

Attachment B

Central Sydney On-Street Parking Policy (showing changes)

Central Sydney On-Street Parking Policy

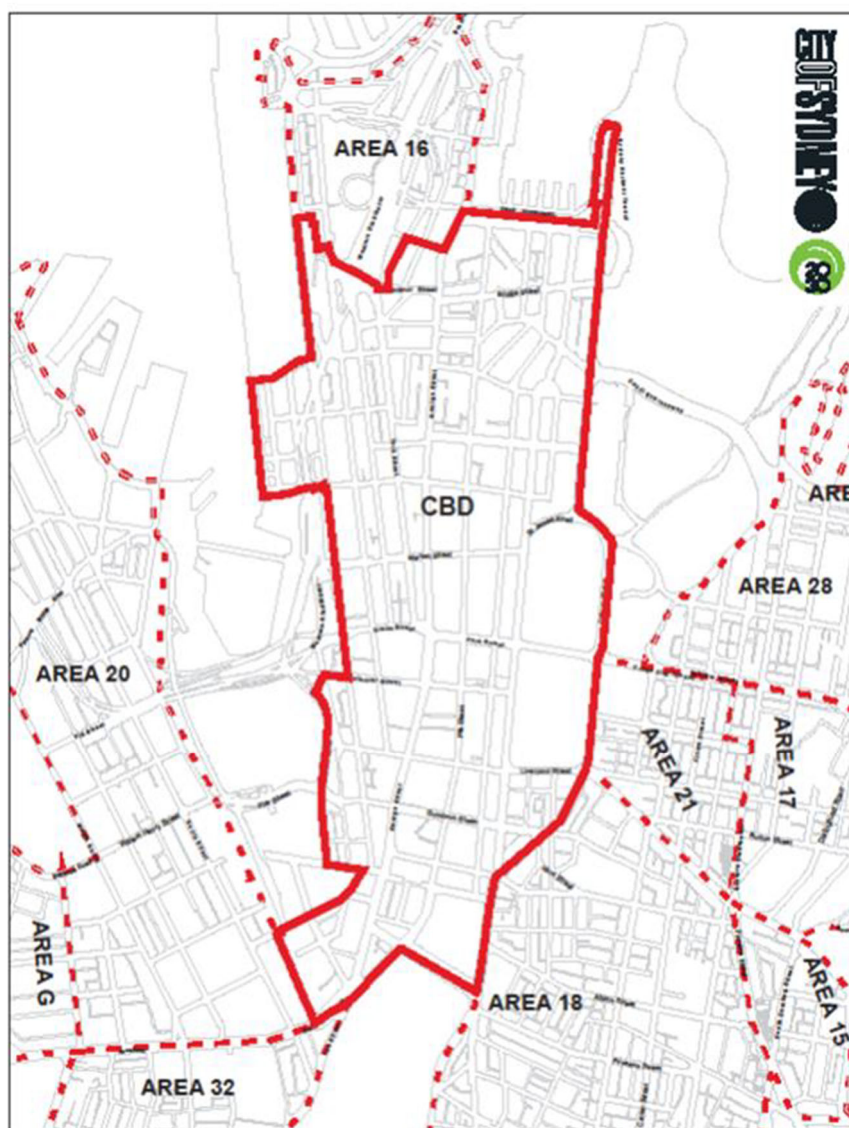
Purpose

The City of Sydney's (the 'City's') Central Sydney On-Street Parking Policy ("the Policy") is the framework for allocating kerbside parking and loading in central Sydney, to assist meeting the outcomes in Sustainable Sydney 2030-2050 Continuing the Vision.

Scope

The Policy applies to on-street parking and loading in central Sydney, defined by the solid red line in Figure 1.

Figure 1 Central Sydney On-Street Parking Policy area



Definitions

Term	Meaning
Authorised Vehicle Zones	A length of kerb to which a No Parking restriction applies, but which exempts a specific authorised vehicle.
Period Parking	Any parking space that is allocated for use without restriction by vehicle type, and which is subject to time limits.

Policy Statement

1 PRIORITISING KERBSIDE SPACE

1.1 Background

The City's Sustainable Sydney 2030–2050 Continuing the Vision and Community Strategic Plan outline the imperative to create a city for walking, cycling and public transport. This approach maximises the environmental, economic and social outcomes in the constrained space of central Sydney, where much growth is still to occur.

There is competition for the use of street and kerb space in central Sydney. The narrow streets and short east-west blocks limit the useable kerb space that can be safely allocated to support commercial and access functions. Much of the space is allocated to the movement of vehicles including general traffic lanes, turn lanes, bus lanes and bus stops, light rail and cycle ways.

The Central Sydney Planning Strategy 2016-2036 describes the additional commercial, retail and residential floor space to be constructed in and near central Sydney. This will result in increasing demands on available kerb space. Demolition and construction may require dedicated kerb space in the form of Work Zones.

The management of kerb space will ensure the street network can accommodate critical business and local needs, while maintaining access via the efficient operation of the public and private transport networks. The City's overall approach to this challenge is outlined in its Access Strategy and Action Plan – Continuing the Vision:

<https://www.cityofsydney.nsw.gov.au/strategies-action-plans/access-strategy-and-action-plan-continuing-the-vision>

1.2 New developments

In accordance with the requirements of the Sydney Development Control Plan 2012, the City generally requires that new developments incorporate off-street loading docks, subject to technical or heritage considerations. Where new loading and parking is constructed on-site, the City will require, as a condition of development consent, that all parking and servicing take place on-site.

The City can also require developers to provide bicycle parking, [car sharing](#) and other end-of-trip facilities in a development.

This City's Access Strategy and Action Plan recognises the importance of efficient and timely freight and deliveries in central Sydney. It aims to increase off-street loading capacity to enable a progressive reduction of on-street loading in nearby streets, using the kerb space for other purposes while ensuring businesses retain access for their freight and servicing needs.

1.3 Approach

The City considers a number of factors (described as levels) when determining allocation of kerb space in central Sydney.

- **Network level:** when the kerb lane is required for priority modes of movement or road safety. Examples of kerb allocation for space-efficient movement include kerbside bus lanes and bus stops, or cycleways.
Under current arrangements, Transport for NSW also requires significant areas of kerb to store out-of-service buses, to support operation of routes that currently start and finish in central Sydney. Over time, as major public transport such as new Metro rail comes online and bus services change to reflect this, the City expects that less kerb will be required for these functions.
Examples of road safety treatments include "No Stopping" zones around intersections, and pedestrian crossings.
- **Place level:** when not required for movement or road safety, the kerb lane can be allocated to uses required to improve the quality of our places.
Examples of kerbside allocation that support place quality include street space reallocation for footpath widening, tree planting or outdoor dining.
Consistent with Sustainable Sydney 2030–2050 Continuing the Vision, the City will work to allocate more street and kerb space to these place functions. Key reasons include growth in workers and visitors in central Sydney, the need for better places for economic competitiveness and the need for more planting to address the heat impacts of the Climate Emergency.
- **Parking/stopping level:** When not required for movement, road safety or for place improvements, the kerb lane can be allocated to parking/stopping arrangements.

This Policy directly relates to this last level, outlining the rationale for various parking and stopping treatments that support access to central Sydney.

2. ALLOCATION OF KERB FOR PARKING OR STOPPING

When a section of kerb is to be used for parking to enable access, or stopping to enable pick up and drop off, the City will prioritise high value uses. There is no absolute hierarchy, but the uses that will have priority over other types of parking are:

- pick up and drop off, using No Parking zones, recognising that some sections of the community require access close to their final destination
- point-to-point-transport including taxis, that support some visitor and business trips, and the late night economy
- loading and servicing for businesses, using Loading Zones, recognising that some buildings do not have onsite loading facilities
- dedicated Mobility Parking spaces for people with disability
- supporting the operation of emergency services, with Authorised Vehicles zones
- supporting the needs of other essential services
- a small supply of spaces for coach pickup and drop-off
- supporting the functioning of hotels, where high kerb turnover makes sense, with short stay parking.

The City will ensure an adequate supply of each type of parking space is provided across central Sydney. The City will also respond to locations with specific needs for particular parking treatments parking treatments, such as hotels requiring a nearby taxi zone.

The City will always aim to maximise the use value of all kerbs, and will allocate any residual kerb to lower value uses, such as general period paid parking.

2.1. **No Parking**

Areas of kerbside ('zone') to which a 'No Parking' sign applies can provide useful opportunities for pick up and drop off in vibrant city centres. The Road Rules 2014 permit a driver of a vehicle to stop in a 'No Parking' zone for the purpose of picking up or dropping off passengers or goods, as long as the driver does not leave the vehicle unattended. Unless a different period is signposted, drivers can stop for up to 2 minutes (and for up to 5 minutes for vehicles displaying a Mobility Permit).

'No Parking' zones can serve a range of different needs in central Sydney. For taxis and point to point (rideshare) vehicles, they allow for legal pick up and drop off of passengers in a wider range of locations.

The City will aim to spread opportunities for pick up and drop off across the city centre. To respond to the needs of people with a disability, there will be specific attention to locating spaces where they will be most physically accessible (near a kerb ramp or driveway) where possible.

The City can signpost some kerb lengths 'No Parking – Trucks Excepted', or 'No Parking – Coaches Excepted' (both with or without a time limit), to support access for waste collection vehicles or coaches.

The City can signpost a 'No Parking' space with an exception for a specific type of vehicle, for example 'NSW Fire and Rescue Vehicles Excepted'. These are a type of 'Authorised Vehicle' spaces, that can also be used for general pickup and drop off when available.

2.2 Taxis

Taxi ranks ('Taxi Zones') should generally be no more than 150 – 200m from key locations in central Sydney. This will encourage their use, reduce congestion and reduce road safety impacts of vacant taxis circling for passengers. Wayfinding and online tools can help customers locate taxi ranks.

To provide additional options for pick up and drop off (but not ranking), the City can provide taxi exemptions for pick up and set down in full-time 'No Stopping' zones. The City will only consider this where road safety and traffic impacts are acceptable, provision of 'Taxi Zones' or other pick up and drop off options in the surrounding area is not adequate, and there will be no significant impact on public transport operations.

2.3 Delivery and service vehicles

On a weekday, the majority of parking spaces in central Sydney are loading zones. Loading zones can be used by drivers in vehicles designed for the conveyance of goods, for up to 30 minutes. In assessing the need for loading zones, the City will prioritise the needs of older buildings that have limited or nil on-site loading facilities.

Loading zones will be introduced after hours or on weekends in cases where weekday loading is inadequate, where it is desirable to encourage out-of-hours/weekend loading, or to meet the needs of businesses.

The City will consider converting loading zones to other uses in areas where there is significant new off-street parking supply for loading and delivery. This could include a publicly available shared off-street loading facility, where that facility can be accessed by a range of vehicle types.

In order to maximise compliance and ensure access for legitimate loading vehicles, loading zones in central Sydney will require the display of a loading zone ticket. (In some areas, tickets may become electronic as technology and regulations for parking enforcement evolve over time.)

Provisions for waste collection will generally be in the form of sections of kerb with lengths adequate for trucks signposted 'No Parking' with a short exemption for the waste vehicles. The periods these spaces operate will generally favour the established pattern, which sees most waste streams collected in the evening and early morning. The City will aim to provide a distribution of these spaces across central Sydney, focussing on streets and blocks with many buildings with no off-street loading access.

2.4 Mobility parking

The City's Inclusion (Disability) Action Plan outlines the importance of access for ensuring an inclusive city. The City's provision of dedicated mobility spaces will reflect the broader opportunities for drivers displaying a Transport for NSW Mobility Permit, to access the kerb for parking, and pick up and drop off, under NSW legislation. For instance, permit holders can avoid time restrictions and fees in longer stay general ticket parking spaces (until the time that the

signposted usage changes). Permit holders can access 'Loading Zones' or a 'No Parking' zone for 5 minutes for pick up and drop off.

The City will enable a limited supply of dedicated mobility spaces in central Sydney. To ensure these serve multiple customers across the day, these will generally be timed parking spaces (usually 2-4 hours, depending on the needs of users). In timed mobility spaces, the permit holder can only stay as long as the time limit shown.

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.

2.5 Authorised Vehicle Zones – Essential Services

'Authorised Vehicle Zones' will be provided wherever necessary and feasible for the purposes of parking essential services vehicles. Essential services include postal collection, law enforcement or the parking of dedicated NSW Government emergency services or incident response vehicles.

As discussed at Section 2.1, where appropriate, these spaces can be signposted 'No Parking, [xxxxx] Excepted', so other users can pick up or drop off only, when the space is not occupied.

2.6 Authorised Vehicle Zones – Coaches

'Authorised Vehicle Zones' will be provided to facilitate bus, coach and mini-bus drop off and pick up near to major destinations or visitor accommodation. Where kerb space cannot be allocated close to major destinations, the City will seek to identify alternative locations on safe walking routes with clear wayfinding.

These zones will be provided on a time of day or week basis where possible, so the kerbside can be allocated for other uses outside these times.

The City will not accommodate long-stay coach lay-over on-street in central Sydney.

2.7 Authorised Vehicle Zones – Passenger Vehicles

'Authorised Vehicle Zones' requested for the untimed parking of ordinary passenger vehicles will generally not be allocated in central Sydney. This includes parking for passenger vehicles used by government departments, public authorities, consulates or car sharing services, but does not prevent allocation of space to wedding or funeral vehicles.

Exceptions will be considered only in cases where paid off-street parking is unavailable, and the allocation of dedicated space is demonstrably in the public interest. In all cases, the onus will be on the applicant to demonstrate that off-street parking is unavailable.

Where appropriate, these spaces can be signposted 'No Parking, [xxxxx] Excepted', so other users can use the space to pick up or drop off, when the space is not occupied.

'Authorised Vehicle Zones' will be subject to regular review in light of changing needs and changes to surrounding land use.

2.8 Short stay parking

Short stay parking allows a driver to leave their vehicle to undertake a function, such as dropping off goods or checking into a hotel then returning to the vehicle to park it off-street. The City will locate a limited supply of short stay parking only where they are needed to support land uses such as hotels. The time limit will range from five (5) to 15 minutes.

2.9 General period parking

General time limited pay parking will be the default restriction for kerbside parking space whenever or wherever the space is not required for higher priority uses. Fees will be set and exhibited annually as part of the City's draft operational plan.

Pay parking will be the predominant kerbside use on evenings and weekends, and may also be considered for the inter-peak period of 10am-3pm, unless required for higher priority uses. Fees will be outlined in the City's annual Statement of revenue policy - fees and charges.

In order to encourage the use of public and sustainable transport, untimed or all-day parking for commuters will not be allocated on-street.

Short-stay motorcycle parking is accommodated by general period parking space. Like other private vehicles, the extent of untimed motorcycle-only parking for weekday commuting will be limited in order to encourage use of public or sustainable transport, and the use of off-street parking. Long stay commuter parking will only be allocated for motorcycles where it is not required for any higher priority use.

Given that motorcycles cannot securely display tickets, the City does not require tickets to be purchased or displayed for motorcycle parking. In the event that suitable payment options are introduced, parking rates may be introduced and will reflect the reduced spatial footprint of motorcycles.

2.10. On-street bicycle parking – to reduce footpath clutter

The City supports increased bicycle riding. Share bike schemes reduce private vehicle use, however they can result in footpath clutter.

The City will aim to provide bicycle storage/parking in kerb locations that minimise the impact on other road users, including safety, movement or competition for kerb. 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.

The City may supplement these storage areas with a small number of dedicated on-street bicycle parking spaces.

3 RESIDENT PERMIT PARKING SCHEME

3.1 Background

The Resident Parking Scheme in central Sydney provides for on-street parking for residential buildings approved prior to 2000. Residential premises approved after 1 May 2000 are not eligible for parking permits.

No Business or Visitor Permits are available in central Sydney.

3.2 Boundaries

The boundary of the parking precinct is shown in Figure 1.

3.3 Closure of the scheme to new applicants

Given the very high demand for the use of diminishing kerbside parking space in central Sydney, it is increasingly impractical for central Sydney streets to be used for the long-duration free parking of resident vehicles, particularly during business hours.

The Resident Parking Scheme in central Sydney is closed to new applicants.

3.4 Transitional Arrangements

In recognition of the reasonable expectations of existing permit holders, existing first permits will be honoured until the permit holder moves address, or allows the permit to lapse. Resident permits are not transferrable.

4. Administration

Responsibilities

Implementation, review and enforcement of on-street parking controls is the responsibility of the City Operations division.

Resident parking permits are administered by the City ~~Engagement~~ People, Performance and Technology Division. The ~~Executive~~ Director People, Performance and Technology ~~City Engagement~~ will establish administrative procedures necessary for the consistent implementation of the policy.

The ~~Executive Director People, Performance and Technology~~ Director City Engagement is delegated to waive or vary the requirements of this policy only in cases where application of the policy would result in prolonged or unreasonable hardship.

Consultation

During the review of this policy, City staff engaged with:

- City of Sydney business units : Traffic Operations, Parking Services, Customer Service, Rangers, Social Policy and Legal & Governance. Transport for NSW.

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 where, 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.

~~Proposed changes to parking restrictions in central Sydney will be considered by the members of the Local Pedestrian Cycling and Traffic Calming Committee. Decisions will be taken at an open meeting wherever possible, and any urgent out-of-session decisions reported to the subsequent meeting. Changes will also be reported to the Central Sydney Traffic and Transport Committee where required by the City of Sydney Act, or where desirable to improve coordination with the NSW Government.~~

~~In addition to consultation with statutory committees established under the City of Sydney Act, changes to traffic, parking and loading in central Sydney will be discussed and coordinated with~~

~~Transport for NSW in order to ensure their consistency with the Sydney City Centre Access Strategy.~~

~~Where changes to kerbside space are likely to affect known nearby users, the City will consult affected properties or users in writing. User group representatives may be non-voting members of the City's Traffic Committee.~~

References

Laws and Standards
NSW Roads Act 1993 and NSW Road Rules 2014
Policies and Procedures
Central Sydney Planning Strategy
City Access Strategy and Action Plan – Continuing the Vision

Review period

The Chief Operations Officer will review this policy 3 years from the date of its adoption by Council.

TRIM Reference Number

Document number: XXX

Approval Status

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

Approval History

Stage	Date	Comment	TRIM Reference
Original Policy	22 April 1996	Approved by Council	2009/111134
Review	23 November 2015	Reviewed and updated. Approved by Council	2015/623069
Fit for Purpose Review	22 November 2017	Fit for Purpose. No change. Endorsed by the Executive	2018/035212
Commence Review Date	22 February 2019		
Approval Due Date	xxxx		

Ownership and approval

Responsibility	Role
Author	Transport Policy Manager
Owner	Executive Manager City Access and Transport
Endorser	City of Sydney Executive
Approver	City of Sydney Council