as to why the permit should not be revoked. Permits will not be arbitrarily or unreasonably revoked.

In cases of suspected falsification, duplication or theft of permits, the City will refer the matter to the NSW Police for investigation.

16.3 Record of on-site parking

To address non-disclosure of on-site parking, the City will maintain a record of on-site parking supply at each residential or business address eligible to participate in the permit parking scheme.

Records will be based on information provided by applicants, development assessment documents, and street-based site inspections. Records will be made available to applicants to ensure the opportunity is provided to correct errors.

16.4 Information on permits

In the case of a resident or business parking permit, the permit will display the vehicle registration in order to prevent theft or improper transfer.

17 TRANSITIONAL ARRANGEMENTS

Transitional arrangements will minimise disruption or hardship by ensuring that existing permits of a type that is not consistent with this policy are honoured until Council determines otherwise.

17.1 Resident permits

In Zone A, a permit holder will be permitted to renew a second resident parking permit that was valid at the date of adoption of this policy on 12 May 2014. The permit may be renewed or transferred to a replacement vehicle only at the same address.

In Zone A, a permit holder with one on-site parking space, will be permitted to renew a first permit that is valid at the date of the adoption of this policy. The permit may be renewed or transferred to a replacement vehicle only at the same address.

Permits will not be renewed in cases where they have been obtained by the non-disclosure or inaccurate declaration of on-site parking spaces.

18 IMPLEMENTATION AND ADMINISTRATION

18.1 Neighbourhood Parking Policy Reviews

Where necessary to address emerging issues, the City will assess the consistency of parking controls with the Policy, and ensure the maximum amount of kerb is available for productive uses. This will include developing an implementation plan for each reviewed area setting out actions and timelines to address issues identified. Any changes will be subject to the engagement framework outlined in this Policy.

18.2 Hardship

Consistent with the Schedule of Fees and Charges, the City may waive the fees and charges applying to permits only in cases where their application would impose unreasonable financial hardship.

18.3 Enforcement

Enforcement of parking controls is the responsibility of City Operations.

Responsibilities

The City Access and Transport team at the City of Sydney will monitor and review this Policy.

The Traffic Operations team at the City of Sydney will manage kerbside restrictions in response to the Policy.

Rangers from the City of Sydney will enforce parking controls.

The Parking Operations team at the City of Sydney will manage the City's pay parking schemes.

The Customer Services team at the City of Sydney will issue permits outlined in the Policy.

Consultation

All relevant operational and policy units at the City of Sydney contributed to this Policy review, including Traffic Operations, Parking Services, Rangers, Customer Service, Legal & Governance and CityLife.

The review reflects representations made to Council in the 2017-18 policy review, and ongoing representations from residents and businesses on many issues since then.

The review is informed by the intensive community consultation the City undertook as part of the development of Sustainable Sydney 2030-2050 – Continuing the Vision.

References

Laws and Standards
• NSW Road Transport (General) Regulation 2021
• NSW Permit Parking Guidelines, Transport for NSW, 2021

Laws and Standards
• Carers (Recognition) Act 2010
• Government Information (Public Access) Act 2009

Policies and Procedures
• Car Sharing Policy
• Central Sydney On-Street Parking Policy
• City Access Strategy and Action Plan – Continuing the Vision

Review period

This policy will be reviewed every 3 years.

Approval Status

The Council approved this policy on [DD MONTH YYYY].

Approval History

Stage	Date	Comment	TRIM Reference
Original Policy	12 May 2014	Approved by Council	2013/311119
Reviewed	14 May 2018	Full review. Update guidelines for kerbside controls. Increase number of visitor permits available. Introduce tradespersons parking permit. Broaden vehicle eligibility criteria for business parking permits.	2018/329434
Commence Review Date	14 August 2021		
Approval Due Date	xxxx		

Ownership and approval

Responsibility	Role
Author	Manager, Transport Policy
Owner	Chief Operations Officer

Responsibility	Role
Endorser	City of Sydney Executive
Approver	City of Sydney Council